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American Railroad Journal.

New York, Saturday, January 3, 1863.

Financial Review for the year 1862.

The close of the present year finds the country still laboring under the difficulties of a civil war, and the loyal States surprised and vexed at the want of a more vigorous prosecution of it on our part. With unexampled resources of money, with an army superior in numbers, and a navy of extraordinary strength, the contest drags on without decisive results, and no man is sagacious enough to foresee when it will terminate. All parties agree in condemning the manner in which it has been conducted, but neither public opinion nor discontent seem to have any effect on the parties who are responsible for inefficiency and misdirection. The great danger is that our predominance in material power, may be lost by intellectual inferiority.

Strange to say, however, that the Northern and Western sections of the Union have within their own areas suffered nothing of the actual evils of war. Our commerce has been on the increase from the last year and is very nearly what it was the year before.

In 1860 our total imports were $225,497,923, in 1861 $125,788,482, in 1862 $171,735,104.

Our produce exports were:—In 1860, $100,905,966; In 1861, $135,944,176; In 1862, $153,020,458.

The balance of trade for some months past, judging from the Custom House returns from the city of New York, has been from week to week considerably in our favor, and but for the return of our stocks sent from abroad to be sold and pressed upon the market, we do not see how the shipment of specie to this country should not have continued to have been made as heretofore. The war debt gives the greatest anxiety, and it is accumulating rapidly. It must be remembered, however, that by the issue of Treasury notes, the amount of funded debt itself is at present not larger than has been stated in the report of the Secretary of the Treasury, and whether that issue was the best or worst policy, for there are two sides of this question taken, it has certainly been efficient not only in furnishing means for carrying on the war but stimulating production and business to an extraordinary degree. Our war debt of 1816 was $127,500,000, and the population was then 8,500,000. Yet this debt was extinguished in 1835. But our population has more than doubled, and the resources of the country as ascertained by the late census are of the actual and fixed value of thirty thousand millions of dollars. It is also calculated that the use of the money issued by the Government and received by the people for their products and labor incidental to the war, is equal to a profit of ten per cent, while it is taking the shape of fixed investments, and adding to the permanent wealth and resources of the country. All that is not funded will go into railways, lands, ships, houses, factories and machinery. Never before in this country was there a more useful currency, or so much of it as at the present moment. If it is used with proper care by the skilful, the industrious and enterprising, it will do wonders, and above all enable the country to meet the war debt in future years, with comparative ease.

The Railway interest has greatly benefitted by these and other circumstances the past year. The enormous products of the west, hitherto having the option of the Mississippi for a channel to market, has been turned north and eastward. The repeated injuries done by the enemy to the line of the Baltimore and Ohio, have had a similar effect. And the consequence has been that the traffic of the Great Northern and Eastern lines has been so enormous, as to almost exceed their capacity, through the canals have at the same time been their competitors. There has been a steady rise in the value of their shares, in many instances resumption, and increase of dividends in all instances, increase of earnings, and the renewal of public confidence in their value and management. The increase of railways mileage has been limited during the past year, from the necessities of the time to about 666 miles. The most extensive work in progress is that of the Atlantic and Great Western, which we have recorded step by step, through its completed distance of 205 miles, and which will prove a first class work in all respects, honorable to the projectors and of incalcalable benefit to the States of Ohio, Pennsylvania and New York. The Pacific Railway was inaugurated by a meeting of its corporators at Chicago in September last. Its necessity and importance were there fully demonstrated. Books of subscription were subsequently opened at all the principal cities and towns in the loyal states, so that all might have an opportunity of aiding this great national work who were so inclined. The result of this effort though not yet fully known, is however that the sum of two millions required by the charter before the final organization could take place, has not been obtained, and the books are now closed everywhere except in the city of New York. The explanation is easy. There have been numbers of capitalists ready from the first to give substantial aid to the work and push it along. Offers have been actually made to construct several hundred miles of the Eastern section at a cost not to exceed the sum per mile already guaranteed by the Government. So, though their may be delay, there is a certainty of the final completion of this great work, demanded by our relations with California, the great commerce of the Pacific, and the necessity of strengthening the loyal portion of the Union, if no other, and developing the vast mineral and agricultural resources of the Country west of the Mississippi.

The condition of the Banks of the North is considered to be sound, their reserves of specie is large, and their relations with the Government friendly and patriotic. It is to be hoped that Congress by no hasty act of legislation will do anything to destroy their usefulness.

But for the war then and the inevitable discomposure that such a calamity always brings we might say that the past year has not been without a favorable reaction on many of our great leading interests, and instead of our being plunged into the personal and immediate distress which has overtaken the South, we have gathered strength, from exertion, and hope from our very reverses.

Railroads of the United States.

A tabular statement showing the length and cost of each work at the end of the financial year closing nearest 1st January, 1863.

(Not including City Passenger Railroads.)

1. Maine.

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
1. Androscoggin	36.50	36.50	$757,381
2. Androscoggin and Kennebec	55.00	55.00	2,210,947
3. Atlantic and St. Lawrence (54 miles in N. H. and 16.20 miles in Vt.)	149.00	149.00	7,217,357
4. Bangor, Oldtown and Milford	12.50	12.50	594,726
5. Calais and Baring	6.00	6.00	226,160
6. European and North American	90.72	.....	.....
7. Great Falls and South Berwick	6.00	6.00	166,160
8. Kennebec and Portland	50.00	50.00	
Yarmouth Extension	13.00	13.00	2,871,269
Bath Branch	9.50	9.50	
9. Lewy's Island	16.50	16.50	315,397
10. Machiasport (Franklin)	7.50	7.50	110,000
11. Penobscot	33.00	14.00	328,412
12. Penobscot and Kennebec	54.70	54.70	1,717,493
13. Portland and Oxford Central	28.50	21.50	430,000
14. Portland, Saco and Portsmouth	51.30	51.30	1,500,000
15. Somerset and Kennebec	37.00	37.00	783,763
16. York and Cumberland	52.00	18.50	1,090,317
Total attributed to Maine	708.72	558.50	$20,319,381
Deduct parts of roads in other States	70.20	70.20	3,487,536
	638.52	488.30	$16,831,845
Add parts of roads attrib'd to other States	1.26	1.26	69,812
Actual total in Maine	639.78	489.56	$16,901,657

2. New Hampshire.

1. Ashuelot	23.76	23.76	$506,000
2. Boston, Concord and Montreal	93.54	93.54	2,863,584
3. Cheshire (10.5 miles in Mass.)	53.64	53.64	3,075,964
4. Cocheco	28.12	28.12	847,007
5. Concord	34.53	34.53	1,500,000
6. Concord and Portsmouth	47.00	47.00	1,108,850
7. Contoocook River	14.64	14.64	257,069
8. Eastern in New Hampshire	16.55	16.55	510,778
9. Great Falls and Conway	46.50	20.09	403,565
10. Manchester and Lawrence	26.47	26.47	1,000,000
11. Merrimac and Connecticut Rivers	52.67	52.67	1,248,575
12. Northern	69.16	69.16	3,343,167
Bristol Branch	12.41	12.41	
13. Peterboro' and Sherley	9.36	9.36	245,643
14. Sullivan	25.26	25.26	925,864
15. White Mountains	20.78	20.78	371,037
16. Wilton	15.43	15.43	226,979
Total attributed to New Hampshire	589.82	563.41	$18,434,083
Deduct parts of roads in other States	10.50	10.50	602,007
	579.32	552.91	$17,832,076
Add parts of roads attrib'd to other States	106.96	106.96	4,919,069
Actual total in New Hampshire	686.28	659.87	$22,751,145

3. Vermont.

1. Connecticut and Passumpsic Rivers	110.30	90.70	$1,707,554
2. Rutland and Burlington	119.54	119.54	4,607,451
3. Rutland and Wash'n (11.18 m. in N. Y.)	44.73	44.73	1,771,683
4. Rutland and Whitehall	6.88	6.88	255,700
Hydeville Branch	1.51	1.51	
5. Southern Vermont	8.00	8.00	200,000
6. Vermont and Canada	47.00	47.00	1,350,695
Burlington Branch	6.00	.....	
7. Vermont Central	119.00	119.00	8,402,055
Montpelier Branch	1.00	1.00	
8. Vermont Valley	23.69	23.69	1,301,886
9. Western Vermont	54.00	54.00	1,083,500
Bennington Branch	5.50	5.50	
Total attributed to Vermont	547.15	521.55	$20,680,524
Deduct parts of roads in other States	11.18	11.18	442,921
	535.97	510.37	$20,237,603
Add parts of roads attributed to other St's.	26.70	26.70	1,440,325
Add parts of Grand Trunk of Canada	17.00	17.00	908,777
Actual total in Vermont	579.67	554.07	$22,586,705

4. Massachusetts.

1. Agricultural Branch	28.36	15.03	$360,017
2. Amherst, Belchertown and Palmer	19.50	19.50	295,337
3. Berkshire	21.14	21.14	$600,000
4. Boston and Lowell	26.76	26.76	2,428,593
Woburn Branch	1.86	1.86	
5. Boston and Maine (40.17 miles in N. H. and 1.26 miles in Me.)	74.26	74.26	4,303,499
Medford Branch	2.23	2.23	
Methuen Branch	3.61	3.61	
Great Falls Branch	2.95	2.95	
6. Boston and Providence (2 m. in R. I.)	43.50	43.50	3,161,000
Dedham Branch	2.97	2.97	
Seekonk Branch	1.00	1.00	
7. Boston and Worcester	44.63	44.63	4,738,442
Brookline Branch	1.55	1.55	
Newton and Lower Falls Branch	1.25	1.25	
Saxonville Branch	3.87	3.87	
Milford Branch	11.97	11.97	
Framingham Branch	2.06	2.06	
Milbury Branch	3.07	3.07	
8. Cape Cod Branch	46.00	46.10	1,031,625
Wareham Branch	1.04	1.04	
9. Connecticut River	50.00	50.00	1,802,043
Chicopee Branch	2.35	2.35	
10. Danvers	9.20	9.20	233,124
11. Dorchester and Milton Branch	3.26	3.26	136,787
12. Eastern	44.20	44.20	4,168,949
Marblehead Branch	3.00	3.00	
Gloucester Branch	13.10	13.10	
Salisbury Branch	3.80	3.80	
Saugus Branch	8.40	8.40	
13. Easton Branch	3.78	3.78	55,894
14. Essex	19.86	19.86	747,008
Harbor Branch	1.32	1.32	
15. Fairhaven Branch	15.15	15.15	400,055
16. Fitchburg	50.93	50.93	3,540,000
Watertown Branch	7.85	7.85	
Lancaster and Sterling Branch	9.00	9.00	
17. Fitchburg and Worcester	13.99	13.99	333,884
18. Grand Junction and Depots	9.00	9.00	1,946,942
19. Hampshire and Hampden	24.96	24.96	596,651
20. Horn Pond Branch	0.66	0.66	13,075
21. Lexington and West Cambridge	6.63	6.63	251,258
22. Lowell and Lawrence	12.35	12.35	363,158
23. Marlboro' Branch	3.90	3.90	157,500
24. Medway Branch	3.60	3.60	37,909
25. Middleboro' and Taunton	8.55	8.55	156,257
26. Midland	12.62	12.62	3,666,050
Norfolk County	25.96	25.96	
Southbr. and Blackstone (8 m. in Ct.)	22.76	22.76	
27. Nashua and Lowell (6.22 miles in N. H.)	14.58	14.58	654,603
28. New Bedford and Taunton	20.13	20.13	553,014
Harbor Branch	1.46	1.46	
29. Newburyport	14.58	14.58	597,386
Danvers and Georgetown	12.39	12.39	
30. New York and Boston	32.00	32.00	744,130
31. Old Colony and Fall River	37.26	37.26	3,434,164
Fall River Division	42.24	42.24	
Bridgewater Branch	7.76	7.76	
32. Peterboro' and Shirley	14.10	14.10	265,327
33. Pittsfield and North Adams	18.65	18.65	443,678
34. Providence, Warren and Bristol (9 miles in R. I.)	13.60	13.60	448,667
35. Providence & Worcester (18 m. in R. I.)	43.41	43.41	1,698,991
36. Rockport	4.01	4.01	83,718
37. Salem and Lowell	16.88	16.88	464,013
38. South Reading Branch	8.15	8.15	149,900
39. South Shore	11.50	11.50	591,593
40. Stockbridge and Pittsfield	21.93	21.93	448,700
41. Stony Brook	13.16	13.16	267,383
42. Stoughton Branch	4.04	4.04	83,718
43. Taunton Branch	11.20	11.20	313,156
Taunton River Branch	0.58	0.58	
44. Troy and Greenfield	42.55	7.00	1,040,238
45. Vermont and Massachusetts (10.50 miles in Vt.)	69.00	69.00	3,268,415
Greenfield Branch	8.00	8.00	
46. Western	117.81	117.81	8,443,881
47. West Stockbridge	2.75	2.75	39,600
48. Worcester and Nashua	45.67	45,67	1,278,898
Total attributed to Massachusetts	1,383.25	1,336.37	$60,748,232
Deduct parts of road in other States	101.72	101.72	4,525,417
	1,281.53	1,234.65	$56,222,815
Add parts of road attributed to other St's.	46.37	46.37	1,973,956
Actual Total in Massachusetts	1,327.90	1,281.02	$58,196,771

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
5. Rhode Island.			
1. New York, Providence and Boston (5 miles in Ct.)	50.00	50.00	$2,158,000
2. New York and Boston	32.50	.....	325,000
3. Newport and Fall River	17.32	.....	.....
Total attributed to Rhode Island	99.82	50.00	$2,483,000
Deduct parts of road in other States	6.00	6.00	215,800
	93.82	44.00	$2,267,200
Add parts of road attributed to other St's.	55.32	55.32	2,128,221
Actual Total in Rhode Island	149.14	99.32	$4,395,421
6. Connecticut.			
1. Danbury and Norwalk	23.81	23.81	$402,476
2. Hartford and New Haven (5.87 in Mass.)	61.38	61.38	3,461,396
Middletown Branch	9.76	9.76	
Hartford Branch	0.87	0.87	
3. Hartford, Providence and Fishkill (26.32 miles in R. I.)	197.50	122.36	4,265,966
4. Housatonic	74.00	74.00	2,439,775
5. Naugatuck	57.00	57.00	1,381,800
6. N. Haven, N. London and Stonington	50.00	50.00	1,454,040
Stonington Extension	11.00	11.00	397,857
7. New Haven and Northampton	46.00	46.00	
Farmington Valley Line	4.66	4.66	1,400,000
Collinsville Branch	8.00	8.00	
Tariffville Branch	1.00	1.00	
8. New London Northern (9 miles in Mass.)	66.00	66.00	686,074
9. New York and Boston Air Line	80.00	20.00	657,701
10. N. Y. and New Haven (14.14 m. N. Y.)	61.25	61.25	5,315,871
Branch at New Haven	1.00	1.00	
11. Norwich and Worcester (21 m. in Mass.)	66.00	66.00	2,613,694
Total attributed to Connecticut	819.23	684.09	$24,416,630
Deduct parts of road in other States	76.33	76.33	3,441,711
	742.90	607.76	$20,974,919
Add parts of road attributed to other St's.	13.00	13.00	575,088
Actual total in Connecticut	755.90	620.76	$21,550,007
7. New York.			
1. Adirondac	182.00	.....	$283,594
2. Albany and Susquehanna	140.00	.....	698,677
3. Albany and Vermont	32.95	32.95	600,000
4. Albany and West Stockbridge	38.25	38.25	2,388,359
5. Atlantic and Great Western in N. York	48.00	48.00	1,600,000
6. Avon, Geneseo and Mount Morris	15.53	15.53	205,417
7. Blossburg and Corning	14.81	14.81	496,661
8. Brooklyn and Jamaica Central	14.50	14.50	736,156
9. Buffalo, New York and Erie	142.00	142.00	3,165,047
10. Buffalo and State Line	68.34	68.34	2,789,214
11. Cayuga and Susquehanna	34.61	34.61	719,050
12. Chemung	17.36	17.36	400,000
13. Elmira, Jefferson and Canandaigua	46.84	46.84	500,000
14. Hudson and Boston	17.33	17.33	175,000
15. Hudson River	143.72	143.72	12,049,660
16. Hicksville and Cold Spring	6.25	4.00	45,263
17. Lake Ontario, Auburn and New York	73.84	.....	74,854
18. Lebanon Springs	22.50	.....	324,548
19. Long Island	94.00	94.00	2,920,949
Hempstead Branch	2.50	2.50	
20. New York Central—main line	297.75	297.75	
Troy and Schenectady	21.00	21.00	
Syracuse and Rochester	104.00	104.00	
Batavia and Attica	11.00	11.00	
Rochester and Niagara	74.75	74.75	31,524,226
Tonawanda	12.25	12.25	
Buffalo and Lewiston	28.25	28.25	
Rochester and Charlotte	6.88	6.88	
21. New York and Flushing	7.80	7.80	289,168
22. New York and Erie (42¼ miles in Pa.)	446.00	446.00	
Buffalo Branch	60.00	60.00	
Newburg Branch	19.00	19.00	35,796,902
Union (Ramapo)	0.25	0.25	
23. New York and Harlem	130.75	130.75	
Port Morris Branch	2.12	2.12	10,036,544
24. Niagara Bridge and Canandaigua	98.57	98.57	
Tonawanda Branch	1.64	1.64	1,000,000
25. Niagara Falls and Lake Ontario	13.15	13.15	393,729
26. Ogdensburg (Northern)	118.00	118.00	
Champlain Branch	1.50	1.50	4,816,751
27. Oswego and Syracuse	35.91	35.91	800,915
28. Plattsburg and Montreal	23.17	23.17	349,775
29. Rensselaer and Saratoga	25.26	25.26	920,028
30. Rochester and Genesee Valley	18.45	18.45	656,026
31. Rome, Watertown and Ogdensburg	96.76	96.76	2,275,909
Potsdam and Watertown Line	75.36	75.36	1,600,026
Ogdensburg Line	17.00	17.00	340,000
32. Sacketts Harbor, Rome and New York	18.50	18.50	76,562
33. Saratoga and Schenectady	21.50	21.50	480,684
34. Saratoga and Whitehall	40.86	40.86	902,208
Rutland Branch	6.66	6.66	
35. Staten Island	13.20	13.20	303,603
36. Syracuse, Binghamton and New York	80.94	80.94	2,860,368
37. Troy and Bennington	5.38	5.38	253,967
38. Troy and Boston	34.91	34.91	1,570,514
39. Troy and Greenfield	6.00	6.00	294,968
40. Troy and Rutland	17.27	17.27	349,939
41. Troy Union and Depot	2.14	2.14	752,601
42. Utica and Black River	108.50	39.94	860,411
Trenton Falls Branch	2.59	2.59	
43. Warwick Valley	10.33	10.33	191,748
Total attributed to New York	3,260.68	2,776.53	$129,869,961
Deduct parts of roads in other States	42.25	42.25	2,961,218
	3,218.43	2,734.28	$126,908,743
Add parts of road attrib'd to other States	33.32	33.32	1,808,921
Actual total in New York	3,251.75	2,767.60	$128,717,664
8. New Jersey.			
1. Belvidere Delaware	64.21	64.21	$3,134,656
2. Burlington and Mount Holly	7.12	7.12	120,656
3. Camden and Amboy	61.28	61.28	5,918,658
Trenton Branch	6.00	6.00	
New Brunswick Line	25.09	25.09	
4. Camden and Atlantic	60.23	60.23	1,833,935
5. Central of New Jersey	63.80	63.80	5,835,576
Extra Track (for Warren R. R.)	48.00	48.00	
6. Flemington	12.00	12.00	287,087
7. Freehold and Jamesburg	17.00	11.50	231,174
8. Hackensack and New York	4.88	4.88	108,000
Lodi Branch (private)	0.78	0.78	20,000
9. Long Dock (and Tunnel)	2.88	2.88	2,553,554
10. Millstone and New Brunswick	6.62	6.62	111,114
11. Millville and Glassboro'	22.30	22.30	190,422
12. Morris and Essex	92.00	52.52	1,757,991
13. Newark and Bloomfield	14.00	6.00	110,098
14. Newark and Hoboken	8.00	8.00	320,000
15. New Jersey	33.80	33.80	4,010,467
16. Northern New Jersey	21.27	21.27	411,929
17. Paterson and Hudson	14.50	14.50	630,000
18. Paterson and Ramapo	15.12	15.12	350,000
19. Raritan and Delaware Bay	120.00	63.00	1,340,000
Long Branch Extension	4.00	4.00	
20. Sussex	12.00	12.00	417,143
21. Warren	21.04	21.04	1,876,712
22. West Jersey	60.00	42.00	780,455
Actual total in New Jersey	818.92	689.90	$32,349,627
9. Pennsylvania.			
1. Alleghany Valley	176.41	45.00	$1,765,300
2. Atlantic and Great Western	88.00	88.00	2,640,000
Franklin Branch	20.00	.....	.....
3. Bald Eagle Valley	53.00	27.00	810,000
4. Barclay Coal	16.50	16.50	261,609
5. Beaver Meadow	24.50	24.50	1,306,350
Branches	23.80	23.80	
6. Bedford	19.75	12.00	398,720
7. Bellefonte and Snow-Shoe	18.33	18.33	366,600
8. Broad Mountain and Mahanoy	13.00	13.00	600,000
9. Catasauqua	14.50	14.50	224,000
10. Catawissa	65.00	65.00	3,384,000
11. Chartiers Valley	26.00	.....	260,000
12. Chester Valley	21.50	21.50	1,371,900
13. Chestnut Hill	4.16	4.16	121,650
14. Columbia and Reading	43.00	.....	400,000
Lancaster Branch	6.00	.....	
15. Cumberland Valley	52.00	52.00	1,126,574
16. Delaware, Lackawanna and Western	110.70	110.70	8,912,937
Keyser Valley Branch	2.80	2.80	
17. Delaware and Hudson	26.50	26.50	1,905,626
Branches	4.00	4.00	
Mine Railroads	32.00	32.00	
18. East Brandywine and Waynesburg	17.50	17.50	350,000
19. East Pennsylvania	35.40	35.40	955,129
Temple Junction	1.12	1.12	

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
20. Ebensburg and Cresson	8.00	8.00	200,000
21. Elmira and Williamsport	78.00	78.00	2,136,037
22. Erie and Northeast	18.50	18.50	700,000
23. Erie and Pittsburg	80.34	41.25	680,000
24. Fayette County	12.69	12.69	130,000
25. Franklin, (6.50 miles in Md.)	22.50	22.50	525,000
26. Gettysburg	17.12	17.12	274,481
27. Hanover	12.20	12.20	224,665
28. Harrisburg and Lancaster	36.00	36.00	1,882,545
Columbia Branch	18.00	18.00	
29. Hazleton and Lehigh	14.50	14.50	400,000
30. Hempfield (9 miles in Va.)	76.30	32.00	1,657,179
31. Huntingdon and Broad Top	31.25	31.25	1,358,179
Branches	14.25	11.25	
32. Lackawanna	9.00	9.00	180,000
33. Lackawanna and Bloomsburg	80.00	80.00	2,366,805
34. Lehigh Luzerne	20.00	20.00	261,319
Eckley Branch	1.50	1.50	
35. Lehigh and Susquehanna	19.71	19.71	1,387,912
36. Lehigh Valley	45.50	45.50	3,787,533
37. Little Schuylkill	28.00	28.00	3,299,606
Branches	5.50	5.50	
38. Littlestown	7.25	7.25	81,399
39. Lorberry Creek	5.13	5.13	102,600
40. Lykens Valley	15.50	15.50	431,208
Branches	4.20	4.20	
41. McCauley's Mountain	6.00	6.00	200,000
42. Mauch Chunk and Summit Hill	6.25	6.25	1,389,729
Branches	22.00	22.00	
43. Mill Creek and Mine Hill	4.09	4.09	316,922
Extensions and Branches	8.43	8.43	
44. McKean and Elk	26.20	.....	262,000
45. Mine Hill and Schuylkill	24.50	24.50	3,252,265
Extensions and Branches	106.00	106.00	
46. Mount Carbon	1.26	1.26	211,347
Branches	5.00	5.00	
47. Mount Carbon and Port Carbon	2.50	2.50	282,350
Branches	6.33	6.33	
48. North Lebanon	7.52	7.52	313,298
Branches	0.68	0.68	
49. North Pennsylvania	55.26	55.26	5,868,586
Doylestown Branch	10.08	10.08	
Shimersville Branch	1.81	1.81	
50. Oil Creek	27.00	27.00	650,000
51. Pennsylvania	249.99	249.99	29,988,678
Hollidaysburg Branch	9.08	9.08	
Indiana Branch	18.99	18.99	
Philadelphia Division	81.14	81.14	
52. Pennsylvania Coal	47.00	47.00	2,000,000
53. Philadelphia and Baltimore Central	36.50	36.50	902,300
54. Philadelphia, Germantown & Norrist'n	17.06	17.06	1,367,634
Germantown Branch	3.14	3.14	
55. Philadelphia (Sunbury) and Erie	289.00	148.00	10,875,699
56. Philadelphia and Reading	95.00	95.00	24,481,219
Lebanon Valley Line	54.00	54.00	
City Branch	5.00	5.00	
57. Philadelphia and Trenton	28.20	28.20	603,882
58. Philadelphia, Wilmington and Baltimore (56 m. in Md. and 23 m. in Del.)	98.00	98.00	7,766,138
Port Deposit Branch	6.00	.....	
59. Pittsburg and Connellsville	147.00	57.40	2,919,698
60. Pittsburg, Newcastle and Cleveland	13.00	.....	130,000
61. Pittsburg, Fort Wayne and Chicago (249 miles in Ohio; 155 miles in Ind. and 12 miles in Ill.)	467.50	467.50	18,663,595
62. Pittsburg and Steubenville (8 miles in Va.)	42.00	31.00	1,947,462
63. Quakake	14.09	14.09	668,933
64. Schuylkill and Susquehanna	54.00	54.00	1,258,700
65. Schuylkill Valley	9.23	9.23	601,316
Branches	15.22	15.22	
66. Strasburg	4.25	4.25	100,000
67. Shamokin Valley and Pottsville	28.03	28.03	1,337,375
Lancaster Colliery Branch	1.12	1.12	
68. Swatara	6.00	6.00	48,000
69. Tangascootuc	.....	.....	.....
70. Tioga	29.61	29.61	789,281
71. Treverton	14.50	14.50	792,000
72. Union Canal Cos. R. R	3.50	3.50	100,000
Branches	2.25	2.25	
73. Tyrone and Clearfield	36.00	18.00	450,000
74. Westchester	9.00	9.00	106,888
Branch	1.25	1.25	
75. Westchester and Philadelphia	26.38	26.38	1,685,315
76. Wrightsville, York and Gettysburg	13.00	13.00	400,046
Sundry Coal Railroads not otherwise accounted for—say	300.00	300.00	3,000,000
Total attributed to Pennsylvania	4,127.35	3,476.00	$171,663,520
Deduct parts of road in other States	542.50	526.50	22,607,834
	3,584.85	2,949.50	$149,055,686
Add parts of road attrib'd to other States.	200.70	184.70	10,603,180
Actual total in Pennsylvania	3,785.55	3,134.20	$159,658,866
10. DELAWARE.			
1. Delaware	84.00	84.00	$1,552,257
2. Junction and Breakwater	29.00	8.50	77,040
3. Newcastle and Frenchtown	16.19	16.19	744,520
4. Newcastle and Wilmington	5.00	5.00	150,000
Total attributed to Delaware	134.19	113.69	$2,523,817
Add parts of road attributed to other St's.	23.00	23.00	1,827,972
Actual total in Delaware	157.19	136.69	$4,351,789
11. MARYLAND.			
1. Annapolis and Elkridge	20.50	20.50	$442,000
2. Baltimore and Ohio (241 miles in Va.)	379.60	379.60	24,918,773
Branches	7.20	7.20	
Washington Line	30.00	30.00	1,650,000
3. Cumberland Coal and Iron	10.40	10.40	560,000
Branches	3.60	3.60	
4. Cumberland and Pennsylvania	25.00	25.00	1,254,992
Branches	2.50	2.50	
5. Eastern Shore	31.50	6.50	125,000
6. George's Creek	21.00	21.00	600,000
7. Northern Central (102 miles in Pa.)	142.00	142.00	8,228,731
8. Western Maryland	80.00	31.00	620,000
Sundry Coal Railroads (estimated)	50.00	50.00	1,000,000
Total attributed to Maryland	803.30	729.30	$39,399,496
Deduct parts of road in other States	343.00	343.00	21,428,787
	460.30	386.30	$17,970,709
Add parts of road attributed to other St's.	78.50	62.50	4,570,712
Actual total in Maryland	538.80	448.80	$22,540,421
12. VIRGINIA.			
1. Alexandria, Loudoun and Hampshire	160.00	41.51	$1,533,038
2. Alexandria and Washington	6.00	6.00	120,000
3. Blue Ridge (State Road)	16.81	16.81	1,604,761
4. Clover Hill (coal)	18.50	18.50	185,000
5. Covington and Ohio	224.00	....	1,905,644
6. Fredericksburg and Gordonsville	45.00	....	221,572
7. Manassas Gap	139.30	77.77	3,153,228
Port Royal Branch	1.00	1.00	
Gainesville Branch	7.96	7.96	
Harper's Ferry Branch	44.12	....	
8. Norfolk and Petersburg	80.00	80.00	2,129,029
9. North Western Virginia	103.50	103.50	5,683,753
10. Orange and Alexandria	88.30	88.30	6,421,798
Warrenton Branch	8.90	8.90	
Lynchburg Extension	59.50	59.50	
11. Petersburg (8.22 miles in N. Carolina)	62.00	62.00	1,259,854
Gaston Branch (8.97 m. in N. C.)	18.00	18.00	
12. Richmond and Danville	140.50	140.50	3,726,037
Midlothian Branch	1.14	1.14	
Manchester Branch	1.55	1.55	
13. Richmond, Frederick and Potomac	75.00	75.00	1,985,579
Springfield Branch	3.50	3.50	
14. Richmond and Petersburg	22.14	22.14	1,222,523
Port Walthall Branch	2.75	2.75	
15. Richmond and York River	38.30	23.66	725,394
16. Roanoke Valley (13.88 m. in N. Car.)	22.00	22.00	476,612
17. Seaboard & Roanoke (16.77 m. in N.C.)	80.00	80.00	1,469,246
18. South Side (Petersburg & Lynchburg)	123.00	123.00	4,239,537
City Point Branch	9.00	9.00	
19. Virginia Central	189.19	189.19	5,493,950
20. Virginia and Kentucky	130.00	....	105,601
21. Virginia and Tennessee	204.24	204.24	7,430,835
Salt Works Branch	9.42	9.42	
Other Branches	1.20	1.20	
22. Winchester and Potomac	32.00	32.00	575,830
Total attributed to Virginia	2,167.82	1,530.04	$51,668,821
Deduct parts of roads in other States	47.84	47.84	883,219
	2,119.98	1,482.20	$50,785,602
Add parts of road attributed to other St's.	258.00	258.00	16,426,731
Actual total in Virginia	2,377.98	1,740.20	$67,212,333

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
13. North Carolina.			
1. Atlantic and North Carolina	94.92	94.92	$2,157,503
2. North Carolina	223.00	223.00	4,235,072
3. Raleigh and Gaston	97.00	97.00	1,240.241
4. Western (coal)	41.50	41.50	830,000
5. Western North Carolina	273.12	81.00	2,000,000
Newton Branch	3.00	3.00	
6. Wilmington, Charlotte & Rutherford'n	262.00	112.00	2,500,000
7. Wilmington and Manchester (99 miles in S. Carolina)	161.50	161.50	2,869,223
8. Wilmington and Weldon	161.50	161.50	3,076,588
Tarboro' Branch	15.00	15.00	120,000
9. Piedmont (Greensboro' to Danville)	....	....	.....
Total attributed to North Carolina	1,332.54	990.42	$19,028,627
Deduct parts of road in other States	99.00	99.00	1,758,834
	1,233.54	891.42	$17,269,793
Add parts of road attributed to other St's.	86.88	53.88	971,502
Actual total in North Carolina	1,320.42	945.30	$18,241,295
14. South Carolina.			
1. Blue Ridge	53.50	31.50	$2,989,165
Branch	1.50	1.50	
2. Charleston & Savannah (15 m. in Ga.)	103.32	103.32	2,319,784
3. Charlotte and South Carolina (6.04 m. in N. Carolina)	109.60	109.60	1,719,045
4. Cheraw and Darlington	40.30	40.30	612,000
5. Cheraw and Coal Fields (33 m. in N. C.)	57.00	....	.....
6. Greenville and Columbia	143.25	143.25	
Abbeville Branch	11.50	11.50	2,762,930
Anderson Branch	9.50	9.50	
7. King's Mountain	22.50	22.50	225,000
8. Laurens	32.00	32.00	543,408
9. North Eastern	102.00	102.00	2,054,315
10. South Carolina	136.00	136.00	
Columbia Branch	68.00	68.00	6,503,106
Camden Branch	38.00	38.00	
11. Spartanburg and Union	67.00	40.00	897,391
Total attributed to South Carolina	994.97	910.97	$20,626,139
Deduct parts of road in other States	54.04	21.04	394,283
	940.93	889.93	$20,231,856
Add parts of road attributed to other St's	99.00	99.00	1,758,834
Actual total in South Carolina	1,039.93	988.93	$21,990,690
15. Georgia.			
1. Atlanta and West Point	86.74	86.74	$1,192,389
2. Augusta and Savannah	53.00	53.00	1,032,298
3. Barnesville and Thomaston	16.00	16.00	200,000
4. Brunswick and Florida	67.20	43.50	755,919
5. Central of Georgia	190.72	190.72	3,700,000
6. Etowah	8.87	8.87	112,526
7. Georgia	171.00	171.00	
Athens Branch	39.00	39.00	
Warrenton Branch	4.00	4.00	4,156,000
Washington Branch	18.00	18.00	
8. Macon and Brunswick	174.00	37.50	1,000,000
9. Macon and Western	102.00	102.00	1,501,964
10. Main Trunk (Atlantic and Gulf)	163.50	109.69	2,193,817
11. Milledgeville and Eatonton	22.00	22.00	275,901
12. Milledgeville and Gordon	17.00	17.00	213,500
13. Muscogee	50.00	50.00	1,000,000
14. Rome and Kingston	20.00	20.00	250,000
15. Savannah, Albany and Gulf	68.13	68.13	1,386,634
16. South Western	106.10	106.10	
Butler Branch	22.00	22.00	
Eufala Branch	59.08	59.08	4,000,000
Fort Gaines Branch	21.89	21.89	
17. Western and Atlantic (13 m. in Tenn.)	138.00	138.00	5,901,497
Total attributed to Georgia	1,618.23	1,404.22	$28,872,445
Deduct parts of road in other States	13.00	13.00	555,932
	1,605.23	1,391.22	$28,316,513
Add parts of road attrib'd to other States.	30.00	30.00	719,879
Actual total in Georgia	1,635.23	1,421.22	$29,036,392
16. Florida.			
1. Florida	154.20	154.20	$3,084,000
2. Florida and Alabama	45.10	45.10	1,133,000
3. Florida, Atlantic and Gulf Central	59.30	59.30	1,212,000
4. Pensacola and Georgia	297.00	112.00	2,719,000
Monticello Branch	3.90	3.90	
5. Perdido and Junction	6.00	6.00	60,000
6. Tallahassee	21.00	21.00	420,000
Actual total in Florida	586.50	401.50	$8,628,000
17. Alabama.			
1. Alabama and Florida	115.60	115.60	$2,981,716
2. Alabama and Tennessee Rivers	167.40	109.80	2,446,833
3. Alabama and Mississippi	88.30	88.30	2,000,000
4. Marion and Cahawba	14.00	14.00	280,000
5. Mobile and Girard	228.30	57.30	2,000,000
6. Mobile and Great Northern	67.30	49.16	1,094,200
7. Mobile and Ohio (in Alabama)	63.00	63.00	1,787,373
8. Montgomery and West Point	88.50	88.50	2,265,983
Opelika Branch	28.40	28.40	
9. North East and South West	209.50	.....	619,000
10. Selma and Gulf	58.80	.....	588,000
11. Tennessee and Alabama Central	26.10	26.10	781,500
12. Tennessee and Coosa	36.50	.....	365,000
13. Wills' Valley	82.00	.....	410,000
Total attributed to Alabama	1,273.70	640.16	$17,619,605
Add part of road attributed to Tennessee	161.00	161.00	3,731,497
Actual total in Alabama	1,434.70	891.16	$21,351,102
18. Mississippi.			
1. Grand Gulf and Port Gibson	8.00	8.00	$200,000
2. Mississippi Central (47.40 m. in Tenn.)	236.00	236.00	6,318,792
3. Mississippi and Tenn. (9.78 m. in Tenn.)	99.20	99.20	2,372,915
4. Mobile and Ohio (in Mississippi)	270.00	270.00	6,731,927
Columbus Branch	14.50	14.50	
5. Raymond	7.00	7.00	100,000
6. Southern Mississippi	143.60	143.60	4,308,000
Total attributed to Mississippi	778.30	778.30	$20,031,634
Deduct parts of road in other States	57.18	57.18	1,379,418
	721.12	721.12	$18,652,216
Add parts of road attributed to other St's.	351.00	146.00	5,581,922
Actual total in Mississippi	1,072.12	867.12	$24,234,138
19. Louisiana.			
1. Baton-Rouge, Grosse-Tete & Opelousas.	46.00	17.00	$327,009
2. Clinton and Port Hudson	22.00	22.00	750,666
3. Mexican Gulf	27.00	27.00	662,910
4. Milnburg and Lake Pontchartrain	6.00	6.00	212,938
5. New Orleans and Carrollton	6.50	6.50	500,000
Branches	8.50	8.50	
6. N. Orleans, Opelousas and Gt. Western	258.00	80.00	4,459,680
Houston Line	161.00	.....	1,610,000
7. New Orleans, Jackson and Great Northern (118 miles in Miss.)	411.00	206.00	6,611,181
8. Vicksburg, Shreveport and Texas	189.00	53.75	1,662,691
9. West Feliciana	26.00	26.00	620,000
Total attributed to Louisiana	1,161.00	452.75	$17,417,075
Deduct part of road in Mississippi	323.00	118.00	3,786,856
Actual total in Louisiana	838.00	334.75	$13,630,219
20. Texas.			
1. Buffalo Bayou, Brazos and Colorado	160.00	32.00	$1,200,000
2. Eastern Texas	140.00	21.00	1,000,000
3. Galveston, Houston and Henderson	240.00	72.00	2,880,000
4. Houston and New Orleans	96.00	96.00	3,000,000
5. Houston Tap and Brazoria	80.00	80.00	2,000,000
6. Houston and Texas Central	356.00	78.00	4,829,772
Austin Branch	120.00	20.00	
7. Memphis, El Paso and Pacific	225.00	.....	.....
8. Sabine and Rio Grande	452.00	.....	100,000
9. San Antonio and Mexican Gulf	135.00	25.00	500,000
10. Southern Pacific	783.00	27.50	1,000,000
Actual total in Texas	2,787.00	451.50	$16,509,772
21. Arkansas.			
1. Cairo and Fulton	301.00	.....	$1,000,000
2. Little Rock and Fort Smith	155.00	.....	200,000
3. Little Rock and Napoleon	99.33	.....	400,000
4. Memphis and Little Rock	146.00	38.50	1,200,000
Actual total in Arkansas	701.33	38.50	$2,800,000
22. Missouri.			
1. Cairo and Fulton	78.00	37.00	$1,200,000
2. Chariton and Randolph	40.00	.....	400,000
3. Cameron and Kansas City	36.00	.....	360,000
4. Hannibal and St. Joseph	206.80	206.80	12,364,139

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
5. Missouri River Valley	108.00	.....	540,000
6. North Missouri	236.75	168.80	6,966,144
7. Pacific of Missouri	282.00	189.70	10,585,443
South Western Branch	283.00	77.50	4,201,216
8. Platte County	150.40	52.00	1,600,000
9. Quincy and Palmyra	10.50	10.50	250,000
10. St. Louis Levee	5.00	5.00	150,000
11. St. Louis and Iron Mountain	86.50	86.50	5,532,081
Potosi Branch	3.65	3.65	67,969
Actual total in Missouri	1,526.60	837.45	$44,216,983
23. Tennessee.			
1. Central Southern	47.58	47.58	$1,079,572
2. Cleveland and Chattanooga	30.00	30.00	867,210
3. East Tennessee and Georgia	110.80	110.80	3,637,367
4. East Tennessee and Virginia	130.28	130.28	2,866,297
5. Edgefield and Kentucky	46.70	46.70	1,289,771
6. Knoxville and Kentucky	63.00	.....	630,000
7. Memphis and Charleston (28 miles in Miss. and 157 miles in Ala.)	271.56	271.56	6,744,647
Somerville Branch	15.40	15.40	
Florence Branch (in Ala.)	4.00	4.00	
8. Memphis and Ohio	130.60	130.60	2,612,019
9. Memphis, Clarkesville and Louisville	56.80	56.80	1,592,518
10. McMinnville and Manchester	34.20	34.20	590,623
11. Mobile and Ohio (in Tennessee)	118.50	118.50	2,957,599
12. Nashville and Chattanooga	149.75	149.75	3,632,882
Shelbyville Branch	9.00	9.00	
13. Nashv. and N. Western (7.5 m. in Ky.)	175.00	175.00	5,269,879
14. Rogersville and Jefferson	14.00	.....	140,000
15. Tennessee and Alabama	57.52	45.81	1,185,053
16. Winchester and Alabama	38.12	38.12	629,662
Total attributed to Tennessee	1,502.81	1,414.10	$35,725,099
Deduct parts of road in other States	211.51	211.51	5,109,376
	1,291.30	1,202.59	$30,615,723
Add parts of road attributed to other St's.	102.18	102.18	2,929,788
Actual total in Tennessee	1,393.48	1,304.77	$33,545,511
24. Kentucky.			
1. Breckinridge (Coal)	8.50	8.50	$312,000
2. Covington and Lexington	80.00	80.00	4,019,995
3. Henderson and Nashville	96.00	.....	1,000,000
4. Lexington and Big Sandy	133.00	17.00	694,024
5. Lexington and Danville	35.00	13.00	824,488
6. Lexington and Frankfort	29.00	29.00	643,421
7. Louisville and Frankfort	65.10	65.10	1,570,261
8. Louisville & Nashville (45 m. in Tenn.)	184.50	184.50	7,094,145
Memphis Branch	31.70	31.70	1,126,197
Lebanon Branch	37.60	37.60	1,067,594
9. Maysville and Lexington	89.00	18.80	600,000
10. Mobile and Ohio (in Kentucky)	44.50	20.00	621,992
11. New Orleans & Ohio (Paducah Branch)	58.50	58.50	1,462,400
12. Portland and Louisville (Horse)	5.00	5.00	100,000
Total attributed to Kentucky	897.40	568.70	$21,076,517
Deduct parts of road in Tennessee	45.00	45.00	1,730,295
	852.40	523.70	$19,346,222
Add parts of road attributed to Tennessee.	7.50	7.50	161,279
Actual total in Kentucky	859.90	531.20	$19,507,501
25. Ohio.			
1. Ashtabula and New Lisbon	84.62	.....	$846,200
2. Atlantic and Great Western	243.00	60.00	2,200,000
3. Bellefontaine and Indiana	118.23	118.23	3,030,584
4. Carrollton Branch	11.50	11.50	230,000
5. Central Ohio	137.00	137.00	6,502,178
6. Cincinnati, Hamilton and Dayton	60.30	60.30	3,423,619
7. Cincinnati and Indiana	20.00	.....	200,000
8. Cin. & Indianap. Junc. (10 m. in Ind.)	99.10	29.67	1,000,000
9. Cincinnati, Wilmington and Zanesville	162.80	132.80	6,496,872
10. Cleveland, Columbus and Cincinnati	135.41	135.41	4,700,483
Delaware Curve	5.79	5.79	
11. Cleveland and Mahoning	85.00	85.00	2,981,722
12. Cleveland, Painesville and Ashtabula (25.50 miles in Pa.)	95.40	95.40	3,986,538
Branch at Erie City (Pa.)	1.20	1.20	
13. Cleveland & Pittsb. (14.95 m. in Pa.)	101.00	101.00	8,172,140
Tuscarawas Extension	32.00	32.00	
Hanover Branch	1.50	1.50	
Beaver Extension	22.00	22.00	
Wheeling Extension	47.00	47.00	
14. Cleveland and Toledo	87.50	87.50	$7,203,793
Northern Division	61.50	61.50	
15. Cleveland, Zanesville and Cincinnati	114.10	61.39	1,574,693
16. Clinton Line	55.30	.....	1,000,000
17. Clinton Line Extension	94.30	.....	1,986,000
18. Columbus and Indianapolis	103.00	103.00	3,090,000
19. Columbus and Xenia	54.56	54.56	1,657,600
20. Dayton and Cincinnati (Tunnel Line)	53.20	.....	2,000,000
21. Dayton and Michigan	144.00	144.00	5,262,859
22. Dayton and Western	36.30	36.30	1,104,085
23. Dayton, Xenia and Belpre	63.00	16.00	860,496
24. Eaton and Hamilton	45.00	45.00	1,180,766
25. Four Mile Valley	34.00	.....	340,000
26. Fremont, Lima and Union	120.00	40.00	1,500,000
27. Greenville and Miami	32.00	32.00	888,000
28. Iron	47.00	13.00	219,121
29. Little Miami	83.40	83.40	4,032,790
30. Marietta and Cincinnati	251.80	173.80	9,792,293
Hillsboro' Branch	21.60	21.60	
Dayton and Eastern Branch	42.00	.....	42,000
31. Ohio and Mississippi (172 miles in Ind.)	192.30	192.30	17,611,089
32. Pittsburgh, Columbus and Cincinnati	117.00	117.00	4,772,951
Cadiz Branch	8.00	8.00	
33. Pittsburgh, Maysville and Cincinnati	225.00	.....	1,125,000
34. Sandusky, Dayton and Cincinnati	153.90	153.90	4,593,798
Findlay Branch	16.00	16.00	
35. Sandusky, Mansfield and Newark	116.00	116.00	2,309,278
Huron Branch	10.00	10.00	
36. Scioto and Hocking Valley	130.00	55.60	1,103,975
37. Springfield and Columbus	19.50	19.50	346,589
38. Springfield Mt. Vernon and Pittsburg	112.00	49.80	2,205,000
39. Tiffin and Fort Wayne	102.70	.....	102,700
40. Tol., Wabash & West'n (166.9 m. in Ind.)	242.40	242.40	8,284,595
41. Union (Belpre)	9.50	9.50	285,000
Total attributed to Ohio	4,460.71	3,032.38	$130,244,822
Deduct parts of road in other States	407.82	391.55	23,018,791
	4,052.89	2,640.83	$107,226,031
Add parts of road attributed to other St's.	363.91	363.91	13,993,713
Actual total in Ohio	4,416.80	3,004.74	$121,219,744
26. Michigan.			
1. Amboy, Lansing and Traverse Bay	192.00	30.00	$1,250,000
2. Bay de Noquet and Marquette	20.50	20.50	410,000
3. Chicago, Detroit and Canada G. Junc.	59.00	59.00	1,800,000
4. Detroit and Milwaukee	188.00	188.00	9,118,219
5. Detroit Monroe and Toledo	51.00	51.00	1,202,821
6. Flint and Pere Marquette	173.00	35.00	1,250,000
7. Grand Rapids and Indiana	183.00	.....	1,000,000
8. Iron Mountain	25.00	25.00	600,000
9. Michigan Central (52 miles in Ind. & 13 miles in Ill.)	284.80	284.80	13,151,247
10. Michigan Southern and Northern Indiana (101 miles in Ind. and 12 in Ill.)	246.00	246.00	15,971,940
Erie and Kalamazoo (12 m. in Ohio)	30.00	30.00	
Goshen Air Line (63.60 m. in Ohio)	123.60	123.60	
Det., Monroe & Tol. Junc. (in Ohio)	7.00	7.00	
Jackson Branch	42.00	42.00	
St. Joseph Valley Line	8.00	8.00	
Constantine Branch	4.00	4.00	
Goshen Branch (in Ind.)	10.00	10.00	
Michigan City Branch	14.00	14.00	
11. Port Huron and Milwaukee	89.80	....	1,000,000
Total attributed to Michigan	1,750.70	1,177.90	$46,754,227
Deduct parts of road in other States	344.60	344.60	12,829,442
Actual total in Michigan	1,406.10	833.30	$33,924,785
27. Indiana.			
1. Chicago and Cincinnati	61.00	61.00	$1,250,000
2. Cincinnati and Chicago	108.00	108.00	2,080,433
3. Cincinnati Peru and Chicago	102.00	29.00	1,000,000
4. Evansville and Crawfordsville	109.00	109.00	2,800,000
Rockville Extension	23.00	23.00	
5. Evansville Indianapolis and Cleveland	155.00	.....	155,000
6. Indiana Central	72.40	72.40	1,941,121
7. Indiana and Illinois Central	70.00	.....	700,000
8. Indianapolis and Cincinnati	89.80	89.80	3,457,108
Cincinnati Exten'n (17½ m. in Ohio)	20.00	20.00	
9. Indianapolis and Madison	86.00	86.00	3,000,000
Martinsville Branch	26.00	26.00	
Shelbyville Branch	23.00	23.00	
10. Indianapolis, Pittsburg and Cleveland	82.87	82.87	1,838,478

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
11. Jeffersonville	78.00	78.00	1,831,843
12. Joliet and N. Indiana (30 m. in Ill.)	45.00	45.00	1,300,000
13. Knightstown and Shelbyville	27.00	27.00	400,000
14. Lafayette and Indianapolis	64.00	64.00	1,856,287
15. Logansport Peru and Burlington	49.00	49.00	1,200,000
16. Louisville, New Albany and Chicago	288.00	288.00	6,000,000
17. Peru and Indianapolis	74.00	74.00	2,000,000
18. Rushville and Shelbyville	20.00	20.00	320,000
19. Shelbyville Lateral	16.00	16.00	160,000
20. Terre Haute and Richmond	73.00	73.00	1,611,450
21. Union Track and Depot	3.50	3.50	265,033
Total attributed to Indiana	1,765.57	1,467.57	$35,166,753
Deduct parts of road in other States	47.50	47.50	1,021,667
	1,718.07	1,420.07	$34,145,086
Add parts of roads attributed to other St's.	749.00	749.00	37,719,218
Actual total in Indiana	2,467.07	2,169.07	$71,864,304
28. Illinois.			
1. Chicago, Alton and St. Louis	220.00	220.00	$12,500,000
2. Chicago, Burlington and Quincy	138.00	138.00	7,549,249
Lewiston Branch	30.00	30.00	150,000
3. Chicago and Milwaukee	45.00	45.00	1,867,763
4. Chicago & N. Western (177 m. in Wis.)	243.00	243.00	12,092,303
5. Chicago and Rock Island	181.50	181.50	7,023,936
6. Elgin and State Line	32.20	32.20	580,000
7. Galena and Chicago Union	121.00	121.00	
Fulton and Iowa Line	105.50	105.50	
Fulton Extension	1.75	1.75	9,371,646
Beloit Branch	21.00	21.00	
Elgin Branch	1.50	1.50	
St. Charles Air Line	10.50	10.50	
8. Great Western	175.00	175.00	
Meredosia Branch	7.00	7.00	5,022,926
9. Illinois Central	308.75	308.75	
Chicago Branch	252.20	252.20	27,492,988
Galena Branch	146.50	146.50	
10. Illinois Coal	4.00	4.00	100,000
11. Illinois and Indiana Central	74.50	.....	100,000
12. Illinois River	81.50	81.50	1,630,000
13. Jacksonville, Alton and St. Louis	65.00	.....	650,000
14. Joliet and Chicago	35.80	35.80	1,000,000
15. Logansport and Peoria	123.00	123.00	4,200,000
16. Mound City	3.00	3.00	60,000
17. Northern Illinois	38.50	38.50	1,200,000
18. Ohio and Mississippi	148.00	148.00	4,870,586
19. Peoria and Bureau Valley	46.60	46.60	2,106,000
20. Peoria and Hannibal	129.00	.....	1,290,000
21. Peoria and Oquawka	94.00	94.00	2,413,272
22. Quincy and Chicago	100.00	100.00	1,978,555
23. Quincy and Toledo	34.00	34.00	1,000,000
24. Rockford	45.70	45.70	1,400,000
25. Rock Island Bridge	1.00	1.00	250,000
26. Rock Island and Peoria	71.00	11.00	220,000
27. St. Louis, Alton and Rock Island	120.00	.....	1,200,000
28. St. Louis, Alton and Terre Haute	168.50	168.50	
St. Louis Branch	25.00	25.00	8,237,445
Belleville Division	14.80	14.80	
29. Sterling and Rock Island	52.00	52.00	1,040,000
30. Sycamore and Cortland	5.00	5.00	75,000
31. Tonica and Petersburg	120.00	.....	1,200,000
32. Warsaw and Peoria	83.30	13.00	500,000
Total attributed to Illinois	3,723.60	3,074.80	$120,371,669
Deduct parts of road in other States	177.00	177.00	7,841,797
	3,590.71	2,897.80	$112,529,862
Add parts of road attrib'd to other States.	106.00	106.00	3,611,422
Actual total in Illinois	3,696.71	3,003.80	$116,141,284
29. Wisconsin.			
1. Beloit and Madison	58.00	17.30	$350,000
2. Kenosha, Rockford and Rochester	28.30	28.30	1,000,000
3. Manitowoc and Mississippi	220.00	7.50	500,000
4. Milwaukee and Beloit	43.00	.....	435,000
5. Milwaukee and Chicago	40.00	40.00	1,830,073
6. Milwaukee and Horicon	69.80	42.00	919,757
7. Milwaukee and Minnesota	199.89	199.89	7,400,000
8. Milwaukee and Prairie du Chien	191.90	191.90	
Janesville Branch	8.70	8.70	7,500,000
Southern Line	33.80	33.80	
8. Milwaukee and Superior	380.00	18.00	460,000
10. Milwaukee and Western	135.00	57.00	1,500,000
11. Mineral Point	32.00	32.00	1,900,000
12. Oskosh and Warsaw	.....	.....	.....
13. Racine and Mississippi (35 m. in Ill.)	104.00	104.00	3,802,016
14. St. Croix and Lake Superior	242.00	.....	.....
15. Sheboygan and Fond du Lac	260.00	38.00	760,000
16. Wisconsin Central	65.00	10.00	600,000
Total attributed to Wisconsin	2,111.39	828.39	$28,956,846
Deduct parts of road in other States	35.00	35.00	1,279,435
	2,076.39	793.39	$26,677,411
Add parts of road attrib'd to other States.	177.00	177.00	7,841,797
Actual total in Wisconsin	2,253.39	970.39	$34,519,208
30. Minnesota.			
1. Minnesota and Cedar Rapids	112.50	.....	$ .....
2. Minnesota and Pacific	220.00	6.60	200,000
Pembina Branch	400.00	.....	.....
3. Minnesota Transit	200.00	.....	.....
4. Minnesota Southern	175.00	.....	.....
5. Root River Valley	60.00	.....	.....
Actual total in Minnesota	1,167.50	6.60	$3,200,000
31. Iowa.			
1. Burlington and Missouri	276.50	120.00	$3,200,000
2. Cedar Rapids and Missouri	240.00	40.00	1,000,000
3. Chicago, Iowa and Nebraska	82.00	82.00	2,000,000
4. Dubuque and Sioux City	320.00	141.00	2,870,014
5. Dubuque, Marion and Western	90.00	51.00	1,480,333
6. Iowa Central Air-Line	438.00	.....	438,000
7. Keokuk, Ft. Des Moines & Minnesota	139.80	92.00	3,000,000
8. Keokuk, Mt.Pleasant and Muscatine	68.50	25.20	1,200,000
9. Mahaska County	12.00	12.00	250,000
10. Mississippi and Missouri	312.00	169.00	7,500,000
Muscatine Branch	12.60	12.60	
Oskaloosa Branch	90.40	52.00	1,000,000
Actual total in Iowa	2,081.80	796.80	$23,938,347

32. Kansas.

We have no positive information regarding the railroad enterprises of this State: one is projected from Leavenworth to Fort Riley and westward and another from Elwood opposite St. Joseph, Mo., to Maryville. Of the latter about 10 miles are completed.

33. California.

California Central	43.80	43.80	$1,400,000
California Northern	186.00	.....	.....
Placerville and Sacramento City	28.68	.....	.....
Sacramento Valley	22.50	22.50	1,600,000
San Francisco and Sacramento City	58.50	.....	500,000
Las Mariposas (Fremont's)	3.75	3.75	100,000
Actual total in California	343.23	70.05	$3,600,000

34. Oregon.

Cascade Transit	3.80	3.80	$80,000

RECAPITULATION

Showing the actual mileage and cost of the railroads in the Non-Slave-holding, Border Slave-holding, and Southern Slave-holding States:

States.	No. of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
Non-Slaveholding States	390	30,831.30	21,185.86	$875,825,525
Border Slave-holding States	35	3,082.49	1,954.14	90,616,694
Southern Slave-holding States	123	15,186.69	9,294.95	257,179,452
Grand total	548	49,100.48	32,434.95	$1,223,621,671

PROGRESS OF RAILROADS.

A table showing the mileage of railroads in operation near the 1st January yearly.

Years.	Miles.	Years.	Miles.	Years.	Miles.
1828	3	1840	2,197	1852	11,027
1829	28	1841	3,319	1853	13,497
1830	41	1842	3,877	1854	15,672
1831	54	1843	4,174	1855	17,398
1832	131	1844	4,311	1856	19,251
1833	576	1845	4,522	1857	22,625
1834	762	1846	4,870	1858	25,090
1835	918	1847	5,336	1859	26,755
1836	1,102	1848	5,682	1860	28,771
1837	1,421	1849	6,350	1861	30,593
1838	1,843	1850	7,475	1862	31,769
1839	1,920	1851	8,589	1863	32,435

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds... } Under Act 15th April, 1842	$2,833,364	6	1862	105
		6	1862	103
Registered Bonds / Coupon Bonds... } Under Act 28th June, 1847	9,415,250	6	1867	96
		6	1867	102½
Registered Bonds / Coupon Bonds... } Under Act 31st December, 1848	8,908,842	6	1868	99
		6	1868	103½
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
		5	1874	91½
Registered Bonds / Coupon Bonds... } Under Act 14th June, 1858	20,000,000	5	1874	92
		5	1871	91½
Registered Bonds / Coupon Bonds... } Under Act 22d June, 1860	7,022,000	5	1871	94
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	100½
Registered Bonds / Coupon Bonds... } Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	96½
		6	1881	102½
Treasury Bonds (coupon) / Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	55,000,000 / 53,690,000	7.3	1864	101½
		7.3	1864	101½
Registered Bonds / Coupon Bonds... } Under Act 25th February, 1862; redeemable at pleasure after 5 years	20,000,000	6	1882	100
		6	1882	100
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	127½
Under Acts 2 Mar. '61, & 17 Mar. '62 } convert into 20	10,000,000	---	Dem.	----
Under A's 17 Jn. & 5 Au.'61 & 17 Ma.'62 } y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	...
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	98½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	119
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	106½
Georgia—Coupon Bonds	525,000	7	'62–'74	----
" — " "	2,073,750	6	'63–'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	104½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	105
" —Interest Stock of 1857	786,223	6	------	97
" —New Refunded Stock of 1859	1,792,000	6	'60–'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	105
" —War Fund Bonds of 1861	1,020,400	6	1879	105½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	99½
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " "	2,054,298	2½	18...	55
" —Canal Preferred Certificates	4,079,500	5	18...	----
" — " " (special) Certificates	1,216,737	5	18...	----
" —Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	98
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68–'72	100
" — " " (banks)	600,000	5	18...	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	69
" — " " (bank)	5,398,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var.	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	72
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds		6	1870	109
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61–'72	----
" — " " of 1861 "	247,000	6	'68–'72	116
" —Union Fund Loan of 1861	2,217,500	5	'71–'76	----
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — "	216,000	6	1878	105
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41–'71	56
Missouri—Coupon Bonds	439,000	6	'63–'83	57½
" — " "	100,000	6	1862	57½
" — " " (loans to Railroads)	23,101,000	6	'72–'86	34
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,330	6	'65–'71	103
New York—Certificates	----------	6	'61–'62	108
" — "	----------	6	'64–'65	108
" — " State Loan	$6,756,654	6	65–'66	112
" — " Railroad Loan	339,000	6	'72–'75	121½
" — " Canal Debt—(old)	9,789,025	6	1874	120
" — " " —(new)	13,200,000	5½	1865	----
" — " " —(misc.)	642,585	5	'66–'74	110
" — " " —(floating)	2,500,000	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18...	69½
Ohio—Inscribed Certificates	6,413,325	6	1861	115
" — "	1,025,000	5	1865	99½
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	108
" — "	2,400,000	6	1886	113
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / Inscribed Certificates } (1st January, 1862	37,687,760	5	'61–'82	96½
		5	'61–'82	94
" — " "	400,630	6	1879	105½
" — " "	388,200	4½	'63–'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68–'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	56
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	111
" —War Loan (1861)	----------	---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85–'93	62
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77–'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64–'74	----
" — " "	265,000	6	'62–'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70–'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66–'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	105
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	100
" — " " (Water Works)	3,400,000	6	------	101
" — " " (Bank Stock)	653,966	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	111
" —Coupon Bonds (Water)	6,243,680	5	Var.	111
Chicago—Coupon Bonds (Municipal)	860,000	6	18...	98
" — " " "	609,000	7	18...	108½
" — " " (Sewerage)	822,000	7	18...	----
" — " " (Water Works)	1,133,000	7	18...	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69–'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71–'75	81
" — " " (Municipal)	1,136,200	6	'61–'80	----
" — " " (Buildings, etc.)	532,000	6	'68–'95	----
" — " " (Sewers)	425,000	6	'70–'88	----
" — " " (Improvement Old Limits)	200,000	6	'71–'87	----
" — " " (Water Works)	497,000	6	'71–'85	----
" — " " (Harbor Improvement)	239,000	6	'63–'85	----
" — " " (Wharf Improvement)	166,000	6	'67–'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1868	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75–'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	93½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63–'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,980	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	99
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63–'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	69½
" " 2d " "	3,980,670	6	1882	69½
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	36
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	43
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	102½
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	97
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	85½
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	103
" " " 2d "	1,060,800	---	------	84½
New York & Harlem, Preferred	1,020,000	---	------	53½
Philadelphia & Reading, Preferred	1,551,800	7	------	50

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,128	66,668	79,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,462	79,409	78,783	657,071
1862	67,862	56,878	78,265	74,056	67,589	62,167	59,623	51,429	74,634	82,571	84,493	------	-------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	220,081	163,813	154,723	230,022	225,896	241,964	158,566	117,697	2,075,209
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	214,051	205,599	166,192	2,040,710
1862	152,469	110,973	121,272	149,342	152,585	225,082	220,211	212,812	270,816	------	------	------	-------
Chicago and Alton:													
1860	55,734	55,123	74,690	68,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,997	938,641
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	67,610	62,350	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	-------
Chicago and Rock Island:													
1858	72,046	67,807	92,064	92,120	80,595	95,466	82,374	83,385	94,985	92,760	73,883	60,480	987,465
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,223	120,053	126,090	100,440	82,252	984,577
1860	72,884	66,703	77,408	89,150	104,272	100,403	82,895	139,049	134,500	145,389	92,876	75,457	1,181,002
1861	83,030	63,975	77,007	76,609	102,163	90,021	88,410	130,542	154,084	152,687	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,976	89,172	86,841	114,057	109,216	145,897	153,127	137,408	------	-------
Chicago and Northwestern:													
1858	20,447	18,272	25,393	38,535	40,893	43,890	39,924	27,761	37,499	36,333	31,144	22,723	382,823
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,509	49,571	80,819	108,737	74,381	53,564	675,754
1861	48,325	48,551	59,020	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	56,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	------	-------
Cleveland, Columbus and Cincinnati:													
1858	70,492	68,138	88,523	93,872	82,968	85,387	90,372	112,158	114,218	106,055	104,866	84,944	1,101,973
1859	78,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	------	1,255,004
1862	132,620	112,606	103,912	114,885	119,964	122,524	131,087	168,834	170,565	172,296	164,200	------	-------
Cleveland and Toledo:													
1858	65,211	54,975	90,957	84,149	62,555	57,295	52,385	60,889	83,924	79,458	75,698	71,315	838,809
1859	59,856	56,779	75,709	69,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,286	66,573	84,003	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,258	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	------	-------
Cleveland and Pittsburg:													
1861	62,208	59,964	83,408	99,511	101,792	104,167	115,316	85,163	120,977	108,112	107,824	113,175	1,161,617
1862	84,858	78,447	90,300	100,695	116,973	123,000	178,432	126,090	------	------	------	------	-------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,060	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	708,136	6,208,104
1862	695,607	603,030	636,615	605,755	575,344	516,190	587,010	604,881	764,448	910,985	903,016	------	-------
Galena and Chicago:													
1858	85,320	74,181	103,912	141,334	157,954	210,728	157,285	122,351	161,949	141,653	103,813	87,082	1,547,561
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,924	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,559	101,600	103,795	165,707	162,823	145,389	150,359	200,276	231,326	172,700	122,309	1,726,396
1862	106,979	105,423	74,346	90,180	158,194	162,823	190,456	121,199	188,370	208,575	158,055	------	-------
Hudson River:													
1858	176,573	163,837	179,423	112,614	128,132	95,219	114,731	139,489	140,872	140,783	137,094	197,961	1,726,748
1859	192,161	190,589	175,773	121,123	141,209	115,444	125,305	155,164	156,978	170,157	157,443	252,043	1,933,494
1860	212,714	209,422	161,047	134,666	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	137,299	146,424	173,261	197,762	246,283	2,028,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	------	-------
Illinois Central:													
1858	130,061	116,470	163,848	179,991	161,090	154,193	124,299	202,953	218,861	184,776	156,038	153,999	1,946,579
1859	132,936	134,311	154,690	153,644	144,804	149,592	159,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	187,417	186,189	213,080	192,282	217,202	189,548	196,000	233,918	257,634	306,711	141,605	227,310	2,778,096
1861	319,684	370,268	226,966	192,054	199,488	173,941	189,279	268,982	289,862	284,020	243,248	193,767	2,965,768
1862	172,187	150,809	161,801	183,484	192,077	240,566	249,929	334,946	400,436	385,357	369,718	------	-------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	57,920	56,333	125,999	112,000	119,000	123,576	138,152	------	------	------	-------
Milwaukee and Prairie du Chien:													
1860	37,529	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	48,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,158,407
1862	83,993	62,907	47,010	61,759	150,211	144,915	108,721	76,163	109,661	154,369	122,272	------	-------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	155,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	------	-------
Michigan Central:													
1858	122,380	107,502	165,936	223,010	185,727	170,847	143,872	176,061	224,574	209,868	156,298	130,108	2,016,183
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	128,377	144,982	236,546	307,333	242,089	260,134	2,124,514
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	------	-------
New York Central:													
1858	430,376	390,431	537,858	668,425	510,197	432,195	458,664	536,048	653,373	653,661	600,920	510,425	6,384,573
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	657,792	520,396	6,303,702
1860	357,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,085	420,793	627,051	588,688	677,073	558,743	523,758	562,076	696,175	927,036	852,980	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	-------
New York and Harlem:													
1858	79,124	76,611	93,148	86,000	77,669	82,529	88,582	94,406	81,135	87,349	83,221	93,188	1,022,962
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,696	88,598	90,463	89,577	93,378	100,649	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,868	91,111	90,884	1,126,619
1862	100,923	96,839	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	------	-------
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,380	18,611	25,666	29,531	31,968	35,494	28,958	29,466	302,280
1862	22,069	18,864	24,250	26,748	27,998	30,422	32,495	38,426	40,319	40,087	35,920	------	-------
Philadelphia and Reading:													
1858	103,492	116,687	168,102	203,965	216,784	207,573	257,455	247,069	254,740	260,464	242,052	234,876	2,522,259
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	246,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	466,873	------	------	-------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	362,016	------	-------
Toledo and Wabash:													
1858	45,780	34,743	59,107	91,556	56,531	46,963	76,710	112,024	104,119	95,915	61,981	41,726	827,125
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,839	46,340	737,155
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,381	103,408	124,398	77,663	50,848	926,908
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,086	92,574	1,172,103
1862	82,235	47,142	56,006	83,582	106,845	112,677	115,214	168,219	170,360	172,870	147,548	------	-------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Conpon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	700,000	6	Jan. & July.	"	1880	101½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	102½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	55
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do.)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	380,000	7	May & Nov.	" "		
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	101
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	100
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	101½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (ass'd $337,000)	2,500,000	6	"	New York.	1870	104
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	81
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	80
2d Mortgage	800,000	7	June & Dec.	New York.	1865	75
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	15
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	121
" " " inconvertible	2,690,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,100,000	7				
1st Mortgage pref. S. F.	600,000	7				
Income Bonds	1,050,000	7				
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	111
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		102
1st Mortgage (general)	5,600,000	7	" "	" "		78
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "		90
2d Mortgage	2,000,000	6	" "	" "		37½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		90
Green Bay Extension Bonds	300,000	7	" "	" "		
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	394,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	950,000	7	May & Nov.	" "	1880	96
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.		105
2d Mortgage	499,200	7				
3d Mortgage	362,800	8				
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	154,000	7	" "	" "		78½
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1886	107
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	93½
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	110
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	95
Guaranteed	100,000	6	" "	" "	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	106
2d Mortgage	2,516,500		March & Sept.	" "	1881	108½
Income (due 1862, '65 and '67	14,101				var.	88
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'63	109
1st Mortgage (Extended)	22,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	110
*Great Western, Ill. :						
1st Mortgage Eastern Division	1,000,000	10				
" Western "	1,350,000	7				
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	84
Land Security	5,000,000	7	April & Oct.	" "	1881	60
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central :						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	112
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	105
Convertible	1,002,000	7	" "	" "	1867	97
Illinois Central :						
Optional Right bonds	38,000	7	Jan. & July.	New York.	1868	
Construction	10,798,500	7	April & Oct.	London.	1875	111
Construction	4,115,000	6	" "	New York.	1875	111
Eight per cent. bonds	326,000	8	March & Sept.	" "	1865	
Indiana Central :						
1st Mortgage (Convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	578,000	10	" "			
Income	281,500					
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	85
2d Mortgage	400,000	7	" "	" "		85
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†				30
2d Land Grant (Western Div.)	353,600	†				30
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6				
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	91
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co. :						
Mortgage Bonds	500,000	7			1882	
Mortgages on Land	473,809	7				
Louisville and Frankfort :						
Louisville Loan	174,000					
1st Mortgage	248,000					
Louisville and Nashville :						
State (Tenn.), 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston :						
State Tenn.) Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	113
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	117
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	994,000	7	Feb. & Aug.	" "	1861	103
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	102
Detroit and Toledo	684,000	7	" "	" "	1876	48
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	104
2d General Mortgage	2,572,000	7	" "	" "	1877	95
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	106½
1st Preferred stock	1,060,000					103
2d Preferred stock	1,020,000					81½
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200.970	6				
Montgomery and West Point :						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris Canal and Banking Co. :						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	99
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000		Jan. & July.	New York.	1869	
New Jersey :						
Company's (various)	688,000		Semi-ann'ally	New York.	var.	102½
New London Northern :						
1st Mortgage	85,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4 '8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous, and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central :						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	110
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	114½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	111
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds	252,975	6	" "	" "	1883	
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	110
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	115½
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	107
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	113
3d Mortgage	6,000,000	7	" "	" "	1883	108
4th Mortgage	4,900,000	7	April & Oct.	" "	1880	103
5th Mortgage	1,792,500	7	June & Dec.	" "	1888	99
Buffalo Branch	200 0 0	7	Jan. & July.	" "	1891	
New York and Harlem :						
1st Mortgage	2,950,000	7	May & Nov.	New York.	1873	108
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	105
3d Mortgage	862,300	7	Jan. & July.	" "	1867	93
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Real Estate	35,910	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	99¾
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7†	" "	" "	1861	6¼
North Missouri:						
State Loan (30 years)	4,350,000	6			------	----
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87½
Chattel Mortgage	360,000	10	" "	"	1887	102
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	---
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6			------	46
State Loan (S. W. Branch)	1,268,000	6			------	----
Construction	3,235,000	6			------	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	109
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,109,000	5	Jan. & July.	Harrisburg.	1894	96½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	----
Loan of 1852	100,000	6	June & Dec.	"	1868	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	104
" 1861, "	436,000	6	Jan. & July.	"	1871	----
" 1843, "	1,548,300	6	" "	"	1880	108¾
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	99
" 1849, "	83,000	6	" "	"	1880	102
" 1857, "	3,586,500	6	" "	"	1886	102¾
" 1856, "	1,475,000	7	" "	"	1886	102¾
Bonds and Mortg's—real estate	592,200	---			------	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	107
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000	---			------	----
Alleghany Co. "	750,000	---			------	----
Connellsville "	100,000	---			------	----
Mc'Keesport "	100,000	---			------	----
Baltimore City "	94,000	---			1846	----
Baltimore City Stock	906,000	---			1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Real Estate Bonds	100,000	---			'68–'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1911	107
2d Mortgage	5,160,000	7	" "	" "	1911	94
3d Mortgage	2,000,000	7	" "	" "	1911	69
Bridge Bonds, O. & P. R. R. Co.	188,000	7			1876	----
Chicago Depot Bonds	337,173	6			1885	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	---
1st Mortgage (West'rn Division)	757,000	8		" "	------	----
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	609,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	45
2d Mortgage	937,500	7	" "	"	1863	2
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	124,083	7			1873	----
South Carolina:						
State Loan	137,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---			------	----
2d Mortgage	450,000	---			------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	---			------	----
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	105½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	104
" " (series B)	1,100,000	7	April & Oct.	"	1894	104
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " (series D)	1,400,000	7	May & Nov.	"	1894	87
" " Income (series E)	1,600,000	7	" "	"	1894	74
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	230,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	100
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	86
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	86
Interest Bonds	111,895	7			------	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	25
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	2
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7			1880	87½
2d Mortgage	25,000	7			1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	102
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	---
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	---
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total. Incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451, 36	*	—	877,653	503.500	105.255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	—	—	—	—	—	—	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	595,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,350	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11½	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,498	1,342,958	57.0	137,833	268,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	388	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	499,8 0	808 060	301,979	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	72
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	408,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,150,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,241	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,852	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832 343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	—	—	5,500,000	4,500,000	—	10,000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	—	90
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,885	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,67	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	5	84¼
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	82½
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	486,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	82
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1 200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	623,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,050	1,178,000	40,550	2,108,011	109.0	363,122	400,397	133,009	—	50
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140,689	3,458,108	110.0	.....	448,558	230,834	9	57
31 Dec. '61	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11.066	2,082,545	84.0	.....	331,813	105,905	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,891	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,978	3,060,128	135.0	201,402	230,563	99,086	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	283.0	.....	645,227	371,40	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73.0	325,707	377,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	702,738	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369.084	.....	86.0	7 mo's.	85,235	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	257,143	2,870,015	111.0	107,646	206,160	81,779	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	621,449	570,000	.....	.....	38.5	11 mo's.	458 821	21,556	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,70	*	—	548,216	414,000	0,454	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,332	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0 00.	.....	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	—	}	}	}	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	736,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	—	13	10	230	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,567	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 6	613,802	716,478	371,12.	—	....
— — '59	18.8	—	....	70.2	...	...	.....	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505.260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	451,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,252,624	555 434	—	....
1 Aug. '60	53.7	—	....	186.8	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,891	*	—	1,283,015	248,989	108.484	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (incl. all other assets and liabilities).	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								MAINE.														
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....		40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....		318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....		707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....		30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953		172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....		.....	.....	—	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475		245,348	115,732	6	110½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....		55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....		26,386	.....	—	.....
								MARYLAND.														
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....		3,922,203	2,305,788	6	77
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427		462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	165.0	744,961		1,[illegible]77	736,145	—	35
								MASSACHUSETTS.														
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....		449,051	128,733	7	103
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,753	4,076,974	—	75,150	4,905,723	119.3	599,048		732,427	290,406	6	122½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	.....	61.8	.....		588,871	272,429	8	125
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....		928,932	408,594	8	128
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....		95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....		250,836	122,956	6	106½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100		565,939	246,402	4	93
30 Nov. '61	19.9	1.3	3.8	—	...	...	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....		56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	.....	71.6	.....		543,158	217,054	6	108½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,925	55,450	5,900	333,884	26.4	.....		33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	...	...	.....	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H.&N'h	.....	.....	—	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,656	363,158	ope	r. by B.	and L'll	.....	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....		204,374	48,542	8	120½
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....		123,015	24,907	2	77
30 Nov. '61	27.0	—	2.4	—	...	...	.....	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....		.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	...	...	.....	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....		18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....		505,320	219,608	6	123½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....		36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....		308 238	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....		50,156	11,578	—	6½
30 Nov. '61	21.9	—	1.1	—	...	...	.....	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	—	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....		129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	.....	—	—	.....	.....	.....	.....	ope	r. by T.	and B.	.....	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....		200,648	95,739	—	23
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	11,135,152	*	—	5,160,000	6,271,520	75,854	14,242,462	217.9	.....		1,894,568	812,097	8	143
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....		195,669	83,188	5.8	66
								MICHIGAN.														
1 Jun '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....		.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	3,270,623	647,596	—	2,960,000	4,250,000	.....	9,008,389	188.0	.....		340,898	.....	—	.....
-- --	--	—	—	—	...	...	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
-- --	--	—	—	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	.....	14,371,173	329.3	1,338,658		2,361,241	1,212,088	3	91½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728		2,250,518	1,137,548	—	45½
-- --	--	—	—	89.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
								MINNESOTA.														
-- --	'62	—	—	620.0	...	...	.....	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....		.....	.....	—	.....
-- --	'62	—	—	175.0	...	...	.....	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....		.....	.....	—	.....
-- --	'62	—	—	112.5	...	...	.....	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....		.....	.....	—	.....
-- --	'62	—	—	200.0	...	...	.....	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....		.....	.....	—	.....
-- --	'62	—	—	60.0	...	...	.....	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
								MISSISSIPPI.														
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236,0	.....		584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....		176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,460,000	.....	.....	83.2	.....		250,047	121,659	—	.....
								MISSOURI.														
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....		.....	.....	—	.....
31 Aug. '60	206.8	—	—	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.		961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212		263,577	78,220	—	.....
-- --	--	—	—	.....	...	...	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,003,000	402,193	19,550,960	189.0	417,357		457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	...	...	.....	*South-Western Branch*	4,715,032	69,072	—	171,213	4,500,000	.....	.....	114.0	71,433		104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344 006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650		212,946	67,024	—	.....
								NEW HAMPSHIRE.														
31 Mar '59	23.1	—	3.2	—	...	...	.....	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	.....	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	282	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000		227,720	86,338	—	20
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,781	63.0	.....		327,741	125,159	—	18
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,647	420,853	13,070	858,264	28.1	.....		51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532		459,659	128,366	8	60½
30 Sep. '59	46.8	—	.....	—	...	...	.....	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	—	120
31 Mar. '59	14.6	—	.....	—	...	...	.....	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182		16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	...	...	.....	Eastern	525,205	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Ma	ss.	—	—	92½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960		24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	110	
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....		59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657		353,101	187,136	4	62½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	202,516	1,512,416	24.7	49,000		63,574	19,897	—	.....
								NEW JERSEY.														
31 Dec. '61	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,124,656	*	—	997 862	2,082,000	156,192	3,236,054	76 0	.....		241,503	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166 000	.....	12,171,200	124 2	.....		2,058,989	913,829	12	152½
31 Dec. '61	60.2	—	.....	—	...	...	.....	Camden and Atlantic (Pref.)	1,833,935	*	—	999,363	1,037 376	92,211	2,028,950	60.2	.....		99,433	50,076	—	12
31 Dec. '61	64.0	—	48.0	39	21	284		Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970 496	64.0	662,393		1,201,895	673,443	10	155
1 Jan. '62	2.9	—	2.9	—	...	...	.....	Long Dock	2,553,554	—	—	600,000	973,510	779,744	2,553,554	—	Leased	to Erie	Co.	—	—	.....
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,927,362	*	57,000	1,157,800	340,000	—	1,767,491	53.0	.....		210,984	89,035	7	.....
31 Dec. '61	33.8	—	.....	—	...	...	.....	New Jersey	3,809,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	.....		992,767	579,981	10	145
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,920	*	—	156,850	200.000	70,786	427,636	21.2	.....		89,404	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	...	...	.....	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—	.....
31 Dec. '61	15.0	—	.....	—	...	...	.....	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	28,500	5½	25	
31 Dec. '61	24.0	—	.....	—	...	...	.....	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....		220,827	105,997	6½	98
31 Dec. '61	38.5	—	.....	47.6	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—		34,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p.c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	760,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	100
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	345,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	600,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	775,411	13,668,877	259.0	1,116,758	1,989,015	566,461	—	77½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	23
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,533	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6¼	106½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	65½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	26½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	5	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	33,318	66,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,453	353,441	164,672	6	60
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,038,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	—	404,533	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,561	—	—
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	329,714	329,714	7½	112½
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	—	—	22	31	455	Cleveland, Columbus and Cinc.	4,080,736	637,216	583,566	4,746,200	510,000	—	5,917 359	141.2	707,160	1,268,253	704,819	10	145½
31 Dec. '61	67.0	—	—	18.0	12	6	285	Cleveland and Mahoning	2,565,666	277,752	301,487	1,167,474	1,712,000	289,675	3,341,020	67.0	246,620	375 791	233,174	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,655,000	30,000	4,888,000	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '61	101.0	102.5	—	—	45	30	896	Cleveland and Pittsburg	8,218,373	*	—	3,846,324	4,231,637	334,952	8,412,914	203.5	800,525	1,114,941	456,994	—	59
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	77
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '62	144.0	—	7.9	—	18	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,148	222,951	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	128,170	33,412	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,258,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,286	500 524	442,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	130
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '62	153.9	62.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,669,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '61	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,279	*	—	848,770	1,375,350	105,510	2,603,120	125.0	215,280	171,712	57 610	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	36½
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Allegheny Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55,929	—	—
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,38	345,505	194,589	10	67
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	53,359	3,472,746	146.0	289,137	219,548	22,490	—	5
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,243,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,389,680	—	126
30 Nov. '61	35.8	—	2.5	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	—	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	1,295	2,214,873	78.0	252 639	307,490	130,145	—	22
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14½	60
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,458	*	—	1,309,565	500,000	100,000	2,409,565	82.3	21,477	25,427	4,268	—	—
31 Aug. '61	84.2	14.2	2.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,029	1,822,612	45.2	122,047	173,941	62,897	—	—
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,800	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,788,601	*	—	2,258,350	1,465,000	52,258	3,770,608	46.0	339,089	889,084	334,976	8	63½
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R.R Co.	—	28½
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,208	9,406,099	—	—	528,246	326,933	6	53½
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,895	278,367	—	3,248,600	—	—	3,248,600	130.0	293,692	619,043	335,671	11	50½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	864,225	292,124	—	9½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447.522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,559	423.0	4,413,036	7,300,001	2,646,938	6	58½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	—	37	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norristo'n	1,367,634	235,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,965	110,287	7	54
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,461	645,170	11,548,929	12,411,600	—	25,276,488	151.4	1,795,927	2,905,838	1,412,905	—	58½
30 Nov. '61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	999,200	250,000	—	1,249,200	28.0	oper. by	Cam. &	Amboy	8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or Projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	59½
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1.756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,21	—	.....
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pitteb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 32	18,999 581	467.5	2,434,641	3,031,787	1,299,721	—	60
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----------	----------	----------	—	----
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	—	----
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*	—	576,050	----------	----------	573,616	24.5	oper. by	Ph. & R	eading.	5	----
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	966,088	99,460	363,004	500,000	822,117	5,435	1.327 552	----	----------	105,568	55,143	----	----
30 Sep. '61	148.0	—	8.5	289.0	14	0	176	Sunbury (Phila.) and Erie	10,709.006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,825	341,582	149,082	—	20
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999	—	367,300	396,500	65,726	----------	29.6	68,543	101.499	61,270	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,205,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	----
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	----------	----------	62.0	240,449	331,522	105,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4 .7,.17	8,500	----------	----------	13.6	----------	26.454	6,914	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	----------	1,916,515	217,577	----------	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	891.615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
25 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	867,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,239,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	200,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,027,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141.144	—	570,000	1,361,000	145,000	----------	----	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	543,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275.000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '58	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '58	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	90.7	118,219	183,750	92,683	—	80
31 Aug. '61	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,389	150,318	39,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	----------	—	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	130
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516.164	793,200	----------	----------	23.7	47,950	45 930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	—	—	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	221	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	75	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,373	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	3
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	----------	----------	—	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1.365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 966	634.081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,967	—	----
30 Sep. '58	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '60	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,850,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	27.8	—	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '61	191.8	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	----------	1,108,364	436,039	—	34½
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	192,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	229,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '62	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	----------	11,938,000	16.10	----------	235.420	55,495	—	----
— — '62	49.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	49.0	----------	----------	----------	—	11
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	324.0	137.0	----	78.0	204	136	2,399	Grand Trunk	46,651,084	*	—	16,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '62	229.0	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	10,750,785	9,120,440	----------	26,104,725	357.0	----------	1,221,145	585,885	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '61	95.0	1.6	----	—	17	20	337	Northern (O. S. v H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '61	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
— — '61	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	----------	----------	4,637,852	108 0	----------	130,678	36,432	—	----
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '61	81.5	—	----	60.1	----	----	----	Nova Scotia	4,268,717	*	—	----------	----------	----------	----------	61.6	----------	120,918	26,303	—	----
								NEW GRANADA.													
30 Dec. '61	43.7	—	----	—	11	22	120	Panama	8,000,000	*	620,804	5,000,000	2,400,000	----------	9,603,530	43.7	----------	1,539,859	1,110,652	12	170

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	Th 25.	F.26.	Sat.27.	M 29.	Tu.30	W 31.
STATE STOCKS:—						
California 7s	----	----	119	----	----	
Georgia 6s	----	----	----	----	----	
Illinois War Loan	----	----	105	----	105½	
Indiana War Loan	----	----	----	----	----	
Kentucky 6s	----	----	100	----	----	
Louisiana 6s	----	----	----	69	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s, 1878	----	105	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	52½	53⅜	53⅜	54	57½	
Do. 6s, to H. & St. J. R.	----	82x	82	----	84	
New York 6s, 1878	----	----	----	----	----	
North Carolina 6s	----	----	70	----	69½	
South Carolina 6s	----	----	----	----	----	
Ohio 6s, 1860	----	----	----	----	----	
Tennessee 6s, 1890	53½	53⅞	53⅝	54	56	
Virginia 6s	61	----	----	61⅛	62	
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	
Chicago, Burl. & Q.	87½	88	89	90	90	
Chicago & Rock Isl.	81½	83	83¾	84½	84½	
Clev., Col. and Cin.	----	----	----	145½	----	
Clev. and Pittsburg	48½	50⅜	51⅝	56½	59	
Clev. and Toledo	72⅜	74	76¼	77¼	77	
Det., Lack. & West.	----	----	----	126x	----	
Galena and Chicago	82½	80½x	82	83	82½	
Hudson River	76⅜	78½	79½	78⅝	79x	
Illinois Centr. (scrip)	78⅜	79½	80	82	82	
Michigan Central	91⅛	92½	92⅜	92½	91⅛	
M. S. and N. I.	40½	43	44	45½	45½	
M. S. & N. I. guar'd	83⅜	83⅜	84¼	85	85½	
Mil. and P. du Chien	33½	34	33⅜	34	34½	
M. & P. du C. 1st pref.	----	----	----	----	----	
M. & P. du C. 2d pref.	----	82	82½	83	84½	
New Jersey	----	----	----	----	----	
New Jersey Central	----	----	----	----	----	
New York Central	103½	104½	104⅞	105⅞	106½	
Erie	62½	63⅜	65	65½	65⅜	
Erie pref.	94⅜	95	96½	97	97	
Norwich & Worcest'r	----	----	----	----	----	
N. York & Harlem	22	23	24	25½	23½	
N. Y. & H. "pref."	53	54	55	57	58½	
Panama	----	165x	170x	----	----	
Phila. and Reading	----	76½	----	77½	77	
Pitts. Ft. W. & Chicago	54	54½	55½	56⅜	60	
Toledo & Wabash	36	----	36⅜	----	----	
" " Pref.	----	----	----	----	----	
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	95	----	----	----	
Ohio & N. W. 1st M.	----	----	----	----	----	
" " 2d M.	34	34½	35½	37⅜	37½	
" " S. F.	----	----	----	----	----	
" " A. B.	62½	63	65	66½	66½	
" " I. B.	----	----	----	90	----	
" "Ap. Ext'n.	----	----	----	----	90	
" " G. B. Ext.	----	----	----	----	----	
Clev. & Pitts., 1 M.	----	----	----	----	----	
" 2 M.	----	----	----	----	----	
" 3 M.	----	----	----	90	----	
" 4 M.	----	75½	76	78	78½	
Cl. & Tol. s. F. 7 p.c.	----	----	105	106	107	
Chi., Bur. & Q. 8 p.c.	117½	----	----	121	----	
Chi. & R. I. 1st M. '70.	----	----	----	----	----	
D. L. & W. 1 M. 8p. '71-5.	----	----	115	----	----	
" 2M. 8p.c. '81	----	----	----	----	----	
Gal. & Ch. 1M. 7p.c. '63	----	----	----	----	----	
" 2M. 7p.c. '75	----	----	----	----	----	
" 1 M. Ex. '82	----	----	----	115	----	
Hann. & St. J. bonds	----	60	----	----	60	
Huds. R. 1M. 7p.c. '69	----	117	----	----	----	
" 2M. S. F.	60	111½	----	----	112	
" 3M. 7p.c. '75	----	105	----	105	----	
" conv. bonds	----	98	97	----	----	
Illinois Central bonds	112	112	----	111	111	
La Crosse & Mil. L. G.	----	----	----	----	----	
Mil. & P. du C. 1st M.	----	106	106½	----	----	
Mich. Cen. S F. 8p.c. '82	117	117	----	117	117	
" conv. 8p.c. '69	----	----	----	----	----	
M. S. & N. I. 1 M. S. F.	102½	----	103¾	104	----	
" " 2 M.	----	93½	93⅜	95½	95	
N. J. Central 1st M.	----	----	----	----	----	
" " 2d M.	----	----	----	----	----	
N. Y. C. 6p.c. certif. '83.	----	----	110⅜	111	----	
" 1 M. 7 p.c. '64.	----	----	----	----	----	
" bonds 1876.	----	----	----	----	----	
N. Y. & E. 1 M. 7 p.c. '87	----	----	----	----	----	
" 2M. 7 p.c. '79	----	----	----	----	----	
" 3M. 7 p.c. '83	----	----	----	----	----	
" 4M. 7 p.c. '80	101	----	----	103	----	
" 5M. 7 p.c. '88	----	----	----	97	99	
N. Y. & H. 1 M. 7 p.c. '72	----	----	108	----	----	
" 2 M. 7 p.c. '64	----	----	105	----	----	
" 3 M. 7 p.c. '67	----	----	----	----	----	
Pitts., Ft. W. & Ch. 1 M.	108½	110	111	110½	----	
" " " 2 d M.	94½	95½	96	97	97	
" " " 3d M.	----	70	73½	76	76	
Chicago & Alton, 1 M.	----	----	----	----	----	
Alton & Terre H. 1 M.	102	104	----	105	104	
" " 2 M. pref.	85½	86	86½	87	87	
" " Inc. b'ds.	70½	73	75	75½	74	
Toledo & Wab. 1 M.	----	100	100	100	----	
" " 2 M.	81	81	83	85⅔	86	
" " Inf. b'ds.	----	----	----	----	----	
MISCELLANEOUS:—						
Del. & Hud. Canal	119	----	119	118½	120	
Penn'a Coal Co.	117	118½	118½	118½	----	
Pacific Mail S.S. Co.	135½	136	126	136½	135½	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	Th.25.	F.26	Sat. 27.	M.29.	Tu.30.	W.31.
FEDERAL STOCKS:—						
U. S. 5s, 1871, coup.	----	----	----	----	----	
U. S. 5s, 1874, coup.	91½	91½	91⅔	92	92	
U. S. 5s, 1865	----	----	----	----	----	
U. S. 6s, 1881, reg.	97	96½	97	----	96½	
U. S. 6s, 1881, cou.	102⅝	102⅝	102½	102½	102½	
U. S. 6s, '81, O. W. Ly.	----	----	----	----	----	
U. S. 6s, 1881, " ½ y.	----	----	100½	----	100½	
U. S. 6s, 1862, reg.	----	----	----	----	----	
U. S. 6s, 1867, reg.	----	----	----	----	----	
U. S. 6s, 1868, "	----	----	----	----	----	
U. S. 6s, 1868, coup.	----	----	----	----	----	
U. S. 6s, 1 year certif.	96	96¼	96⅛	96¼	96⅜	
U. S. 6s, 5-20s, coupon	----	----	----	----	----	
Treasury 7 3-10 Notes	102½	101⅞	101⅛	101⅛	101⅛	
U. S. Demand Notes	126½	126½	127⅛	126⅞	127⅛	
American Gold	132½	132⅞	133	133	133⅝	

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31.
Boston and Lowell	----	----	103	----	----	
Boston and Maine	122½	----	----	----	----	
Boston and Providence	----	----	124	125	----	
Boston and Worcest	----	----	----	----	----	
Connecticut River	106½	----	----	----	----	
Eastern, Mass.	----	92	91	92½	93	
Eastern, N. H.	92½	----	----	----	----	
Fitchburg	----	----	----	----	108¼	
Manchester & Lawr'ce	----	----	----	110	----	
Michigan Central	92	91½	----	52½	----	
Northern, N. H.	----	----	62	62½	----	
Old Colony and Fall R.	123	123½	----	----	----	
Ph., Wil. & Baltimore	58⅝	----	58½	59½	59½	
Portl'd, Saco & Ports.	----	110½	----	----	----	
Vermont & Canada	----	----	130	----	----	
Vermont & Mass.	20	22	22	22	23	
Western	----	----	----	143	----	
Cambridge (Horse)	108½	----	109	110	----	
Metropolitan "	----	----	----	64	----	
Middlesex "	101	----	----	----	----	
Central Copper Co.	27	----	----	----	----	
Franklin Copper Co.	43	43	44	45½	46½	
Isle Royale "	15⅝	16⅝	17½	18½	18⅝	
Mesnard "	8½	7⅝	7⅝	8⅝	9	
National "	24⅝	----	----	25⅝	24⅝	
Minnesota "	----	----	----	69	69½	
Pewabic "	43	43½	43⅝	46	48	
Pittsburg "	67	----	----	67	----	
Quincy "	----	----	----	61	61½	
Rockland "	16½	----	----	16⅜	17	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

	W. 24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.
Beaver Meadow	----	----	----	----	----	
Cattawissa 4½	----	----	4½	4⅝	5	
" preferred 14½	----	----	----	15½	----	15½
Camden & Amboy	----	----	----	----	----	152½
" " 6s, '67	----	----	----	----	----	
" " 6s, '70	----	----	----	----	----	
" " 6s, '75	----	----	----	----	----	
" " 6s, '83 102	----	----	----	----	----	
" " 6s, '89	----	----	----	100	----	
Elmira & W'msport	----	20½	----	----	22	
" " pref. 34	----	----	----	----	----	
" " 7s 99	----	99½	100	----	102	
" " 10s	----	----	----	----	----	
Harrisburg	----	----	----	----	----	
Lehigh Navigation	----	----	----	53½	----	
" " 6s	----	----	----	----	54	
" " scrip	----	----	30	30	----	
Lehigh Valley R. R.	----	----	----	----	----	
" " scrip	----	18	----	----	18	
" " 6s	----	----	----	----	----	
Little Schuylkill R. R. 28	----	----	28	----	28½	
" " 7s	----	----	----	----	----	
Long Island	----	----	----	----	23	
" " 6s	----	----	----	----	----	
Minehill	----	----	50½	50⅝	----	
North Pennsylvania 9⅞	----	----	9½	----	----	
" " 6s	----	----	----	87½	----	
" " 10s	----	----	----	----	----	
Pennsylvania R. R. 57½	----	58⅜	58⅝	----	----	
" 1st m.	----	----	----	----	----	
" 2d m.	----	----	106	----	----	
Penn. State, 5s 96½	----	96⅜	96½	----	----	
" " 5s, coupon	----	----	----	----	98⅜	
" " 6s, " 107½	----	----	----	----	----	
Philadelphia City, 6s 94½	----	100	100	100	----	
" " new 103½	----	103⅜	103½	----	104½	
Philad, Germ. & Nor.	----	----	----	54	----	
Phila. & Reading 37⅜	----	----	37½	----	38½	
" " 6s, '86 102	----	----	102	102½	----	
" " 6s, '70	----	104	----	----	----	
Philadelphia & Erie, 6s 102½	----	----	102½	----	101½	
Philad. & Sunbury, 7s	----	----	----	----	----	
Sunbury and Erie, 7s 105½	----	----	105½	----	----	
Arch street, (Horse)	----	----	25½	26	----	
Chestnut & Wal. " 49	----	----	----	----	----	
Girard College, "	----	----	----	----	----	
Green & Coates, "	----	----	----	37	----	
Race and Vine, "	----	----	----	----	----	
2d and 3d streets, "	----	----	----	76½	----	
Spruce & Pine, " 16½	----	----	----	----	----	
13th & 15th sts., " 23	----	----	----	23	----	
West Philad., "	----	----	----	----	----	
10th & 11th sts. "	----	----	----	----	----	

Baltimore Stock Exchange.

Actual Sales Prices for the week ending Dec. 29.

	Tu.23.	W. 24.	Th.25.	F.26.	Sat.27.	M.29.
Baltimore City 6s, 1875-1908	----	----	----	107	----	
" " 1886	----	----	----	----	----	
" " 1870	----	----	----	----	----	
" " 1890	----	----	----	----	106½	
Balt. and Ohio	77	----	77	77½	78½	
" " b'ds, '62. 76	----	----	----	----	----	
" " " '67	----	----	----	----	----	
" " " '75	----	----	----	----	----	
" " " '80	----	----	----	----	----	
" " " '85	----	----	----	----	98½	
Northern Central 34½	----	----	34½	----	----	
" " b'ds, '85	----	----	----	99½	----	
" " " '95	----	----	----	----	----	
Washington Branch	----	----	----	----	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 13th December:

Maryland 6s	70	to	72
United States 5s, 1874	66	"	66
Virginia State 6s	45	"	46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	74
Erie shares, $100 (all paid)	41½	"	42½
Do., 7s, preference	61	"	63
Do., assessment scrip	1½	"	1¾
Do., 7s, 1st mort., 1867	82	"	85
Do., 7s, 2d mort., 1859	75	"	85
Do. 7s 3d mort., 1883	72	"	74
Do., 7s, 4th mort. x. c.	68	"	70
Do., 7s, 5th mort.	66	"	68
Illinois Central 6s, 1875	75	"	78
Illinois Central 7s, 1875 x. c.	76	"	77
Do. do. $100 shares, $90 paid, dis.	42½	"	41½
Do. do. $100 shares, all paid	53	"	54
Michigan Central 8s, Convertible, 1869	76	"	80
Do. do. S. F. 1st mort., do., '82 x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	23	"	28
New York Central 6s, S. F., 1883	70	"	75
Do do. 7s, 1864	70	"	75
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	70	"	72
Panama, 1st mortgage 7s, 1865	102	"	104
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	75	"	80
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	36	"	38
Philadelphia and Reading, $50 shares	25	"	25

American Railroad Journal.

Saturday, January 3, 1863.

Stock and Money Market.

The year 1862 goes out more hopefully than its predecessor, notwithstanding "the clouds that lowered upon us" at intervals. We may see clearly that as it sinks into the horizon of the past, we may watch its departing light without apprehension. On the contrary, thanking Heaven for its protection, thus far we may take courage and hope for it to the end.

A brief survey of our military progress during the past year, is not without great consolations; and as the war is the great base from which all our operations in finances, industrial, agricultural and commercial, are conducted, we recommend an article in the *N. Y. Times* of Wednesday last, as conclusive that our position is far better than it was a year ago, and our advantages thus far are of the greatest magnitude. Want of space prevents us from giving it entire.

In the railway share market the activity the last week has been unprecedented, and the business done immense; State stocks are high, those of the border states are improving, and those of the Government firm and buoyant. Such a state of things during such a war as this is anomalous, and shows the courage, hopefulness and determination of the people of the North.

Among the curious movements inside this

sphere of activity is the reported one of the *entente cordiale* between the Central and the Harlem. Amalgamation has been the distinguishing characteristic of the former company, a policy recently adopted in England the last year or two with good results both in railways and Insurance Companies. It is believed that the first intention was to unite the fortunes of the Hudson River with the Central, but unexpected difficulties have intervened, and the plan appears to be changed, and some kind of a union is talked of with the Harlem, which will be comparatively easy of arrangement, as a majority of the stock can be purchased at a low figure. This connection, which will be greatly aided by the construction of the bridge at Albany, will in many respects be better than one with the Hudson, because at Port Morris there is a terminus on deep water, extension wharves, and cheap land for any desired improvements for business facilities. Harlem, which a a few months ago was at a low figure and not very saleable, is now quoted at 26¾. A large profit has thus been made by those holders whose patience has been so exemplary.

A pamphlet on the currency question has just been published by James Gallatin Esq., Pres't of the National Bank, characterised by his usual ability and well known conservative opinions. We have not room to day, to review its positions with the care they deserve, but his propositions to meet the exigencies of our financial system are made in such good faith and such real devotion to the interests of his country, we think they are eminently deserving of consideration and we shall give them in full next week.

Underneath all these modifications, details and suggestions, lie broad principles on which every superstructure of finance must rest. These we have from time to time sought to enunciate in a popular form, and we now propose to deal with another phase of the subject.

Besides the appreciation of prices under a paper money system, there is another evil, that done to Creditors, who instead of receiving their debts to the value of their origin, that is to say instead of getting paid in gold, they are paid in paper at a heavy discount as compared with gold. And this is undoubtedly true as to all contracts and debts created before the suspension of specie payments.

But what in fact is the essence of all contracts in the country? it is the payment of "lawful money of the United States."

Legally and technically therefore, a payment of a pre-existing debt in any currency declared lawful by the United States is in accordance with the letter and spirit of the contract. It is well known that both our gold and silver coins have been alloyed, and that they pass above their real and intrinsic value. Did the creditor of former years require payment in coin from their debtors of the old value at the date of their pre-existing contracts? It would have made a difference to them as to gold of about six per cent.

Is not then this fluctuation in currency a matter over which individuals can have no control. Are they not bound to foresee it, and to abide by its occurrences. And in all other transactions but in actual money do they not act in this very manner. For example. The capitalist who lends money on a bond and mortgage insists on having back his advances in gold or its equivalent. It is so nominated (if you please) in the bond. But if the same person puts the same amount in a store in the lower part of the city, he may meet with this result. He may in prosperous times receive 20 or 30 per cent. interest in the shape of rent. This has not been unfrequent of late years in this city. That very property may now stand empty, or produce not enough to pay the assessed taxes. Why does the owner submit to this enormous depression and loss, without clamor or appeals to the Government? Precisely because his individual interests go with those of the masses, and it is impossible to prevent it. Such precisely is his case now with any other property, which is affected by the condition of the whole country.

On the other hand, there are often cases where disturbances of the currency from unforeseen causes, press as hard on debtors as they ever do on creditors. Real estate supposed to be worth the sum stated in the contract of sale often depreciates with great rapidity. The creditor demands payment to the uttermost farthing in lawful money of the U. S. He may have received the full value of it in instalments, during the process of depreciation, yet he requires all, and the debtor not only loses all he has paid but the very property on which he has been paying. This state of things has been of common occurrence during the many financial panics brought about by the banks themselves, and the debtors have not only found themselves losers 20, 30, or 40 per cent., (much more than the amount of the premium on gold,) but losers of their whole capital. What benevolent statesman, what eminent banker has ever come forth to project a scheme of finance, which should save debtors from losses by depreciation? Ready enough to protect capital, they are very quiet when industry goes to the wall.

But as capital is master, we must listen to its voice. The issue of paper is going to diminish the value of their property in gold. Not so. The paper which chokes up their vaults can this day purchase stocks in the best banks of this city under par, payable in currency. They may buy in the Merchants at 98, the Bank of Commerce at 94, the American Exchange at 96, the Continental at 86, and in many others at about the same rates, all these institutions paying full dividends of 7 per cent. So in railway shares and bonds, and Government stocks there is room for investment on the most favorable terms. We come to the conclusion then that capitalists have full protection, more than any other class. This war and its expenses arise from the necessity of maintaining the existence of Government, without which capitalists would not have an hour's security for their property.

Let us then look at all our difficulties coolly and philosophically. Out of this nettle danger, by so doing, we shall pluck the flower safety.

Our readers will find our quotations this week full and interesting, and nothing in them we imagine to weaken the force of what we have with the sincere desire to disabuse the public mind, suggested from time to time to maintain the public confidence, in our cause, in ourselves, and in Heaven.

Treasury Notes.

We copy the following from *Hallett's Commercial Circular* of this week. It is a fair and intelligent view of the policy of the issue of Treasury Notes, supporting fully the expressed opinions of the JOURNAL on the same subject, that it was an unavoidable necessity, that it has worked admirably so far, and that the country has actually prospered under the timely stimulant of this currency, equivalent to gold in all domestic contracts, plentiful enough to answer all the purposes of domestic exchanges, and to sustain all domestic industries. It is not improbable that a large part of these Treasury notes may be retained in circulation after the war is over, being preferable in so many obvious respects to local currency.

Whatever may have been the opinion originally entertained in reference to the issue of Treasury notes to serve as money, there can be no doubt that they have been the most efficient means that could have been devised to supply the wants of Government, while they have, so far, performed a very useful office as currency. Through their instrumentality large amounts of bonds have been sold, and large loans negotiated. But for them, it is not probable that one dollar would have been placed where there are now nearly $100,000,000, at low rates of interest, in the Sub-Treasury to the credit of the Government. But for their issue it is difficult to see how Government could have met the immense demands upon it, while it is equally clear that it must, for some time to come, make use of the same means. Mr. Chase's report is conclusive upon this point. There is no authority for Government to accept of the circulation of the Banks. Loans, consequently, can be paid only in Government paper. This paper, remarkable as it may seem, cannot be had in sufficient abundance to pay loans to any considerable amount, if made. The result of the negotiation of the 7 3-10ths is fully in point. It is with the greatest difficulty that the Banks in this city can provide themselves, in the ordinary course of business, with an amount of demand notes sufficient for the wants of the trade. These notes have become the favorite currency, are universally sought with avidity, and are in a great measure absorbed by the public, so that but few of them find their way into the Banks. The credit attached to them will continue so long as the bonds of the Government in which they may be made convertible, are at a premium. The thing of chief concern, consequently, is the maintenance of this credit. So long as this is preserved, Treasury notes will continue to maintain their present place in the public estimation.

With the system of Finance which we trust Congress will adopt, we see no difficulty in supplying Government with all the money it wants, even upon the enormous scale estimated. Already has it raised nearly $700,000.000 without any sign of impoverishment or exhaustion on the part of the country. Capital was never more abundant, nor was there ever a period in our history when the great staples of food were cheaper or more plentiful, notwithstanding the vast amounts exported. Even with the continuance of the war for another season, we do not expect to see any great falling off in the product of food, from the rapid improvements in labor-saving machines, by means of which crops are not only planted but harvested, and which have already so far abridged manual labor, as to have increased threefold the product due to a given number of hands. In no country have these improvements been carried to such an extent as our own. In addition to such increased means, the excess of male over the female population in the United States, in 1860, was 730,000, while in Great Britain, at the last census, the excess of females in a population of about 29,000.000, was 877,000. These figures demonstrate that after deducting the males now in the army, a much larger number still remain for the prosecution of our industries than are found in the nations of the old world. So long as these industries remain undisturbed, the people can readily sustain much larger burdens than are now imposed upon them.

Enlargement of the New York Canals.

We perceive that the project is still agitated at Washington for the enlargement of the Erie and Champlain Canals, on the ground that this is necessary both for military and naval purposes. It is maintained, that it will become necessary for the defence of the Lakes, that iron-clad steamers in the emergency of war may be built in the city of New York, and passed up the canals for the defence of the Lakes. In connection with this, is another project for the enlargement of the Illinois canal, so as to connect Lake Michigan with the Mississippi river. In both cases the military and naval advantage is deemed to coincide with commercial necessities. We are always ready to advocate any improvements of this kind which are of a national character, provided the good results are demonstrable, and the end will crown the work. In either of these cases, the expense to be incurred will be about seven millions of dollars. We propose at this time to confine our objections to the New York project, as it is one of which we are best able to form an opinion, and is a subject with which we profess to be somewhat familiar.

Thus then, it is proposed that the U. S. Government should loan the necessary funds to this State in order to widen the locks and deepen the beds of the canals to permit the passage of iron-clad gunboats from this city. But this, after all, does not prevent the State from being finally saddled with the debt, increasing the load it has now to carry, and the amount of taxation under which the people already wince. But really there is no commercial necessity for this movement. The canals are already large enough for all that can be offered for shipment. Some years back, they had more capacity than business, and there were those who feared they would even cease to support themselves. So far was this fear prevalent, that a proposition was publicly discussed for their sale, to relieve the State from impending embarrassment. But the immense production of the West, and the continued demand from Europe, changed this unfavorable aspect of affairs, and the enormous business and revenue of the present year of canal transportation have established the facts that the State has no better source of wealth than its canal property. The business may be doubled and yet there will be room for more.

But should it in coming years, press beyond their capacity, we have the great lines of railway parallel to it, which can accommodate all the present and future surplus. The Erie can bring to tide water from Buffalo, as well as the Central, all the traffic which has been offered, or may be offered for years to come. There is not therefore the least necessity commercially for enlarging the canal westward, and as to the Chanplain, no one pretends that it is inadequate to all the business now done upon it, or that ever can be.

It is urged however that we shall in case of a war with England, require the construction of armed iron steamers, to defend the lakes, and they cannot be got there except by this enlargement. This is a petitio principii, and begging of the argument not susceptible of defence, if it be put forth with any sincerity. We know that by the supplementary treaty of Ghent, we can maintain but one armed vessel on the lakes, of limited tonnage, and armament, and it is said a war might break out so suddenly, that we should be exposed to the irruption of a fleet of hostile gunboats, coming up the St. Lawrence Canals, into Lake Ontario, and by the Welland Canal into Lake Erie. We doubt whether a war could arise without considerable previous negotiation, and without our Government's being able to give the notice necessary to conform to the stipulations of that treaty. But if we are even mistaken in this opinion, we are confident we are not in another, viz. that all necessary preparation may be made at once for the defence of the Lakes, without violation of that supplemental treaty. The plan is both simple and economical. We illustrate it by a single example:

It is known that the Tonawanda creek is used as a part of the canal, for at least twelve miles from the Niagara river with twelve feet water, and one lock into the Niagara river. It is very clear then, that a basin may be constructed at some interior point, equal to *four* marines leagues for the Lakes, (if the distance should ever be called in question,) on which a whole fleet of iron clad steamers could be constructed, and within a short distance from Lockport, where shops, supplies, machinery, and workmen would be always at hand and where the work of construction could go on without the least danger from the enemy. For the use of this naval basin, the U. S. Government could afford to pay a liberal rent, and the jurisdiction being with the State of New York, no conflict of authority could arise. The expense of the execution and preparation of this basin is within the means of calculation of the most ordinary Civil Engineer, and would be comparatively small, not so much probably as that of widening a single lock.

What could be thus done on the Tonawanda, could be done also at Oswego, on the Oswego river and canal. So also at White Hall, on Lake Champlain. Who does not see in this simple arrangement, provision and ample provision, too, for the defence of the lakes, if defence in this way ever becomes necessary. Why should Congress be disturbed by so unnecessary and unwise a proposition as to enlarge the whole line of our canals and their hundreds of locks for a purpose that may be met by three cheap and defensible navy basins, at these three points not requiring more than half a dozen locks if so many. Are they statesmen who overlook this plain solution of the pretended difficulty? And can they deny that if the canal was actually enlarged at an enormous expense, there is any certainty that a fleet of iron clad gunboats would ever go through safely? The bursting of an embankment, the blowing up, or falling down of an aqueduct over the Mohawk or Schoharie Creek, accidentally or by design would destroy a whole expedition, and this is precisely a risk the English gunboats will be subjected to in passing through the St. Lawrence and Welland Canals. Indeed the people of Buffalo assert with confidence that no British armed vessels shall ever pass through the Welland Canal into Lake Erie. One day's or one night's work would make its destruction complete.

That our view of this subject is a correct one, is supported by the fact, that the writer of this article having communicated similar views to the N. Y. Canal board last summer, received an official notice, that the suggestion should be followed up with a survey by competent Engineers, and it is quite probable that the subject will be discussed in the forthcoming report of the Canal Commissioners. The attention also of the Governor elect has been called to the subject, and we do not well see how he can avoid considering it, provided he thinks this means of defence of the Lakes will ever become necessary. Dismissing this view of it for the present, we frankly confess, we believe a war with England in Canada will not be waged on our part by naval forces. If that unfortunate and deplorable event should occur, an army from the North-Western States, from Ohio, Pennsylvania, and New York will take possession of Canada West in a fortnight. The very railway system of the upper province will give us a line of operation, the use of which can not be prevented except by the voluntary destruction of millions of property. We have also craft enough on Lake Erie to assist in every movement necessary by water, which may be easily armed for service in a few weeks. But we do not think we shall ever enter Canada in any other way than as friends. Our traffic with the Great West is its traffic. By the Suspension bridge at Niagara, we have united New York with a beautiful peninsula. Long may it remain a monument of the friendly union of American skill and British capital.

Nor do we think there is any danger, (unfriendly as the leading Presses of England are to our cause, and much as such men as Mr. Lindsay have urged the advantage to his country in the destruction of ours,) of any war between the two nations. If we succeed in putting down the rebellion we shall be too strong to be assailed; if the Union is destroyed, there will be no object in any further enmity. We shall be no longer the subject of fear or envy to any European power, but an unhappy collection of petty governments, all weak, disorganized and borne down by internal and never ending difficulties.

So then in reviewing the whole subject, we may say, the cheapest method of building iron clad steamers for the Lakes is to do so in the way proposed. If the public mind is to be kept in a fever about this necessity, here is the method of allaying it. Let the project then be abandoned. But if as many believe, it will be by a large army and quick movements, Upper Canada is to fall into our hands, we may dismiss the whole subject. It does not require discussion, and Congress will employ itself much better in other plans than in this of expending six or seven millions of dollars for enlarging the locks of the New York Canals.

Buffalo, New York and Erie R. R.

We have received the Fourth Annual Report of this company, for the year ending September 30, 1862. The receipts during that time were:

From passengers	$135,872 26
" freight	651,468 45
" mails	8,520 00
" express	9,954 45
" Rochester division	6,416 63
" other sources	11,193 49
	$823,425 28

And the expenses were:

Operating the road	$230,317 81	
Maintaining road	211,593 31	
Repairs of machinery	106,028 05	
		547,939 17
Leaving as net earnings		$275,486 11
Add balance Oct. 1, 1861		79,112 64
		$354,598 75
Coupons and interest paid		163,867 19
Balance Sept. 30, 1862		$190,731 56

Compared with the previous year, the gross earnings show an increase of $229,580 66
With an increase in expenses of 141,799 14
Making the increase in net earnings $87,781 52

There has been paid, and charged into the expenses of the year, $17,101.52 for taxes and damages which accrued in and belonged to the expenses of previous years.

Besides the ordinary repairs to the track, a considerable portion has been reconstructed during the year, at an expense for new rails of $48,-612.49; 2,975 tons of old rails have been repaired at an average cost of $4.39 per ton; 37,129 ties, 191,600 lbs. spike, and 28,738 chairs have been used in reconstruction and repairs of track, at a cost of $31,348.12. The repairs to roadway and track, in new superstructure, ballasting and ditching have been thorough and extensive, and in this respect the property of the company has been increased in actual value by more than the difference in the expenses of the past over those of the preceding year.

Ten bridges, of an aggregate length of 844 feet, have been constructed during the year entirely of new material, and in a substantial manner—the entire cost of which has been charged to expense account. All the other bridges have been thoroughly repaired.

The largely increased cost of materials occasioned by the existing war, and the derangement of the currency has added essentially to the expenses of the year. A still further increase in the cost of materials and labor is anticipated the ensuing year.

An analysis of the accounts for the year, show the following results:

Surplus earnings for the year	$111,618 92
Increase of funded debt	14,180 00
Decrease of cash on hand	4,535 04
Decrease of bills receivable	358 45
Decrease of amount due from War and Post office departments	2,254 40
	$132,946 81
Reduction of floating debt	$76,524 17
Increase of materials on hand	12,250 48
Increase of real estate and buildings	20,914 20
Increase of am't due from agents, etc.	23,257 96
	$132,946 81

Since the last report, the company has purchased the lot adjoining its freight depot on Buffalo Creek, thus giving a dock front on the creek of 326 feet, together with a dock front of 210 feet on the ship canal, leading to the Ohio Basin. The cost of which, together with the extension of the freight depot, rendered necessary by the increasing freight business of the company, amounting to $23,683.94, has been charged to cost of road and equipments, and appears in the foregoing statement.

The following table will show the earnings and expenses of the road from its organization to the present time:

	Total earnings.	Total expenses.	Interest payment.	Surplus earnings.
1857-'58.	$474,779	$334,192	$1,490	$141,097
1858-'59.	541,250	368,928	150,224	22,097
1859-'60.	580.000	337,046	181,416	61,538
1860-'61.	593,845	403,140	163,324	24,380
1861-'62.	823,425	547,939	163,867	111,619
	$3,013,299	$1,992,245	$660,322	$360,731

The total surplus earnings have been expended as follows:

Construction of r'd from Attica to Batavia	$128.504
New rolling stock	44,735
Real estate, buildings and new track	96,821
Extraordinary repairs to track between Buffalo and Attica upon opening through line	22,990
New Bridges over Conhocton river	13.070
Telegraph line from Attica to Corning	3,381
Legal expenses attending organization of the company and perfecting titles	5,869
Patent rights	4.293
Track scales	2,398
Excess of assets over liabilities	38,670
	$360,731

These expenditures constituted the floating debt of the Company, immediately or soon after its organization. The various items belonged and were charged to cost of road and equipment, and are represented in the capital of the Company. The debt thus created has been entirely paid out of the surplus earnings. The Company has no floating debt. What is represented in the ledger accounts as floating debt, are balances of running monthly accounts, fluctuating from month to month, the dues to the Company on similar accounts, being sufficient for their liquidation. The report says:

The experiment of using coal for fuel on the locomotive engines of the Company shows a very favorable result. The total miles run by all trains during the year was 609,076—of which 188,690 were by coal burning engines. The expenditures for fuel used on different classes of engines have been carefully kept, and present the following result:

Expense per mile run with wood	10 30-100 cents.
do do do coal,	5 33-100 "
Difference per mile in favor of coal	4 97-100

Making a saving in 188,690 miles run by coal engines of $9,371.61.

It is proper to state, however, that the engines using coal were run principally on passenger trains, and that if coal should be substituted for wood on all the engines of the Company, the per centage of saving in expense would be reduced below that above stated.

It is probable that coal burning engines will deteriorate more rapidly than those using wood fuel, owing to the occasional presence of sulphur and other impure substances in the coal used; but making due allowance for deterioration from this cause, the experience of the Company thus far indicates, that a large saving is made by the use of coal. The average quantity consumed per mile on all trains is 47 lbs.

The business of the Company requires a large addition to its engines and cars, the expense of which would be soon repaid by additional earnings.

The coal traffic for the year amounted to 58,578 tons. In 1861 it was 45,578. In 1860, 20,000. In 1859, 9,100. The quantity offered for transportation the past year exceeded 100,000 tons, but it was not deemed profitable to engage in the business any further than to load return cars not otherwise filled with Westward bound freight.

The total tonnage of freight transported by the Company since its organization, with the rate received therefor, has been as follows:

1858	143.709	tons, Average rate	$2.11	per ton.
1859	181,568	" "	2.05	"
1860	227,713	" "	1.85	"
1861	237,409	" "	1.85	"
1862	301,234	" "	2.12	"

GENERAL STATEMENT.

Cost of Road and Equipment		$3,188,461 16
First Mortgage Bonds on hand, to liquidate Buffalo, and N. Y. City R. R. Bonds		79,860 00
ASSETS, as follows:		
Avon, Gen. & Mt. Morris R. R. Stock	$1,200 00	
Rochester & Gen. Valley R. R. Stock	149,940 00	
Quincy and Toledo R. R. bonds and stock	9,080 00	
B. & N. Y. C. R. R. coupons, (Buff. to Attica).	457 59	
Buffalo. N. Y. & Erie R. R. bonds	45,740 00	
Inventory of materials	100,254 57	
Cash on hand & in banks	1,673 89	
Due from agents (since remitted	38,714 08	
Bills receivable	3,159 75	
Other roads	8,795 87	
Individual accounts	46,506 95	
Post Office department	4,008 88	
War department	5,000 00	
		414,531 58
		$3,682,852 74
Capital stock		$850,000 00
First mortgage bonds	$2,000,000 00	
Second " "	380,000 00	
Real Estate "	46,713 72	
		2,426,713 72
First mortgage, B. & N. Y. C. R.R. Buffalo to Attica		79,860 00
Bills payable	$34,560 54	
Pay rolls	30,752 72	
Other roads	22,043 74	
Individual accounts	48,190 46	
		135,547 46
Balance of income account		190,731 56
		$3,682,852 74

The road is 142 miles in length, extending from Buffalo to Corning. The equipment of the road consists of 28 locomotives; 26 first-class, 6 second-class, 9 baggage and mail, and 393 freight cars.

Miles run by passenger trains, 241,882; by freight trains, 330,925; by working trains, 36,269—total mileage, 609,076. Through passengers, 15,516; local do., 181,978. Through freight, 173,939 tons; local do., 127,295. The expenses per mile run have been as follows: Fuel 8.76 cents; oil and waste, 3; maintaining road, 34.74; operating road, 37.81; repairs to machinery, 17.40. The expenses of the road were 66½ per cent of the earnings.

Comparative Negligence. Wilds vs. Hudson River R. R. Co.

THE LAW WILL NOT CONSIDER THE DEGREE OF NEGLIGENCE WHICH MAY BE ATTRIBUTED TO EITHER PARTY IN ORDER TO STRIKE A BALANCE BETWEEN THEM. A PARTY TO RECOVER DAMAGES MUST BE FREE FROM ANY NEGLIGENCE WITHOUT WHICH THE INJURY WOULD NOT HAVE HAPPENED.

The accident out of which this case arose occurred at the crossing of the defendant's railroad track, at Fourth street, in the lower part of the city of Troy. From the evidence it appears that the plaintin's husband attempted to cross the track of the Company in his wagon while the train of cars was approaching, and whipped up his horses for this purpose, but did not get over in time, and was therefore struck by the locomotive, and received injuries from which he died. This suit was then brought against the Company to recover damages for the injuries so received by the plaintiff; on the ground that the accident happened through a want of care on the part of the defendant. The time of the occurrence was noonday. The whistle of the locomotive was sounded and the bell rung as usual at the crossing. At the time of these warnings, and as the train was approaching this street no one was standing upon the track to be seen by the Engineer. The flagman was at his post waving his flag, and warning people of the approaching train and signaling them to stop. The railroad had been in operation there some sixteen months, and Wilds was well acquainted with the city. He came to it every Saturday to supply his customers with the produce of his farm, which was some twelve miles out, and on this day he had gone to South Troy across this same track, to a customer's house.

The trial at the Circuit resulted in a verdict and a judgment in favor of the plaintiff. From this judgment an appeal was taken to the General Term of the Supreme Court; and then a further appeal was taken to the Court of Appeals, which court now reversed the judgment of the Circuit Court, holding the right to recover damages under the statute, for *injuries to the person* depends upon two concurring facts: first, the party claimed to have done the injury must be chargeable with some degree of negligence, if a natural person, or if a corporation, with some degree of negligence on the part of its agents; second, the party injured must have been *entirely* free from any degree of negligence which contributed to the injury. That is, of any negligence without which the injury would not have happened. The question presented to the court or the jury is never one of *comparative negligence*, as between the parties; nor does very great negligence on the part of the defendant so operate to strike a *balance of negligence* as to give judgment to a plaintiff whose own negligence contributed *in any degree* to the injury. That in this case the facts proved showed that the Company were not negligent; and that the accident was the result of the plaintiff's own carelessness. The following is a part of the opinion of the Court of Appeals rendered at the decision of the case:

GOULD, J. The right to recover damages for this class of injuries to the person (whether asserted by the party injured or by his representatives under the statute) depends upon two concurring facts; 1st. The party claimed to have done the injury must be chargeable with some degree of negligence, if a natural person; if a corporation, with some degree of negligence on the part of its agents or servants. 2nd. The party injured must have been *entirely free* from any degree of negligence which contributed to the injury; i. e. of *any* negligence without which the injury would not have happened. These essential elements of such a cause of action are as absolutely distinct from and independent of each other, as are the two opposing parties, and each and both must be *by itself* in the case upon the evidence or there can be no recovery. The question presented to the court or jury is never one of *comparative* negligence as between the parties, nor does very great negligence on the part of the defendant so operate to *strike a balance of negligence* as to give a judgment to a plaintiff whose own negligence contributed in *any degree* to the injury. It is true that some of the reported cases of this kind of action use, in a very uncertain manner, the terms gross negligence, ordinary negligence, ordinary or common prudence, and similar terms. But however applicable such terms may be to the cases of bailment of *property*, and between the different well-known classes of such bailors and bailees, it is difficult to see how they have strictly and legally *any* application to cases like the one under consideration. No element of fraud (or quasi fraud) or wilfulness enters into the cause of action. The law says to the defendant, if you have by simple negligence caused the injury, so far as you are concerned, the ground of action is complete. At the same time it says to the plaintiff, although so far as the defendants' acts are concerned, the case is made out, *you* cannot prevail if you have, by *your* simple negligence, helped to bring about the injury.

Another preliminary point (to be passed upon generally before we can decide as to its being applicable to this case) is the claim that the question of negligence belongs peculiarly to the jury; and that cases involving that question should never be taken from them to be decided by the court. To this proposition it should be answered, that there is no case known to the law (even the question of fraud in certain cases, where the statute says it is to be submitted to the jury,) in which an appellate court has not and does not, on proper occasions, exercise the power of setting aside the verdict of a jury, not merely when it is entirely against evidence, but when it is clearly against the weight of evidence. And no court can be guilty of the absurdity of holding that in such a case it would not have been competent for the Judge who tried the case, either to non-suit the plaintiff or direct a verdict in his favor, as the case might have required. No legal principle compels him to allow a jury to render a merely idle verdict. * * * * * * * *

Nor is the applicability of the rule varied by saying that the evidence may consist of *circumstances* from which inferences are to be drawn as to negligence; and that as different minds may draw different inferences from the same circumstances, the jury must always be the judges of negligence where the evidence is circumstantial. No one ever supposed that the right of a tribunal of review, to reverse a verdict as against the weight of evidence, was confined to the cases of direct, positive testimony. The right covers all cases, by *whatever kind* of legal evidence any of them are sought to be proved, and it proceeds according to the weight of the evidence, whether circumstantial or not. * * * * * * * *

The entire evidence fails to show any degree of negligence on the part of the Company, and the second motion for a non-suit should have been granted. On the other hand, how stands the proof of carelessness on the part of the deceased? The plaintiff's chief witness, the only one who saw the occurrence says: "When I first heard the whistle, he was getting right on to the South railroad track with his horses. If he had stopped them he would not have been hurt. He could not stop very easily." He did whip his horses, and went across the South track and nearly across the North track; when on that track his wagon was struck. The defendant's witness show a very strong case of carelessness, if not of utter recklessness on Wild's part. * * * * * * * * *

It is quite usual in similar suits to find counsel, and sometimes judges, disposed to dwell upon the alarming power of a locomotive, and the appalling danger of running one any where but in the wilderness; and great stress is laid on the strict and untiring watchfulness and care that are required of those who use so dangerous a thing. All this is very true. But there are two sides to these facts. If a locomotive be eminently dangerous, every body knows it to be so; and it is as dangerous to run against or under it, as to have it run over you. A railroad crossing is known to be a dangerous place, and the man who, knowing it to be a railroad crossing, approaches it, is careless, unless he approaches it as if it were dangerous. To him the danger is vastly greater than it is to the locomotive. He may lose his life; and if the Company be bound to use very great care not to endanger him, why is he not bound to use equally great care not to be endangered? His care should be as much graduated by the danger as the Company's. When every one who knows that the railroad is there, is bound to know and remember that a train may be approaching: not to take the very simple precaution of looking and listening to find out whether one is coming, cannot but be want of care. To be sure the statute requires a railroad Company to give specified warnings, but it neither takes away a man's senses nor excuses him from using them. The danger may be there,—the precaution is simple. To stop to pause is certainly safe. His time to do so is before he puts himself in the "very road of casuality." And if he fails to do so, it is of no consequence in the eye of the law, whether he merely misjudges or is obstinately reckless. His act is not careful, and he is to abide the consequence, and not the Company, under or into whose train he sees fit to run—whether he hid so in inexcusable ignorance, or in the belief that he could run the gauntlet un-

harmed. Nor is the court to look about to find how he, after putting himself there, conducted; whether he then took the best means of escape, or in his confusion ran more helplessly into the jaws of death. No degree of presence of mind; and no want of presence of mind at that time, has anything to do with the case. He should not be there by want of care.

Much weight is given to the fact that the place of such collision is a highway, and that the traveler had a right to be there with his vehicle. Certainly it is a highway or he could have no right to be there at all; and he could not recover, no matter what might be the negligence of the Company. Further, it is a part of a railroad track, and the train has a right to be there. It is a place in which two easements have a common right; and it is the right of the public that both shall be so enjoyed as not unnecessarily to interfere with or abridge the right of either. A sound and reasonable view of cases of this description is of as much importance to the public as it is to the railroad Companies. Such corporations are to be treated precisely as any other party to a suit. No more stringent rule is to be applied to them than is applied to individuals, nor is any less stringent one. Every citizen of the State has a deep interest in the existance and successful operations of such Companies. The facilities of travel which they afford; the means they give of accumulating and diffusing the products of our wide land and of our vast commerce, have already produced the mightiest results in the development and unparalleled increase of the resourses of the nation. They have clothed us with the richest garments of peace, and they have multiplied our armies and wielded our weapons of war. To do this they have needed these powerful means, the use of which is necessarily accompanied with danger. But as the public have the benefit of those means, it is bound to incur its own share of that danger. A mutual duty is enjoined, and a mutual liability results from a failure to perform that duty; and a party who fails in performing his own part thereof, is in no condition to enforce the penalty of a breach on the other party. * * *

The judgment of the Supreme Court and order reversed, and a new trial granted.

Railroad Earnings--Weekly.

The earnings of the Michigan Central Railroad for the 3d week of Dec., 1862, were ... $55,703 86
Same week, 1861 ... 44,924 90

Increase ... $10,778 96

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week of Dec., 1862, were ... $15,323 49
Same week, 1861 ... 18,363 25

Decrease ... $3,039 66

The earnings of the Chicago and Northwestern Railway for the week ending December 21, 1862, were ... $20,633 20
Do., 1861 ... 12,603 01

Increase ... $8,030 19

The earnings of the Illinois Central Railroad Company for the 3d week of December, 1862, were ... $82,859 08
Do., 1861 ... 47,675 95

Increase ... $35,183 13

The earnings of the Chicago and Alton Railroad for the 3d week of Dec., 1862, were ... $28,925 87
Same week, 1861 ... 19,731 12

Increase ... $9,194 75

The earnings of the Cleveland and Toledo Railroad for the 3d week of December, 1862, were ... $34,644 00
Same week, 1861 ... 23,119 00

Increase ... $11,525 00

The earnings of the Toledo and Wabash Railroad Company for the 3d week of December, 1862, were ... $24,140 48
Same week, 1861 ... 21,473 94

Increase ... $2,666 54

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 2d week of Dec., 1862, were ... $28,897 64
Same week, 1861 ... 16,450 36

Increase ... $12,447 28

The earnings of the Grand Trunk Railway for the week ending Dec. 23, 1862, were ... $103,901 14
Corresponding week, 1861 ... 86,537 03

Increase ... $17,364 06

The earnings of the Galena and Chicago Union Railroad for the 3d week of December, 1862, were ... $34,299 10
Same week, 1861 ... 31,026 61

Increase ... $3,272 49

The traffic of the Great Western Railroad for the week ending Dec. 19, 1862, was as follows:

Passengers ... $16,826 93
Freight and live stock ... 36,825 70
Mails and sundries ... 1,310 07

Total ... $54,962 70
Corresponding week of 1861 ... 54,049 74

Increase ... $912 96

Interest and Dividends.

The Panama railroad company has declared a dividend of 3 per ct. out of the earnings of the road, and 1 per cent additional from the earnings of steamers., payable January 5.

The Hartford and New Haven railroad company has declared a dividend of 3 per cent, free of government tax, payable January 2, at the Union Bank.

The Western, Mass., railroad company has declared a dividend of 4 per cent free of government tax, payable January 1.

The Boston and Lowell railroad company has declared a dividend of $20 per share net, payable January 1.

The St. Louis, Alton and Terre Haute railroad company, as reorganized, are prepared to pay both the January and April coupons on their first mortgage bonds, and the February coupon on the second mortgage, at the Bank of North America.

The Delaware, Lackawanna and Western railroad company has declared a dividend of 4 per cent, payable January 2.

The Terre Haute and Richmond railroad company had declared a dividend of 7 per cent free of government tax, payable January 2, at the office of the Farmers' Loan and Trust Co.

The interest due January 1, on the bonds of the Evansville and Illinois railroad company will be paid at the office of the Farmers' Loan and Trust Co.

The New York, Providence and Boston (Stonington) railroad company has declared a dividend of 4 per cent, free of government tax, payable January 2.

The coupons maturing January 1, 1863, on the first mortgage bonds of the Sacramento, Placer and Nevada railroad of California will be paid at the office of Geo. T. M. Davis, No. 47 Exchange Place.

The interest due Jan. 1, 1863, on the Funded Debt Mortgage bonds of the Cleveland and Pittsburg railroad company will be paid at the office of Wm. C. Gilman & Son, No. 46 Pine st., by H. C. Kingsley.

Coupons of the Joliet and Chicago railroad company's first mortgage bonds, due January 1, 1863, will be paid at the office of M. K. Jesup & Co., No. 44 Exchange Place.

The coupons on the bonds of the Covington and Richmond railroad company, due January 1, will be paid at the St. Nicholas Bank.

Housatonic railroad bonds and coupons, due January 1, 1863, will be paid on presentation at the office of Ketchum, Son & Co., No. 40 Exchange Place.

The coupons of the mortgage sinking fund bonds of the Milwaukee and Western railroad company, due January 1, 1863, will be paid at the Banking Office of Messrs. Duncan, Sherman & Co., deducting government tax.

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The Coupon Bonds are issued in denominations of $50, $100, $500, $1,000, and the Registered Bonds in denominations of $50, $100, $500, $1,000, $5,000 and $10,000.

To facilitate investment in these Bonds, and make them more accessible to the public, we have made arrangements to keep on hand a constant supply of all denominations for sale, at the same rate at which they are issued by the Government, viz: PAR; INTEREST TO COMMENCE FROM THE DATE OF PURCHASE.

We are thus enabled to save parties all trouble and delay in funding Legal Tender Notes, or otherwise investing in these Bonds.

Orders or enquiries by mail will receive prompt attention, and the Bonds will be sent to any address by mail or express as desired. Payment may be made in Current Bank Notes, Drafts on City Banks, or U. S. Legal Tender Notes.

These Bonds are the CHEAPEST GOVERNMENT SECURITY NOW IN THE MARKET, and pay the LARGEST INTEREST on their cost.

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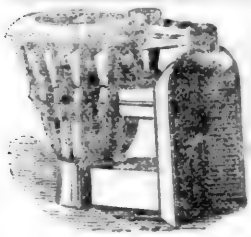
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New York, 1st June, 1859.

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, January 10, 1863.

Dayton and Michigan Railroad.

The earnings of this road for the years ending March 31, 1861 and 1862 have been as follows:

	1861.	1862.
From passengers	$146,554 24	$137,203 03
" freight	201,001 03	225,618 44
" mails	27,447 32	37,346 90
Total	$375,002 59	$400,168 37
Expenses, viz:		
Repairs of road	$35,629 59	$32,758 00
" engines	13,909 32	15,827 21
" cars	13,968 20	16,144 42
Fuel	16,261 61	19,666 13
Oil and waste	5,423 05	4,483 58
Train hands	15,893 53	28,066 11
Agencies, salaries, etc	36,429 56	37,053 98
Taxes	5,946 30	8,086 30
All other expenses	9,433 97	14,131 80
Total	$162,895 12	$177,217 53
Net earnings	$212,107 47	$222,950 84

The entire operations of the road since it was completed and in full operation, are exhibited in the above statement. The aggregate gross earnings have been $775,170 96, the expenses $340,112 65, and the net earnings $435,058 31. A comparison of the business of the second year with that of the first, exhibits a decrease in passenger earnings of $9,351 21; and an increase in earnings from freight and other sources of $34,516 99—making the net increase of gross earnings, $25,165 75. The increase in expenses was $14,322 41; and in net earnings, $10,843 37.

The following statement will show the financial condition of the company March 31, 1861 and 1862:

	1861.	1862.
Construction	$4,600,535 55	$4,622,672 38
Lima shop equipm'ts	7,214 80	7,981 72
Toledo depot, real estate, etc	2,011 00	100,910 91
Telegraph line	1,247 26	1,332 55
Right of way	92,791 61	93,356 82
Rolling Stock	112,643 92	127,386 72
Stock interest, paid and estimated	261,438 69	509,749 88
Real estate	77,306 92	61,599 06
Engineering, etc	1,025 00	1,275 00
D., X. & B. Railroad stock	4,800 00	4,800 00
D. & M. R. R. stock	.....	700 00
Bills receivable	12,099 20	7,935 24
Due from former agents	19,784 45	12,748 77
Due from station agents, etc	11,142 83	10,314 44
Due from individuals	19,385 71	11,040 84
" P.O. depart.	5,587 50	5,587 50
" U. States	.....	1,515 33
Cash	12,798 14	5,797 53
	$5,241,812 58	$5,586,704 69
Capital stock	$2,195,562 63	$2,448,965 27
First mort. bonds	300,000 00	300,000 00
Second "	2,212,000 00	2,258,000 00
Toledo "	.....	56,000 00
Income "	9,700 00	9,700 00
Bills payable	352,824 30	221,784 94
Call loans	.....	4,392 29
Due on pay rolls	19,890 62	16,965 19
" individuals	36,804 01	43,288 75
" agents, etc	820 56	3,717 13
" for real estate at Toledo	.....	11,167 75
Surplus earnings	144,210 46	212,723 37
	$5,241,812 58	$5,586,704 69

According to the above statement, the increase in construction account has been $22,136 83; in Toledo Depot property, $98,899 91; and in rolling stock account, $14,742 80. The capital stock of the company is thus described:

New issue	$1,795,249 86
Old "	462,638 75
Estimated interest due on same, Sept. 1, 1859	172,858 00
Paid in but not issued	18,218 66
	$2,448,965 27

The bills payable should be divided into four classes as follows:

1st. Notes given for the construction of the road, without any security	$56,037 98
2d. Notes given for iron and machinery, secured by mortgage bonds	139,456 37
3d. Notes given for depot purposes, secured by real estate	9,466 63
4th. Notes given for supplies	16,823 96
	$221,784 94

A large amount of rolling stock on the line of the road is owned by A Gross & Co. Before the company can become the owner of this part of the rolling stock, these must be paid to A. Gross & Co., the sum of $146,440 58, not included in the foregoing statement of indebtedness.

The decrease in bills payable and call loans is $126,647 07. If payment of this indebtedness is made in the same ratio as last year, it will require but 16 months to relieve the company of its entire secured floating debt, and its debt for current supplies. It is believed that this part of the debt will be paid in full during the current year.

The number of Second Mortgage bonds sold during the year was 46, at an average price of more than 80 per cent on their par value, the proceeds of which, with the surplus earnings of the year, and also the proceeds of call loans and bills receivable were applied to the reduction of the notes given for iron, etc. [Since the close of the last fiscal year the full amount of these bonds, 2,700 in all, have been issued.]

An arrangement has been made with the First Mortgage bondholders whereby the payment of the interest has been deferred from July 1, 1861, to January 1, 1864, thus enabling the company to pay the construction debt, and to become the owner of the machinery and rolling stock of the road.

The equipment of the road consists of 16 locomotives; 9 passenger, 5 baggage, 141 box, 55 stock, 80 flat, 65 gravel and 31 hand cars. The number of miles run by engines during the year was 365,470; by freight cars, 1,688,452; by passenger cars, 478,296. Number of through passengers, 6,755; local do., 110,073. Tons of through freight, 46,841; local do., 58,907.

The earnings of the Dayton and Michigan Railroad for the first eight months of 1861 and 1862, were:

	1861.	1862.	Increase.
April	$29,793 40	$35,946 56	$6,153 16
May	28,112 04	38,088 98	9,976 94
June	25,374 42	44,358 54	18,984 12
July	21,672 17	43,491 81	21,819 64
August	37,428 33	71,010 63	33,582 30
September	46,862 10	80,719 87	33,857 77
October	36,953 72	69,609 90	32,656 18
November	34,731 89	57,184 81	22,452 92
Total	$260,928 07	$440,411 10	$179,483 03

A Bankrupt Act as Connected with Finance and Political Economy.

One of the sciences connected with political economy and one of never-ceasing interest is finance. It has always occupied, and necessarily, a large share of the attention of this JOURNAL, as it is the main consideration which the friends of the railway system have to enter upon, when every thing else is ready. So that we are not off the track, nor beyond the line of our duty as journalists, when we present the subject of a bankrupt law to the notice of our readers in the light suggested.

The objection to the permament adoption of the principle in our commercial and legal codes, once urged with some degree of earnestness, was that it would effect contracts, by an *ex post facto* interference. This is no longer urged. The bankrupt laws hitherto passed by Congress have been pronounced to be constitutional by the highest authority of the land, and the most learned tribunals. But even if they had not so pronounced the plain permission given to Congress by the constitution to establish a uniform system of bankruptcy is full and complete. It not only carries the requisite power of enactment, but also the obvious conclusion, that no contract made by the citizens of the United States with each other is exempt from the operation of such a law. In other words, every contract is made with the full previous knowledge that bankruptcy may impair its validity, prevent the possibility of its performance, and that the law may prescribe at some future time what shall be the new relations of debtor and creditor. This common sense view of the subject has been taken by all the States in the preparation of their local statutes. They not only limit the extent and duration of contracts, by what are called the statutes of limitation, but they prescribe the forms by which before that limitation applies, parties may be discharged from contracts. The difficulty in these enactments has been the want of uniformity, and general application, impossible to be obtained through the conflict of jurisdictions. It was wise, therefore, in the framers of that almost perfect instrument, to provide for such a contingency, and it is a serious fault in our national legislatures that they have not provided for it before, in a permanent manner. It would have added vastly to the prosperity of the country.

The humane view of the necessity of such a law, it is not necessary for us to consider. The cruelty of keeping unfortunate and honest debtors in bondage for their whole lives, as may be done by processes well known to lawyers, the injury done to themselves, their families and the public, by the enforcement of a servitude worse than African bondage, (for the slavery of debt is the worst kind of slaveries,) has been sufficiently established by all the great writers who have illustrated the subject. In our own country we have seen the demoralizing effect in the perversion of talent and skill in business, from which they are shut out by pecuniary misfortunes, to the pursuit of politics, as a constant means of livelihood, and the creation of a large class of persons, who having no other way of earning their bread, sink to the degradation of being stipendiaries of any party which will employ and pay them. This is one of the principal causes which lead to our violent political struggles, corrupting the hearts and weakening the heads of men who were once prominent for their manly pursuit of fortune in regular business. Such men have no other hold on life than politics, hate them as they may. The consequence also naturally follows, that such pursuits react upon their families. Regular employment and a common sympathy of purpose and action, leading to honorable industry and independence of conduct are lost in the hopes and fears of temporary and uncertain success, not to be relied on from one hour to another.

England with all her faults has been wise in her legislation for the debtor classes. Her commercial greatness has arisen out of the enterprise and activity of her people, and especially those engaged in trade and commerce. She will not permit an honest unfortunate debtor who seeks to recover himself, to be prevented from doing so. With fair books and frank explanations, he is set free to begin the world anew. It is not her policy to create, or increase a body of paupers, or to have their material force, or intellectual power forever destroyed. She knows what are the vicissitudes of commerce, how entirely they are beyond all individual control, how the wisest commercial plans are overturned, and how the greatest sagacity may be unavailing. She also knows how valuable dear bought experience is to a large portion of the human family, and she wisely gives them the chance of recuperation.

It has been ascertained from our own commercial statistics, that but one, out of every one hundred persons engaged in mercantile business is finally successful. The ninety-six who do not succeed, fall into pauperism, dependent for their subsistence on office, family connections, or public charities. Production ceases to be their normal condition, they add nothing to the wealth of the country, they lag superfluous on the stage of life. No nation like Great Britain or the United States can afford to have such a vast body of men continuing in this bondage. The loss of their industry and enterprise may be easily estimated in dollars and cents, and it is a loss to the country, vast, actual and ruinous. Not only the humanities suffer, but the progress of the nation is stayed by this system of enforced pauperism.

We want henceforth the labor, intellect, enterprise and industry of every man in this country, and now more than ever. We cannot afford to have any large portion of the people struck out of the productive classes. It is therefore, absolutely necessary that the rights of creditors shall have some limit. No law compels them to sell on credit, or to part with their property without security. But there is very good reason that the gigantic machinery of the law, with its enormous annual cost of maintenance shall not be used solely to break men down. Every contract supposes the possibility of non-performance in the minds of both parties. The law should terminate it, when the public interest requires it to be terminated, and the law so acts in a vast many instances already. Impossible contracts were always void in law. The contract of a bankrupt is often of this character.

It is the duty of Congress then not to adjourn without settling this vexed question definitively and forever. And it may be easily done. It is not necessary to pass a bill with a hundred sections. They will only darken knowledge and defeat the object. A bill of a few clauses, defining the classes of bankrupts, securing the early and equal distribution of their effects, and ordering a code of practice to be prepared by the Attorney-General of the United States will meet the full exigencies of the case, and be of immense service to the country.

Railroads of the United States,
January 1, 1863.

Statement showing the actual mileage and cost of the railroads in each State:

States.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
NON-SLAVE-HOLDING STATES.			
Maine	675.78	525.56	$17,501,657
New Hampshire	686.29	659.88	22,751,145
Vermont	579.67	554.07	22,586,705
Massachusetts	1,327.90	1,281.02	58,196,771
Rhode Island	149.14	100.32	4,395,521
Connecticut	755.90	620.76	21,550,007
New York	3,251.75	2,787.60	128,717,664
New Jersey	818.92	689.90	32,329,627
Pennsylvania	3,785.55	3,134.20	159,658,866
Ohio	4,416.80	3,004.74	121,219,744
Indiana	2,467.07	2,169.07	71,864,304
Michigan	1,406.10	833.30	33,924,785
Illinois	3,696.71	3,003.80	116,141,284
Wisconsin	2,253.39	970.39	34,519,208
Minnesota	1,167.50	3.60	3,200,000
Iowa	2,081.80	796.80	23,938,347
Kansas	1,000.00	10.00	250,000
California	343.23	70.05	3,600,000
Oregon	3.80	3.80	80,000
Total	30,867.30	21,221.86	$876,425,525
BORDER SLAVE-HOLDING STATES.			
Delaware	157.19	136.69	$4,351,789
Maryl'd & Dist. of Columbia	538.80	448.80	22,540,421
Kentucky	859.90	531.20	19,507,501
Missouri	1,526.60	837.45	44,216,983
Total	3,082.49	1,954.14	$90,616,694
SOUTHERN SLAVE-HOLDING STATES.			
Virginia	2,377.98	1,740.20	$67,212,333
North Carolina	1,320.42	945.30	18,241,295
South Carolina	1,039.93	988.93	21,990,690
Georgia	1,635.23	1,421.22	29,036,392
Florida	586.50	401.50	8,628,000
Alabama	1,434.70	801.16	21,351,102
Mississippi	1,072.12	867.12	24,234,138
Tennessee	1,393.48	1,304.77	33,545,511
Arkansas	701.33	38.50	2,800,000
Louisiana	838.00	334.75	13,630,219
Texas	2,787.00	451.50	16,509,772
Total	15,186.69	9,294.95	$257,179,452
GRAND TOTAL	49,136.48	32,470.95	$1,224,221,671

Grain Trade of Buffalo.

The following will show the imports of Flour and Grain into Buffalo for the years indicated, exclusive of the receipts by the State Line and Buffalo and Niagara Falls Railroads:

	1862.	1861.	1860.
Flour bbls....	2,739,818	2,159,591	1,122,335
Wheat, bush..	30,450,255	27,105,219	18,502,649
Corn, bush....	24,288,623	21,024,657	11,386,217
Oats, bush....	2,634,730	1,797,905	1,209,594
Barley, bush..	423,531	313,757	262,158
Rye, bush....	667,795	337,564	80,822
Total	58,464,934	50,579,302	41,441,440
Flour into wheat, bush.	23,699,090	10,797,955	5,611,675
Total grain.	72,164,024	61,377,257	47,053,115

The receipts of Flour by the State Line Railroad will probably exceed 500,000 bbls., which will make the amount about 75,000,000 bushels for the total receipts for 1862.

The following comparative statement shows the shipments of Flour and Grain by Canal, from Buffalo, for three seasons:

	1862.	1861.	1860.
Flour, bbls....	451,814	306,236	180,853
Wheat, bush..	27,751,786	23,713,713	13,951,458
Corn, bush....	22,487,185	19,112,125	10,306,048
Oats, bush....	2,164,778	1,705,395	1,282,646
Barley, bush..	201,744	134,341	130,189
Rye, bush....	653,480	337,764	80,822
Totals.....	53,258,973	45,003,338	25,751,163

The Direct Route between New York and Washington.

A special meeting of the representatives of the several companies forming the direct route between this city and Washington was held in Philadelphia on the 23d ult. The number of through trains, with close connections, to accommodate the heavy travel between New York and Washington, was increased from three to four daily, while the time of all the trains now on the line is considerably reduced, and the hours of departure and arrival so revised as to promise greatly improved facility and comfort to passengers.

The through trains leave New York at 7 and 10 o'clock A. M., and at 7½ and 11½ P. M., arriving in Washington at 5:20 and 9:40 P. M., and at 6 and 9:45 A. M.. They leave Washington at 8 and 11¼ A. M., and 3 and 6½ P. M., arriving in New York at 6:40 and 10 P. M., and 3 and 5:10 A. M.

Special agents of the route travel upon each and all of the through trains constantly, and see that the through passengers are properly assorted and accommodated in their own cars, and that their baggage, etc., is promptly and safely cared for. Three of the four trains are to be exclusively express, on which mere local travel will not be taken. By this, a much improved certainty in the schedules will be insured.

It was agreed that thirty new and splendid cars, the best that can be built, should be at once put upon the line, with such running fixtures as would enable them to pass over the whole route between New York and Washington, without any change or interruption whatever. The new time arrangements take effect on Monday, the 5th of January.

Steps were also taken, looking to an agreement between the companies composing the route, by which double tracks shall be laid down as soon as practicable, to further facilitate the movement of trains. A first class double track direct railroad will be completed between New Brunswick and Trenton, passing under the canal and most of the streets of the latter city. Work on the second track is already progressing on the Washiugton branch and the Baltimore and Ohio road.

The great railway bridge across the Susquehanna at Havre de Grace (the piers of which are begun) will be rapidly built, and substantial embankments be substituted for the present bridges on the Philadelphia and Baltimore road, over the Bush and Gunpowder rivers. The transfers at Philadelphia and Baltimore will also be improved by special arrangements already in progress. As soon as the new cars are completed, all the changes of passengers at Philadelphia will be avoided."

Troy and Greenfield Railroad.

The engineers on the Troy and Greenfield Railroad, have lately been surveying a line, running from Stillwater, on the south side of Deerfield river, and through the south meadows and Deerfield, crossing the Connecticut River Railroad, just South of the railroad bridge at Cheapside, and connecting with the Vermont and Massachusetts Railroad east of the Deerfield river.

Panama Railroad.

Annexed is the statement of this company for the year ending December 31, 1862:

Balance to credit "Income Acc'nt," after dividend, Jan. 2, 1862.....		$279,482 35
Less amount carried to credit "Undivided Earnings Account," per statement Dec. 31, 1861		248,469 29
Excess of receipts over estimates for 1861.....		$31,013 06
Receipts from Dec. 31, 1861, to Dec. 31, 1862:		
For passengers	$619,013 42	
For fr'ght, merchandise	756,897 38	
For freight, treasure ..	147,036 56	
For mail transportation	26,041 66	
For premium on gold receipts	59,915 75	
For interest, wharfage, light dues, etc.	28,376 44	
For earnings for portion of Dec., estimated ..	75,000 00	
		1,712,281 21
Gross earnings.....		$1,743,294 27
DEDUCT—		
Interest on outstanding bonds, £540,000, with exchange and commission	$211,722 54	
Interest on convertible bonds	630 00	
Working expenses, including materials, repairs, subsistence, labor, salaries, new cars, etc.	483,801 31	
Office expenses.....	23,695 90	
New-Granadian Government—Proportion of mail receipts	10,000 00	
		729,349 75
Net earnings for the year		$1,013,444 52
Dividend No. 20, paid April 5, 1862, $4,990,000 at 3 per cent....	$149,700 00	
Dividend No. 21, paid July 5, 1862, $4,990,000 at 3 per cent....	149,700 00	
Dividend No. 22, paid Oct. 5, 1862, $4,990,000 at 3 per cent:...	149,700 00	
Dividend No. 23, payable Jan. 5, 1863, $4,992,000 at 3 per cent.	149,760 00	
New-Granadian Government, 3 per cent.	17,965 80	
Paid to sinking fund ..	100,000 00	
		716,825 80
Surplus of 1862 (after dividends), to credit Undivided Earnings...		$976,618 72

GENERAL STATEMENT.

Assets—Construction account.		$8,000,000 00
Cash—in Bank.....		334,608 25
Loans on demand		204,721 03
Investment in U. S. 7.30 per cent. Treasury Notes		100,000 00
Investment in U. S. Government Securities		110,000 80
Cavan, Lurbock & Co., London—balance in their hands, £42,317 11s. 2d., at $5		211,587 77
North Atlantic Steamship Company, representing five-ninths steamers Atlantic and Baltic.....		194,444 40
Sinking F'd—invested.	$300,369 86	
Sinking Fund Sterling bonds redeemed and canceled, £135,000, at $5 to £	675,000 00	
		975,369 86
Steamer Guatemala, valued at		105,000 00
Steamer Salvador, valued at		175,000 00
Steam-tug and launches, valued at.		30,000 00
Interest in sailing vessels, valued at		28,000 00
Real estate, on the Isthmus and Islands in the Bay of Panama, cost		67,694 34
Amounts due from agents & others		197,367 41
Coal account, amount on hand, at cost		14,410 96
Panama Gridiron, cost		15,519 11
Total		$10,763,723 03
Liabilities—Capital stock		$4,992,000 00
Convertible bonds.....		8,000 00
		$5,000,000 00
Sterling bonds, issued for construction, £675,000, at $5.....		3,375,000 00
Dividend declared, payable Jan. 5, 1863.....		199,680 00
Book accounts.....		92,712 73
Trustees of sinking fund		975,369 86
Undivided earnings from road	$1,195,897 21	
Less exchange acc'nt for premium on sterling bonds, etc.	312,222 43	
		883,674 78
Undivided earnings from steamers, sailing vessels, tug and launches	$414,896 53	
Less dividends, $149,720, and loss on steamer Columbus, $28,890 87	177,610 87	
		237,285 66
		$10,763,723 03

SINKING FUND IN HANDS OF TRUSTEES.

Amount invested	$300,369 86
Company's sterling bonds redeemed, £135,000 at $5	675,000 00
Total.....	$975.369 86

Finances of Minnesota.

The Treasurer of Minnesota makes the following report of the financial affairs of that State on the 1st inst.:

Amount in the Treasury Dec. 1, 1861.	$4,729 42
Receipts from all other sources.....	216,362 33
Total for the year ending Dec. 1, 1862	$221,091 75
DISBURSEMENTS.	
Total disbursements for the year....	$184,535 88
BALANCE.	
Baiance in the Treasury Dec. 1, 1862.	36,555 87
Excess of balance over that of last year	31,826 45

The war fund of $75,000 and refugee fund of $25,000, are not included in the above statement,

as the money has been received and payments made since the 1st instant.

Massachusetts Railroad Dividends.

The following dividends are payable in January, at the dates given in the margin. The Berkshire Railroad is quarterly. The dividends are all payable in Boston—excepting Connecticut State 6s at Hartford, New Bedford and Taunton Railroad bonds at New Bedford, Agricultural Branch Railroad guarantied stock at Marlboro', and Providence and Worcester Railroad at Providence, R.I.

Payable Jan.	Stocks.	Capital.	Divid'ds. July, '62.	Divid'ds. Jan., '63.	Am'nt Jan., 1863.
	Railroad Companies:				
1..	Agricult. B., guar.	$60,000	3	3	$1,800
10..	Berkshire Railroad.	320,500	1½	1½	5,600
1..	Boston and Lowell.	1,830,000	0	4	73,200
1..	Boston and Maine	4,155.700	3	4	166,228
1..	B. & Providence	3,160,000	4	4	126,400
1..	B. & Worcester	4,500,000	4	4	180,000
1..	Cape Cod	600,000	2½	2½	15,000
1..	C. & Ports, gua'd	350,000	3½	3½	12,250
1..	Eastern	2,853,400	0	3	85,602
1..	Eastern, N. H	492.500	0	3	14,775
1..	Fitchburg	3,540,000	3	3	106,200
5..	Metropolitan (H'se)	600,000	5	5	30,000
1..	Michigan Central	6,057,700	3	5	302,835
1..	Middlesex	348,000	0	4	13,920
1..	O. C'l'ny & F. River.	3,015,100	3	3	90,453
1..	Pitts. & N. Adams.	450,000	3	3	13,500
1..	Prov. & Worcester.	1,600,000	4	4	64,000
15..	South Shore	250,000	—	3	7,500
1..	Stoughton Branch.	84.500	3	4	3,300
1..	Taunton Branch	250,000	4	5	12,500
*..	Union	160,000	—	10	16,000
..	W'lth'm & Watert'n	20,000	4	4	800
1..	Western	5.150,000	4	4	206,000
					1,548,002
	Interest on Bonds.				
1..	Albany 6s, W. R. R.	1,000,000	3	3	30,000
1..	Bath (Me.) City 6s.	Int. ab't	3	3	9,000
1..	Boston City Stock..	Interest	..	..	103,000
1..	Boston City Stock..	Principal	..	..	160.000
1..	B. Con. & Mon. R..	Int. ab't	..	..	10,000
1..	B. & L. R. R. 6s, '73.	440,000	3	3	13,200
1..	B. & Prov. R. R.	Int. ab't	..	..	3,000
1..	Br'k'n C. S'g 7s, '65.	About	3½	3½	5,525
1..	Camb'ge (h'se) R.R.	150,000	3	3	4,500
1..	Cheshire R.	803,700	3	3	24,111
1..	Conn'cut S. 6s, '81..	About	3	3	10,000
1..	Dorchester & Milton	25,000	3	3	750
1..	E. R. 6s, '72 in part	610,000	3	3	18,000
1..	Essex R. guar. by E.	214,000	3	3	6,432
1..	Maine State 6s, '71.	300,000	3	3	9,000
1..	Mass. do. '71–'76.	2,200,000	3	3	66,000
1..	Mass. State 5s.	844,000	2½	2½	21,100
1..	Do. (East'n R. loan)	500,000	2½	2½	12,500
1..	Do. (N. & W. R. L.)	400,000	3	3	12,000
1..	N. B. & T. R. R. 6s.	About	..	..	5,000
1..	N. H. 6s, 1868	Int. ab't	3	3	5,000
1..	Ogdensburg 1st m..	1,500,000	3½	3½	52,500
1..	Portland City	About	3	3	15,500
1..	United States Loan	Int. ab't	..	..	650,000
1..	Wilm'gt'n R. 6s, '84.	1,200,000	3	3	36,000
1..	Vt. & Mass. R.	990,000	3	3	29,700
					1,311,913

*Payable on demand.

RECAPITULATION.

Railroad Dividends	$1,548,002
Interest on Bonds	1,311,618
Manufacturing Dividends	3,509,600
Miscellaneous	686.286
Total for Jan. 1863	$7,055,506
" July, 1862	3,421,910
" Jan. 1862	3,539,366
" July, 1861	2,353,231
" Jan. 1861	3,049,710

Formation of Insurance Companies.—Fraudulent Capital.

A NOTE GIVEN AS PART OF THE CAPITAL OF A MUTUAL INSURANCE COMPANY, WITH THE UNDERSTANDING IT WOULD BE REDUCED IN AMOUNT, HELD VALID FOR ITS FACE. SUCH AGREEMENTS ARE FRAUDS UPON THE LAW AND THE PUBLIC.

The following action was brought in the Supreme Court of New York by George S. Tuckerman, as receiver of the New York Central Insurance Company, against Morgan L. Brown, upon a note for one thousand dollars, given by the defendant to be used as a part of the $100,000 original capital stock of that company. The note was not dated, but was in fact given February 15, 1851, and an application at the same time made to the company to be organized, for insurance to the amount of the note, although a policy was not issued until May 2d, 1851, after the company had become fully incorporated. The commissioners to pass upon the capital stock were appointed by the comptroller, March 22d, 1851. They met and passed upon the capital stock notes, April 3d, 1851. The company was fully incorporated by the filing of a copy of the charter in the Otsego County Clerk's Office April 15th, 1851.

It appeared from the evidence that on the 15th day of February, 1851, (before the company was organized,) one J. C. Munson, who had been employed by Messrs. Olcott & Hammond, who were afterwards elected two of the directors, went to defendant and desired him to give his note to start the company and get organized, and Munson stated or agreed, by authority from Olcott & Hammond, that after the company was organized and a sufficient amount of subsequent or guaranty notes taken, the note should be reduced to the amount of an ordinary guaranty note, and that the note should not be assessed. The commissioners appointed by the comptroller, met April 3, 1851, and passed upon the capital stock notes, including the note in suit, which they delivered to the secretary of the company. On the 16th of January, 1852, three of the executive committee endorsed upon the note and signed this memorandum; "The within is reduced to $50 by order of the executive committee;" and May 2d, 1852, at the expiration of one year from the date of defendant's policy, the note was returned to defendant by mail; no assessment being then made upon it, and he paying nothing upon or by reason of it, or his insurance for one year, except the $350, which he paid at the time of signing the application.

On the 22d of February, 1856, the plaintiff, in an action in the Supreme Court, was appointed receiver of the effects of the company, and subsequently this suit was brought for the full amount of the note as originally made by the defendant. On the trial at the Circuit, the Court held, "That the company had no right to reduce the amount of the note, or surrender it, and that, notwithstanding the surrender and giving up of the note, in pursuance of the agreement, while the company was solvent and doing business, the receiver had a right to treat it as void, and could maintain an action upon the note." A verdict was directed in favor of the plaintiff for the amount of the note, and the case then came up and was argued before the Onondaga General Term of the Court.

On the part of the defendant it was contended that the reduction and subsequent cancelling and giving up of the note by the company, in pursuance of the agreement and condition on which the note was given and policy taken, was valid and binding as between the company and the defendant. The plaintiff, as receiver, had no greater rights than the company. Neither the company nor the receiver could repudiate an executed agreement after receiving the benefit thereof, although it may have been made and executed in violation of the statute. Neither could the company or the receiver avail itself or himself of the fraudulent or illegal acts of the company as a means of relief. The agreement being executed, must stand, and the persons injured thereby, if any, must look to the wrong-doers for redress. The parol agreement made at the time the note was executed, qualified the promise to pay in the note, and rendered it a conditional promise only.

On the part of the plaintiff it was urged that the form of the note was a sufficient compliance with the statute in regard to capital stock notes; and the note being a capital stock note was payable absolutely, and at all events. It could be collected although no loss had ever occurred. Notes like this constituted the capital stock of the corporation, and the makers were the stockholders. Stockholders have always been held liable to pay in the amount of their stock, though it be not required to pay debts. But here in a direct proceeding against the corporation, and of which defendant is a stockholder, it had been adjudicated that the corporation is insolvent. The adjudication of that fact is as binding upon the defendant as if he had been personally a party to that action. The receiver represents the company, the creditor in whose action he was appointed, and all other creditors of the company. He is not merely the representative of the company. He is the officer of the court in its behalf to collect the property and distribute it equally among the creditors. The agreement given to the defendant by Munson was no defence to the action. The company was not incorporated at the time the agreement was given and could make no agreement. But had the agreement been made by the company, it would have been invalid. Individuals cannot give their notes to the amount of $100.000; allow them to be passed upon as capital stock, and hold agreements in their pockets which render those notes worthless. The statute prescribes what the liability of the makers shall be. and such an agreement being clearly contrary to it is void. The reduction of the note and its surrender were void as against the plaintiff. An agreement that after the note was passed upon as a part of the original capital stock, it should be reduced from $1000, to $50, would be illegal. It would be a fraud upon the law, the public, and others who gave their notes to be used as capital stock, supposing defendant was in reality liable with them to the amount of $1000, and bound to contribute in that proportion.

The General Term gave judgment in favor of the plaintiff, and rendered the following opinion.

BACON, J.—It would, I think, be a reproach upon the law, if the defence in this case should be sustained by the courts. It would demonstrate that the machinery by which was originated the brood of mutual insurance companies that have overrun this State like the frogs which infested Egypt, was more of a sham than it has heretofore been supposed to be. An agent of certain persons

who contemplate the organization of such a company, solicits a party to give his note for $1000, which is to be used as a part of the $100,000 of capital notes which are to be exhibited to the commissioners, on which they are authorized to give their certificate, and this on the representation and agreement that he shall not be assessed upon the note, and that it shall be returned to him within a year. And after the company is organized, a committee first reduce it to $50, and then the board return the note, without any assessment having even been made upon it, or any portion of it whatever having been paid. Such an agreement by the authorized agent of a company formerly organized, would be totally void as a fraud upon the public and upon the law; and the act by which the company subsequently attempt to ratify and carry out this agreement, is equally invalid. The statement of such a case carries its own solution with it; and no authority carefully considered, and its facts understood, can be found which will maintain a defence such as the proof in this case exhibits.

It would be a waste of time to go over the argument, which shows the utter baselessness of the grounds on which the defendant seeks to avoid a recovery in this suit. That has already been done in the case of Tuckerman *against* Brown. The facts of that case cannot be distinguished from the one before us; and both because it is a General Term decision directly upon the point, and because we concur in the reasoning upon which it is upheld, we follow its authority. That case expressly holds that the surrender of the note, in pursuance of the agreement under which it was obtained, did not release the liability of the party who gave it to the corporation, and that the receiver of the company can maintain an action to recover upon it as a valid security for the benefit of the creditors of the insolvent corporation. Judgment must be rendered for the plaintiff on the verdict, and the motion for a new trial denied.

St. Louis, Jacksonville and Illinois R. R.

This Company has been recently organized; the result of a consolidation of the Tonica and Petersburg, and the Jacksonville, Alton and St. Louis Railroads by a vote of the stockholders in both interests. An election for Directors, held on the 10th of Dec., resulted in the appointment of the following gentlemen:

George Straut, Josiah Sawyer, Nathan W. Green, W. T. Green, Wm. T. Beckman, Alex, McDonald, Stephen Dunlap, L. E. Worcester, Geo. Wright, Joseph G. Scott and Wm. Shephard.

The new Board organized by electing George Straut, Esq., President; Wm. T. Beckman, Superintendent; Jas. E. Berdan, Treasurer, and Chas. D. Hodges, Secretary.

The road is already in operation from Petersburgh, Menard county, south 44 miles to Manchester, which is below Jacksonville. Materials are on the ground for completing it to Whitehall, in Greene county, 8 miles further. From Petersburgh to Washington, where it strikes the Logansport, Peoria and Burlington road, two-thirds of the grading is done, and it is claimed this part of the road will be running by September next. About one million dollars have been subscribed along the line, and the financial condition of the new company is represented as good. The road will pass through and develop some of the best portions of the State.

Commerce of Chicago.

The following are the imports at and exports of the leading articles from Chicago for the past three years, ending Dec. 31:

IMPORTS.

	1862.	1861.	1860.
Barley, bush...	428,289	277,512	530,714
Butter, bbls....	4,703	9,035	14,432
Butter, kegs...	13,500	16,369	31,320
Corn, bush.....	1,774,552	1,173,656	1,364,140
Cheese, boxes .	136,092	68,400	188,991
Flour, bbls. ...	589,741	151,446	81,996
Lard, tcs.	96,916	534,048	448,445
Lard, kegs	31,038	60,901	41,501
Molasses, bbls..	25,738	17,579	11,444
Oats, bush.....	1,287,426	65,001	75,810
Pork and Bacon,			
hhds.	12,245	952,437	1,077,763
tcs..	5,535	5,914	3,900
bbls.	52,514	6,646	3,800
boxes	4,267	38,602	22,296
pounds	29,841,220	22,145,684	20,794,983
Potatoes, bush.	86,270	103,238	216,489
Rye, bush.	257,573	112,195	184,333
Sugar, hhds....	25,925	33,892	40,856
Sugar, bbls. ...	90,215	47,629	45,192
Tobacco, hhds.	30,605	16,518	7,771
Tobacco, boxes	38,900	22,146	54,170
Wheat, bush. ..	1,970,032	1,648,261	921,913
Whiskey, bbls..	366,930	332,818	370,898

EXPORTS.

	1862.	1861.	1860.
Barley, sacks..	18,451	23,356	39,366
Butter, bbls....	933	1,617	3,204
Butter, kegs...	9,983	18,457	46,404
Corn, sacks ...	145,558	117,441	60,082
Cheese, boxes .	68,652	65,470	142,067
Coffee, sacks ..	122,013	105,979	107,402
Flour, bbls. ...	358,334	482,578	410,696
Lard, tierces ..	135,932	123,278	60,915
Lard, kegs	58,174	52,208	52,055
Molasses, bbls..	31,962	37,792	54,087
Oats, bushels ..	542,450	250,644	108,158
Pork and Bacon,			
hhds.	31,660	49,787	60,489
tierces	39,560	36,755	38,874
bbls.	89,034	119,513	103,605
boxes	95,431	35,910	35,440
pounds	1,692,149	1,052,966	220,846
Potatoes, bbls..	9,604	40,058	104,324
Rye, bush.	82,102	61,536	76,428
Sugar, hhds....	32,147	35,464	30,712
Tobacco, hhds..	26,738	16,342	6,756
Tobacco, boxes	73,587	49,204	29,459
Wheat, bush. ..	1,118,781	977,389	208,000
Whiskey, bbls..	233,085	537,862	384,458

Receipts of Breadstuffs at Chicago in each of the last three years.

	1862.	1861.	1860.
Wheat, bush. ..	13,137,593	17,539,909	14,568,429
Corn, bush.....	31,145,721	26,543,233	15,487,966
Oats, bush.....	3,782,422	1,883,258	2,029,906
Rye, bush.	976,752	479,005	295,436
Barley, bush...	800,476	417,129	623,005
Total	49,842,904	46,862,534	33,004,742
Flour into Wh't	8,776,290	7,230,685	3,500,030
Total	58,619,194	54,093,219	36,504,772

Shipments of Breadstuffs from Chicago in each of the last three years.

	1862.	1861.	1860.
Wheat, bush. ..	13,145,155	15,788,385	12,489,684
Corn, bush.....	29,761,026	24,286,382	13,743,172
Oats, bush.....	2,987,260	1,655,385	1,039,779
Rye, bush.	789,231	422,492	129,156
Barley, bush...	279,878	185,293	299,211
Total	46,962,550	42,237,936	27,690,002
Flour into Wh't	8,007,610	7,125,445	3,566,695
Total	54,970,160	49,363,381	31,256,697

Debt of Boston.

The total funded and unfunded debt of the city of Boston at the close of business on the 24th ult., was $10,589,907 77, classified as follows viz:

City debt		$3,186,120 63
Water debt, being for the net cost to the City of the Water Works up to date		6,228,787 14
Total		9,415,907 77
Water debt—funded.....	$681,500	
" —unfunded.....	493,500	
		1,175,000 00
		$10,589,907 77

In this amount is included about $150,000, appropriated for work yet to be done by the incoming administration.

The following debts will become due, and will be paid before the close of the present financial year, which will be on the 30th day of April next:

City debt—due January 1, 1863.....	$197,500 00
Water debt—due April 1, 1863.....	20,000 00
	$217,500 00
The consolidated debt funded and unfunded, on the 24th of Dec., 1861, amounted to..	$9,624,699 77
Means then on hand to pay the same.	1,222,053 94
Net debt	$8,402,465 83

Consolidated debt on the 24th of Dec., 1862, exclusive of the war loans.....	$9,414,907 77	
Means on hand.....	1,028,027 18	
		8,386,889 59
Net reduction of debt on City account and Water Works in 1862..		$15,765 24
The war loans, funded and unfunded, amount to		$1,750,000 00

Enlargement of the Mississippi and Lake Michigan Canal.

Col. J. D. Webster has made his Report to the Secretary of War, in relation to the "practicability, cost and military and commercial advantages of opening a passage for gunboats and armed vessels from the Mississippi to the Lakes, by improving the navigation of the Illinois river, and enlarging the Illinois and Michigan Canal." The following is a brief synopsis:

"The canal will commence at Chicago, (Lake Michigan,) and follow the line of the Illinois and Michigan Canal southward to La Salle, on the Illinois river—a distance of ninety-six miles. The present canal will be widened and deepened, so as to have a width of one hundred and sixty feet on the bottom, with sloping rock walls of ten feet. The depth of the canal is to be seven feet, so as to be easily navigable by vessels drawing six feet of water. From La Salle the Illinois river is to be followed to its junction with the Mississippi river, a distance of two hundred and twenty miles, in which there is a total fall of twenty-eight feet. It is calculated that seven dams and locks on the Illinois river will afford a sufficient depth of water, the year through, to keep the communication perfect. The locks, both canal and river, it is proposed to make three hundred and fifty feet long and sixty feet broad. This is something quite unheard of in the size of locks; and their immense capacity may be understood in the explanation that twelve of our present ordinary canal boats could be put through at one lockage, in from fifteen to twenty minutes. The entire canal when completed is to be fed from Lake Michigan, which has an elevation sufficient to pour an unceasing stream of its waters toward the Mexican Gulf. And its rise and fall in the course of the year is hardly perceptible to the closest gaugers of its tides, so that the supply to the canal would be never failing.

The estimated cost of this great work is $13,-

346,824. The entire length of it (three hundred and sixteen miles) will lie in a country as rich as the valley of the Nile, and salubrious and populous with industry, as that valley never was. The Erie Canal (three hundred and fifty-four miles long,) received in tolls the present year over $5,000,000. The great Illinois Canal, to connect the Mississippi valley with the Atlantic seaboard, would be a far more imposing work in its beginning than the Erie Canal at its projection was supposed to be. In case of war with England, that power could cover the lakes with gunboats and annihilate the immense commerce of our lake States and the Northwest. It would be of inestimable advantage to the United States in such contingency to be able to turn through the ship canal an iron-clad fleet of light gunboats from the Mississippi river and transports filled with hardy Western soldiers. The ability to do so would insure the sweeping of every vestige of English power from the borders of the lakes, down the St. Lawrence to the ocean and into it."

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Dec. 26, 1862, was as follows:

Passengers	$17,988 79
Freight and live stock	30,932 69
Mails and sundries	2,739 87
Total	$51,661 35
Corresponding week of 1861	50,729 46
Increase	$931 89

The earnings of the Grand Trunk Railway for the week ending Dec. 27, 1862, were:

Passengers	$18,830 77
Mails and sundries	10,847 62
Freight and live stock	61,120 10
Total	$90,798 49
Corresponding week, 1861	86,442 50
Increase	$4,355 99

The earnings of the Galena and Chicago Union Railroad for the 4th week of December, 1862, were | $42,779 20
Same week, 1861 | 39,320 58
Increase | $3,458 62

The Prosperity of our Manufacturing Establishments.

The market continues very quiet, and merchants have little to do but look over their books, which testify to a very large season's trade, in dollars and cents. It is the universal testimony of the domestic commission houses, who have not lost any of their accounts, that the amount of their sales has seldom been exceeded in any season. Several have sold more than a usual number of packages, and the enormous semi-annual dividends declared by most of the cotton goods corporations show how profitable the season has been. Take for example the following, which have been lately declared:

	Capital	Dividends.
Naumkeag Co.	$700,000	66 per cent.
Bates Manufacturing Co	800,000	45 "
Nashua Mills, (N. H.)	1,000,000	30 "
Boston Co	450,000	20 "
Lanconia Co	1,000,000	20 "
Massachusetts Mills	1,800,000	20 "
York Manufacturing Co	1,200,000	20 "
Jackson Co	600,000	20 "
Appleton Co	600,000	10 "
Merrimac Co	2,500,000	10 "
Lowell Co	300,000	10 "
Everett Mills	700,000	10 "
Great Falls Co	1,500,000	10 "
Hamilton Co	1,200,000	10 "
Bartlett Mills		10 "
James Mills		10 "
Globe Mills		10 "

These are not a minor portion of the dividends declared, but constitute the bulk of those yet made known. The woolen goods houses report a fair trade, though not so satisfactory as that in cotton goods. The jobbers never had such a chance for making money as they enjoyed during the past season, and several of them improved it well. Several of the foreign goods houses report larger sales than usual. The Fall imports of dry goods are 80 per cent. of average for the previous eight years, and 73 per cent. of the average for the seven years preceding 1861, although they are but little more than half of the amount received in 1859 and 1860, the heaviest years of our foreign trade.—*N. Y. Cor. Prov. Jour.*

Debt of Missouri.

The whole debt of Missouri made up to the present time is as follows:

Miscellaneous debt	$602,000
Pacific Railroad bonds (main)	7,000,000
Pacific Railroad (Southwest branch)	4,500,000
Hannibal and St. Joseph	3,000,000
North Missouri	3,500,000
Iron Mountain	3,600,000
Cairo and Fulton	650,000
Platt county	700,000
Revenue bonds	431,000
State defence warrants	725,000
Arrears of interest due	1,812,000
Total	$27,370,000

A small portion of this debt bears 5½ per cent interest, and another, but inconsiderable amount 7 per cent.

Legal Decision in Kentucky.

In the Federal Court, now sitting in Covington, a case of much interest to the legal profession and to the holders of corporation bonds was recently decided.

The material facts of the case are these: In 1852 the Legislature of Kentucky passed an act, authorizing the City of Covington to indorse and guarantee the bonds of the Covington and Lexington Railroad Company to the amount of $200,000. The indorsement and guarantee was accordingly made by the city on $200,000 of the Railroad Company bonds. These bonds had twenty years to run, and bear interest, payable semi-annually. They were sold in the stock market of the country—MARCUS DENNISON, of Baltimore, became the holder of fifty of them. The Railroad Company and city having failed to pay the interest maturing on his bonds in 1857, 1858, 1859, DENNISON instituted an action in the Federal Court at Covington for its recovery, and obtained a judgment for the amount of his interest, on which an execution was returned unsatisfied.

At the last term of that Court he obtained a rule against the City to show cause why the *mandamus* should not issue, requiring the City Council to pay his judgment out of any money in the Treasury not otherwise appropriated before the emanation of the writ, and in default of money in the Treasury to make the payment, then that the Counsel make payment thereof out of the first moneys coming to the Treasury.

The City resisted the application on the ground:

1. That it had no money in the Treasury out of which to pay DENNISON's judgment.

2. That the City Charter only authorized her to levy and collect a tax of forty cents on the one hundred dollars' value of property in the City, and that this was not more than sufficient to meet the current expenses of the City Government.

3. That the Legislature did not intend that the interest on these bonds should be paid out of the ordinary revenue; or that at most the current expenses of the City Government must be first paid before any thing could be applied on the interest.

Judge BALLARD, however, held that as the Legislature had not authorized the levy of any specific tax to meet that interest, the Legislature must have intended that it should be paid out of the ordinary revenue of the city, arising from the 40 per cent. tax authorized by the charter; that the interest on these bonds was as much chargeable to this fund as any other debt, not excepting those incurred in the course of the City Government: that no lien exists in favor of any creditor of the city on this fund; that it is the duty of the city to pay her debts in the order in which they arise; that those creditors who first resort to the courts to compel payment of their debts, must first be paid; and that if the present rates of taxation are not sufficient to enable the city to discharge her debts as they accrue, the city must resort to the Legislature for additional powers. He accordingly awarded the writ as asked for above, confining it, however, to the 40 per cent. so that the School and other special funds, are not included. It will be seen that this writ requests the city to pay DENNISON's debt before she can appropriate a dollar of her revenue, (aside from the School Fund, etc.,) to any other purpose.

Railway Companies and their Parliamentary Expenses.

The Eastern Counties Railway has paid about £48,000 within the seven years, of which nearly half has gone in opposing other projects. No year is without its charge for parliamentary expenses, and a sum little short of £29,000 stands against 1861. The Great Northern has appropriated more than £50,000 to the same purpose, two fifths of which, or thereabouts, represent opposition. The lawyers' bill of the Lancashire and Yorkshire is still higher, approaching as it does a total of £90,000, above, £40,000 of which disappeared in 1861. The Lancaster and Carlisle, considering the shortness of the distance between these two cities, has been more extravagant still, for, though there is no return for the last two years, that for the five previous years considerably exceeds £20,000. The London and North-Western has not yet made up its accounts for 1861, but it figures for between £140,000 and £150,000 of costs incurred in the six preceding years. The South-Western and Midland estimate their law expenses respectively at about £60,000, the London and Brighton at less than £50,000. the South-eastern at a little more that £40,000. It will be almost a relief to the shareholders of our friend the Great Western to find that only £86,000 has been squandered in fruitless competition and improvident arrangements with other lines, but £40,000 of this was absorbed in 1861 alone, and we are candidly told that some of the bills have not yet come in. On the other hand, we were scarcely prepared to see £80,000 set down to the account of the Caledonian, and £60,000 to that of the North British. Nor must it be supposed that the most glaring examples of apparent prodigality are furnished by the great old-established companies. The "Monkland," for instance, of which we confess we had never heard before, found means to get rid of £11,000 in 1860, partly in opposition to some rival, and the Tewkesbury and Malvern actually disbursed £35,000 on law in the same year. It is but justice to say that one or two lines, such as the Exeter and Crediton, Great North of England, Clarence, and Hartlepool, are able to send up blank returns in proof that they have succeeded in keeping out of the lawyers' hands for seven years together. Whether this be due to good fortune or to good management we cannot say, but if there be a secret for escaping litigation in the possession of these companies, the sooner it can be found out by others and published to the world the better.—*London Times.*

The Russian Telegraph to China.

The *Journal de St. Petersburg* of the 4th ult., contains an important announcement with respect to telegraphic communication with China. An order of the day of the Director-General of Ways and Public Works states that the construction of the line of Siberian telegraphs, which has already reached Omask, and will in the course of 1863 be extended to Irkutsk, has, with the assistance of the post, allowed of a more rapid interchange of communication between England and China, and that in consequence of this, and through the medium of the Minister of Foreign Affairs, to open communications thereupon, arrangements

have been carried out to enable the Western Powers to correspond with China via Russia. Despatches from the interior of the Empire. destined for Kiachta and Pekin, will be received for transmission at the telegraph stations at St. Petersburg, Moscow, and Nijni-Novgored.

Income and Expenditures of New York City.

The Comptroller has submitted to the Common Council his estimates for city or corporation expenditures for the year 1863. The following are the totals:

For support of the city government	$5,191,159 00
For interests on the city debt	825,771 20
For redemption of the city debt, including war loans	1,071,657 36
Total	$7,088,587 56

The expenditures for the year 1860 were $6,413,486 22, and for 1861, $6,733,570 49. But there were of course, no calls for money for the war. The expenditures of eleven months of 1862, including $609,760 82 for war purposes (without loans), have been $6,187,659 15,

The income of the city for 1863 from the several sources of revenue, including the interest on taxes, school money from the state, and surplus revenues of the Sinking Fund, is estimated at $1,071,032 60. The account of the city will therefore stand as follows:

Expenditures	$7,088,587 56
Income of the City	1,071,032 60
Amount to be raised by taxation	$6,017,554 96

The estimate of the expenditures of the city and county of New York for 1863 have also been made. The following are the figures:

County expenditures	$5,245,777 08
City expenditures	7,088,587 56
Total for city and county	$12,334,364 64

The amount to be levied on taxable property will but slightly exceed eleven millions of dollars.

Mississippi and Missouri Railroad.

The work of extending this road is progressing as rapidly as possible. Sufficient iron has been shipped from New York to lay the track about ten miles—more than half way from Brooklyn to Grinnell, and the roadbed and bridges are about completed.

The road is doing first-rate business, better than ever before. Take, for instance, the present month; the stock trains have been heavy. For the past three weeks the average number of loaded freight cars each day, going East has been *twenty-five*, making four hundred and fifty cars during this month. The general travel, saying nothing of soldier travel, is very fair and constantly increasing. All the cars of the Company are employed, and more too. The road has eight or nine locomotives constantly employed.

At the Company's shop in this city all is bustle and activity. There are about fi ty men employed in repairing cars and locomotives, and other work appertaining to the road. There are three locomotives being repaired, and when they are completed, which will be in a few weeks, every engine on the road will be just as good as when new. Mr. Kimball, the Assistant Superintendent, informs us that the prospects of the road are encouraging. It is being run on the most economical basis, and only wants a little lengthening out every month or so to be one of the leading institutions of the Western States.—*Davenport News.*

Western Maryland R. R.

At a recent annual meeting of the directors of this Company, Captain Robert Irwin, senior partner of the firm of Irwin & Taylor, contractors and builders of the road, was elected President and General Superintendent for the ensuing year. The earnings of the road during the month of November, were, we learn, fully adequate to meet the interest on the Company's bonds and pay all other expenses. The month of December promises a still more favorable result. A *corps* of engineers is soon to be sent out to survey the route from Union Bridge towards Hagerstown with a view to continuing the work at the earliest practicable period to its destined terminus at that place.

Union (Boston) Railway Co.

From the report of the directors of this Company for the year ending Nov. 30, 1862, it appears that the total amount of earnings from all sources is $197,221 96 or $15,381 49 more than in 1861; and the expenses of all kinds, including rent, $180,143 87, or $4,369 59 more than in 1861; making a profit of the year $17,078 09; the surplus on hand from former years is $268 06; total $17,346 15; from which sum a dividend has been declared of 10 per cent. amounting to $16,000; balance to credit of profit and loss $1,346 15. Sunday cars have been run 31 Sundays, and the result is an average of 4376 passengers, per Sunday, the smallest number being 2010 and the largest 8047. The reduction of fares early in June resulted in a loss in receipts of $10,014 01. This estimate is based on the numbers actually carried, but it is probable that the number carried have in some measure made up this loss. The whole number of passengers this year is 2,764,419, or 168,957 greater than the previous year. Of these 135,655 are from Sunday business. The report states that the road has been more economically worked, especially in the last half of the year, than heretofore, but that the winter expenses have been very heavy. During the year the floating debt has been reduced $45,335 12, and the mortgage debt $1300, so that the whole amount of mortgage debt is now $22,200; the whole amount of notes payable other than mortgage notes $8000; to which add rent accrued and not due, $10,306 69. and the total is $40,506 69. The number of miles run during the year is 652,053, or 54,850 more than in 1861.

Pacific Railway.--Its Present Prospects.

The amendments to the original act of construction of this great work, now pending in Congress are understood to be, for the reduction of shares from one thousand to one hundred dollars each; for the easier procurement for the right of way, and the surrender of the sum of four thousand dollars per mile, retained by the hands of the Government as a sinking fund. It is understood these will meet with no opposition.

We have had the pleasure of seeing a map, prepared under the direction of, and at the expense of Henry Farnam Esq., of Chicago, showing on a large scale, the most approved routes of the line as ascertained by the former surveys. By this it is apparent that Bridge's pass will be preferable in all respects to the South pass, giving the easiest grades, none of them formidable, most of them less than 50 feet to the mile, and ensuring the most direct route.

We may add on the best authority, that there is no doubt the work will be pushed forward without any unnecessary delay. About four hundred thousand dollars have been subscribed in the remote western cities and territories, and there are capitalists ready to come forward with what is necessary, to secure the construction of the first sections to be opened, thus securing the charter and the final success of the work. It is even now calculated that if it be only opened at present as far as the Colorado Territory, it will be a paying investment.

Railroad from Flemington to New Jersey Central Railroad.

A railroad is in the course of construction from North Branch (a point on the New Jersey Central Railroad, about five miles beyond Somerville) to the village of Flemington, the county seat of Hunterdon county. This road will be about fourteen miles in length, and will pass through the richest agricultural region of New Jersey.

Interesting to Illinois Bondholders.

The constitution of Illinois provides for the collection of a tax of two millions of dollars for the purpose of paying off the principal of the state indebtedness, by applying the sum thus obtained *pro rata* on the bonds presented to the 1st of each January. Illinois bonds have been rising in the market for several years past, until the holders no longer present them for payment. In 1858 over $1,200,000 of state bonds were presented, on which 52 per cent. was paid; in 1859 only $25,000 were offered, all of which were redeemed; and in 1860 not a dollar came to the Auditor's office. Seeing there was no further necessity for the tax, as a state cannot compel its creditors to receive their money, the legislature passed a law suspending its collectton, and directing the amount from that source then in the treasury to be transferred to the revenue fund.

On the 2d instant, however, Messrs. Yoe and Magie presented $200,000 worth of bonds, upon which they demanded payment in whole or *pro rata*, which of course, the auditor refused to make. They will now institute suit, with the view to compel him to draw his warrant for that portion of the two mill tax transferred to the revenue fund. The question is an interesting one to the people of the state, as well as to the bondholders, since it will test the constitutionality of the act suspending the collection.

The total funded indebtedness of Illinois is $12,222,388 20. Of this amount over $2,000,000 is represented by war bonds. The unfunded inpebtedness of the state is $114,933 17.

Population of British India.

According to the latest returns, the population of British India is as follows: Under the Governor General in Council, 14,165,161; Bengal, 41,898,608; North West Provinces, 30,110,497; Punjaub, 14,794,611; Madras, 23,127,855; Bombay, 11,937,512; making a grand total of 135,634,244 human beings.

New Route to India.

The London *Times* says that the roads to India are many, and the Isthmus of Suez does not offer the best. If the canal could ever be constructed, it might be destroyed by competitition before it had been open a month. If a line run from London to Bombay it would go straight along the Euphrates, but nowhere through the Red Sea. An Euphrates valley railroad would relieve the route round the Cape.

Western (Mass.) R. R.

The Western Railroad Company have already commenced surveying the route for the proposed extension of their road from Worcester to Boston, in the event of a change in their charter during the ensuing legislative session. The work is being accomplished by Mr. Chesboro of this city, but it is not yet certain, if the road is built, which of the two or three routes will be chosen.—*Boston Journal.*

Philadelphia and Erie Railroad.

On the 31st December, the trains on the Philadelphia and Erie Railroad commenced running to a place called Grove Flat, fifty-one miles northwest of Lock Haven, and one hundred and sixteen miles from Sunbury.

Bald Eagle Valley Railroad.

The cars on the Bald Eagle Valley Railroad are now running to Unionville. The track, we understand, is all finished except about 2¼ miles.

Erie and Pittsburg R. R.

The Erie and Pittsburg railroad has been completed to West Greenville, Mercer county, Penn., and trains are now running regularly between that point and Girard.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds } Under Act 15th April, 1842	$2,833,364	6	1862	105
Coupon Bonds... }		6	1862	103
Registered Bonds } Under Act 28th June, 1847	9,415,250	6	1867	97½
Coupon Bonds... }		6	1867	102⅜
Registered Bonds } Under Act 31st December, 1848	8,908,842	6	1868	99
Coupon Bonds... }		6	1868	101¾
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,401,000	5	1865	95
Registered Bonds } Under Act 14th June, 1858	20,000,000	5	1874	91¼
Coupon Bonds... }		5	1874	89¼
Registered Bonds } Under Act 22d June, 1860	7,022,000	5	1871	91½
Coupon Bonds... }		5	1871	94
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	97
Registered Bonds } Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	98
Coupon Bonds... }		6	1881	98½
Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	102⅞
Treasury Bonds (coupon) }	53,000,000	7.3	1864	102¼
Registered Bonds } Under Act 25th February, 1862; re-	20,000,000	6	1882	100
Coupon Bonds... } deemable at pleasure after 5 years...		6	1882	100
Treasury Notes—				
Under Acts 28 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	130⅜
Under Acts 2 Mar. '61, & 17 Mar. '62 } convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 } y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	97½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	116
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	109
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	104½
" —Interest Bonds: new Int. Improvement Stock	1,382,956	6	1877	105
" —Interest Stock of 1857	736,223	6	------	97
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107⅝
" —University Fund Interest Bonds of 1861	650,000	6	1879	105
" —War Fund Bonds of 1861	1,020,400	6	1879	101¼
" —Illinois and Michigan Canal Stock, registered	2,221,764	6	1870	101¼
" — " " " " not registered	1,525,636	6	1860	93
Indiana—Inscribed Certificates (State)	5,322,000	5	18..	80
" — " "	2,054,208	2½	18..	55
" —Canal Preferred Certificates	4,079,500	5	18..	----
" — " " (special) Certificates	1,216,737	5	18..	----
" —Deferred Certificates (State)	1,282,500	5	18..	----
" —Deferred (special) Certificates (State)	479,076	5	18..	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	96
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,344	6	'68-'72	100
" — " (banks)	600,000	5	18..	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	66
" — " " (bank)	5,398,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var.	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	72
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	110½
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,000	5	'61-'72	----
" — " " of 1861 "	247,000	6	'68-'72	116
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	118⅝
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	101
" —War Loan: Coupon Bonds 1861	565,500	7	1881	105
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	439,000	6	'63-'83	64⅜
" — " "	100,000	6	1892	57½
" — " " (loans to Railroads)	23,101,000	6	'72-'86	34
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,760	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — " State Loan $6,756,654	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121⅛
" — " Canal Debt—(old) 9,739,025	----------	6	1874	120
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " " —(floating) 2,500,000	----------	6	1863	103¼
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18..	70
Ohio—Inscribed Certificates	6,413,325	6	1881	115
" — "	1,025,000	5	1865	99¼
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	113
" —War Loan (1861)	1,500,000	6	1863	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds } (1st January, 1862	37,687,760	5	'61-'82	96⅛
" —Inscribed Certificates }		5	'61-'82	94
" — " "	400,630	6	1879	105½
" — " "	383,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" " " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,126,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	61½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	100½
" —War Loan (1861)	----------	---	18..	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	62½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	160,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " (Alb. Northern R. R.)	265,000	6	'62-'76	----
" — " (S. F.) Bonds (Water Works)	300,000	6	1879	----
" — " (S. F.) " (Western R. R.)	850,000	8	'70-'81	----
Alleghany—Coupon (S. F.) Bonds	1,000,000	6	'66-'76	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	400,000	4	------	----
" — " (Balt. & Ohio R. R.)	1,000,000	6	1886	105
" — " (Water Works)	5,000,000	6	------	100
" — " (Bank Stock)	3,400,000	6	------	101
" — " (Improvement Stock)	553,986	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	4,963,215	6	------	----
" —Coupon Bonds (Water)	2,412,576	5	Var.	111
Chicago—Coupon Bonds (Municipal)	6,243,680	5	Var.	111
" — " "	860,000	6	18..	98
" — " (Sewerage)	609,000	7	18..	108½
" — " (Water Works)	822,000	7	18..	----
New York—Public Building Stock, No. 3	1,133,000	7	18..	----
" —Tompkin's Market Stock	250,000	5	1868	----
" —Central Park Fund Stock	162,000	6	1873	----
" — " " "	3,068,000	6	1887	103
" — " " Improvement Fund Stock	720,000	5	1898	----
" — " " " " "	3,500,000	6	1876	----
" —Public Education Stock	2,140,000	5	1897	107
" —Floating Debt Fund Stock	150,000	5	1873	109½
" —Union Defence Fund Redemption Bonds	2,320,000	5	1878	----
" —Vol. Soldiers' Family and Fund Bonds	1,000,000	6	1864	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	500,000	6	1883	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,800,000	6	'60-'83	----
" — " (Municipal)	1,599,000	6	'71-'75	81
" — " (Buildings, etc.)	1,136,200	6	'61-'80	----
" — " (Sewers)	532,000	6	'66-'95	----
" — " (Improvement Old Limits)	425,000	6	'70-'88	----
" — " (Water Works)	260,000	6	'71-'87	----
" — " (Harbor Improvement)	497,000	6	'71-'83	----
" — " (Wharf Improvement)	239,000	6	'63-'86	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	166,000	6	'67-'81	----
" — " " (Fire)	1,354,300	10	1871	----
" —Coupon Bonds (Municipal)	178,500	10	1866	----
" — " " (City and County)	329,000	6	1875	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	1,184,500	6	1888	----
" — " " " "	500,000	6	1893	----
County Loans.	180,000	6	1867	----
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18..	----
Jefferson, O.—Coupon Bonds	285,000	7	18..	----
Muskingum, O.—Coupon Bonds	564,000	7	18..	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18..	----
Ross, O.—Coupon Bonds	343,880	7	18..	----
Scioto, O.—Coupon Bonds	110,000	7	18..	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	93⅛
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	99
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63-'66	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	92
" " 2d " "	3,980,670	6	1882	65½
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	37
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,600,000	6	1883	47
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	102½
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	98⅞
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,593,000	---	------	87⅛
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	103
" " " 2d "	1,060,800	---	------	87
New York & Harlem, Preferred	1,020,000	---	------	58½
Philadelphia & Reading, Preferred	1,651,300	7	------	59

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,634	82,571	84,208	------	-------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	214,051	205,599	166,192	2,040,710
1862	152,459	119,973	121,272	149,342	182,585	225,082	220,211	212,812	270,816	------	------	------	-------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,927	938,641
1861	81,631	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,264	80,296	1,098,464
1862	67,610	62,350	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	-------
Chicago and Rock Island:													
1858	72,046	67,307	92,064	92,120	80,595	95,466	82,374	83,385	94,985	92,760	73,883	69,480	987,465
1859	60,058	55,497	68,116	71,782	73,574	72,392	67,076	87,736	120,053	126,099	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,463	82,895	139,049	134,500	145,859	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,557	153,319	118,758	1,261,050
1862	120,776	90,007	75,676	71,076	89,172	86,841	114,057	109,216	145,897	158,127	137,408	134,522	1,332,775
Chicago and Northwestern:													
1858	20,447	18,272	25,303	38,535	40,893	43,899	39,924	27,761	37,490	36,333	31,144	22,723	382,823
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,851	55,663	42,101	400,459
1860	32,192	33,403	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,787	74,391	53,554	676,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	56,199	855,658
1862	46,005	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,660	125,695	107,755	------	-------
Cleveland, Columbus and Cincinnati:													
1858	70,492	68,138	88,523	93,872	82,968	85,387	90,372	112,158	114,218	106,055	104,566	84,044	1,101,973
1859	73,072	72,739	91,520	80,025	82,825	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,090
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,829	118,539	119,487	107,672	86,879	71,402	1,073,432
1861	73,913	67,610	82,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	------	1,255,694
1862	132,620	112,606	103,912	114,885	119,984	122,524	131,087	168,804	170,565	172,296	164,260	------	-------
Cleveland and Toledo:													
1858	65,211	54,975	90,957	84,149	62,555	57,293	52,385	60,889	83,924	79,458	75,698	71,315	838,809
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	70,073	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,606	94,406	82,467	82,400	889,489
1861	85,239	76,918	85,663	90,324	65,392	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,950
1862	106,263	88,468	103,175	87,915	77,813	73,626	69,938	79,655	100,072	113,780	124,639	160,710	1,185,504
Cleveland and Pittsburg:													
1861	62,208	59,964	83,408	99,511	101,792	104,167	115,316	85,163	120,977	108,112	107,824	113,175	1,161,917
1862	84,858	78,447	90,300	100,695	116,973	123,000	178,432	126,000	------	------	------	------	-------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,599	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,988	330,657	361,819	359,114	455,295	465,959	556,648	414,764	4,651,048
1860	354,000	345,000	423,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,016	515,948	719,354	734,198	708,136	6,298,194
1862	695,607	603,030	636,615	605,755	575,344	516,190	587,010	609,881	764,448	910,985	903,016	------	-------
Galena and Chicago:													
1858	85,320	74,181	103,912	141,334	157,954	210,728	157,285	122,381	161,949	141,653	163,813	87,082	1,547,561
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,944	1,369,441
1860	60,653	62,698	80,793	93,254	115,565	93,449	80,705	166,541	219,528	252,168	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	106,979	105,423	74,346	90,180	158,194	215,708	190,456	121,199	188,370	268,575	159,630	143,498	1,762,408
Hudson River:													
1858	176,573	163,837	179,423	112,614	128,132	95,219	114,731	139,489	140,872	140,783	137,094	197,981	1,726,748
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,978	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
Illinois Central:													
1858	130,061	116,470	163,848	179,991	161,090	154,193	124,299	202,953	218,861	184,776	156,038	153,999	1,946,579
1859	132,936	134,311	154,690	153,644	144,844	149,592	139,102	181,612	240,829	245,392	250,742	192,322	2,126,666
1860	187,417	186,189	213,080	192,282	217,292	189,548	196,000	233,918	257,634	306,711	141,695	227,310	2,778,226
1861	319,634	370,268	226,966	192,054	199,488	173,941	189,279	268,982	289,862	284,020	243,248	193,767	2,955,768
1862	172,187	150,809	151,801	183,484	192,077	240,566	249,929	334,946	400,436	385,957	369,718	------	-------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	57,920	58,353	125,999	112,000	119,000	123,576	138,152	------	------	------	-------
Milwaukee and Prairie du Chieu:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,579	139,184	67,990	1,155,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,969	122,272	------	-------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,685	127,273	196,821	238,851	275,722	203,492	134,972	2,068,596
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,090	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,649,169
Michigan Central:													
1858	122,390	107,502	165,936	223,010	185,727	170,847	143,872	176,061	224,574	209,868	176,298	130,108	2,016,183
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,410
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,922	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,548	294,533	242,089	200,134	2,124,814
1862	230,159	159,658	151,902	175,896	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,761
New York Central:													
1858	430,376	390,431	537,858	668,425	510,197	432,195	458,664	538,048	653,373	653,661	690,920	510,425	6,384,573
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	705,671	637,792	520,396	6,300,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,786	523,047	7,154,622
1861	489,065	429,793	627,951	589,688	677,078	558,743	523,138	562,076	696,175	927,636	952,960	872,985	7,996,755
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,094,721	963,185	------	-------
New York and Harlem:													
1858	79,124	76,611	93,148	86,000	77,669	82,529	88,582	94,406	81,135	87,049	83,221	93,188	1,022,962
1859	91,990	84,209	88,278	90,617	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,564	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,649	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,558	91,111	90,884	1,120,679
1862	100,923	96,839	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	------	-------
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,860	18,611	25,666	29,581	31,968	35,494	28,958	29,466	302,280
1862	22,069	18,864	24,250	26,748	27,098	30,422	32,495	33,426	40,319	40,987	35,920	------	-------
Philadelphia and Reading:													
1858	103,492	116,687	168,102	203,965	216,784	207,573	257,455	247,069	254,740	269,464	242,052	224,876	2,522,259
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	249,577	2,733,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,651	3,316,500
1861	161,106	160,538	191,266	252,154	268,917	270,051	289,987	265,358	294,456	276,209	291,763	278,219	2,998,019
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	465,573	------	------	-------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,062	203,853	245,958	286,944	231,253	191,128	2,335,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	362,071	362,799	301,998	3,001,787
1862	293,420	274,258	295,778	282,696	277,099	261,210	249,419	277,350	397,525	401,299	362,916	------	-------
Toledo and Wabash:													
1858	45,780	34,743	59,107	91,556	56,531	46,933	76,710	112,024	104,119	95,915	61,981	41,726	827,125
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,829	46,040	737,155
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,381	103,408	124,398	77,663	50,848	956,908
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,453	123,504	142,537	162,858	137,056	92,574	1,156,102
1862	82,255	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,280	172,870	147,548	109,915	1,373,633

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	839,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P.& Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	700,000	6	Jan. & July.	"	1880	101½
" " " 1856	1,128,500	6	Jan. & July.	"	1875	102½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	55
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	380,000	7	May & Nov.	" "		
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ⅓ in '59, ⅔ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	101
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	100
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	101½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $637,000)	2,500,000	6	"	New York.	1870	104
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	81
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	80
2d Mortgage	800,000	7	June & Dec.	New York.	1865	75
3d Mortgage (S. F.)	950,000	7	" "	" "	1895	
4th Mortgage (S. F.)	1,565,300	7	" "	" "	1876	17
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	104
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	120
" " inconvertible	2,690,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,100,000	7				
1st Mortgage pref. S. F.	600,000	7				
Income Bonds	1,050,000	7				
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	111
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		105
1st Mortgage (general)	3,600,000	7	" "	" "		78
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "		91
2d Mortgage	2,000,000	6	" "	" "		38
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		90
Green Bay Extension Bonds	300,000	7	" "	" "		
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	950,000	7	May & Nov.	" "	1880	96
***Cincinn., Wilm. and Zanesville**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.		103½
2d Mortgage	499,200	7				
3d Mortgage	362,800	8				
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	154,000	7	" "	" "		74½
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1903	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	105½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	93½
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	95
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	116½
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	106
2d Mortgage	2,516,500		March & Sept.	" "	1881	108½
Income (due 1862, '65 and '67	14,101				var.	88
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	600,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	142,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'68	100
1st Mortgage (Extended)	22,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	110
*Great Western, Ill:						
1st Mortgage Eastern Division	1,000,000	10				
" Western "	1,350,000	7				
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	84
Land Security	5,000,000	7	April & Oct.	" "	1881	65
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	113
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	105½
Convertible	1,002,000	7	" "	" "	1867	99
Illinois Central:						
Optional Right bonds	38,000	7	Jan. & July.	New York.	1868	
Construction	10,798,500	7	April & Oct.	London.	1875	112½
Construction	4,115,000	6	" "	New York.	1875	112½
Eight per cent. bonds	320,000	8	March & Sept.	" "	1865	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	578,000	10	" "			
Income	281,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	85
2d Mortgage	400,000	7	" "	" "		85
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		30
2d Land Grant (Western Div.)	353,600	†	" "	"		30
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6				
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	91
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	
Mortgages on Land	473,309	7				
Louisville and Frankfort:						
Louisville Loan	174,000					
1st Mortgage	248,000					
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
Manchester and Lawrence:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	112½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	119
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	994,000	7	Feb. & Aug.	" "	1861	103
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	105
Detroit and Toledo	684,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	107½
2d General Mortgage	2,572,000	7	" "	" "	1877	96½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	460,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	109
1st Preferred stock	1,060,000					106
2d Preferred stock	1,020,000					81½
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	292,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	99
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	299,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000		Jan. & July.	New York.	1869	
New Jersey:						
Company's (various)	668,000		Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	85,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'83-4-8	
1st Mortgage Coupon	2,655,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	110
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	114½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	111
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds	252,975	6	" "	" "	1883	
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	110
Convertible Bonds	930,000	7	Feb. & Aug.	" "	1876	115½
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	107
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	113
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	117
3d Mortgage	6,000,000	7	" "	" "	1883	115
4th Mortgage	3,900,000	7	April & Oct.	" "	1880	100
5th Mortgage	1,792,500	7	June & Dec	" "	1888	101½
Buffalo Branch	200,000	7	Jan. & July.	"	1891	
New York and Harlem:						
1st Mortgage	2,950,000	7	May & Nov.	New York.	1873	108
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	100
3d Mortgage	862,300	7	Jan. & July	" "	1867	95
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Real Estate	35,910					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	99¾
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	94½
2d Mortgage	3,077,000	7†	" "	" "	1861	16
North Missouri:						
State Loan (30 years)	4,350,000	6				
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "	"	1887	105
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64-'74	----
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6				46
State Loan (S. W. Branch)	1,263,000	6				----
Construction	3,235,000	6				----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,930,000	6	Jan. & July.	Philadelphia.	1880	107½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	107
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	97½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Peterst'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	----
Loan of 1852	100,000	6	June & Dec.	"	1883	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	105½
" 1861, "	438,000	6	Jan. & July.	"	1871	----
" 1843, "	1,548,300	6	" "	"	1880	108¼
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1950	100¾
" 1857, "	3,586,500	6	" "	"	1886	102¾
" 1856, "	1,475,000	7	" "	"	1886	104¾
Bonds and Mortg's—real estate	592,200					
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	107
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000					
Alleghany Co. "	750,000					
Connellsville "	100,000					
Mc'Keesport "	100,000					
Baltimore City "	94,000				1856	
Baltimore City Stock	906,000				1889	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1890	
Real Estate Bonds	100,000				'68-'83	
P ttsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1911	110
2d Mortgage	5,160,000	7	" "	" "	1911	96
3d Mortgage	2,000,000	7	" "	" "	1911	78
Bridge Bonds, O. & P. R. R. Co.	188,000	7			1876	----
Chicago Depot Bonds	237,173	6			1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "		
Raleigh and Gaston:						
Coupon	100,000				1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000				1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	46
2d Mortgage	937,500	7	" "	"	1863	4
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	125,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000					----
South-Western (Ga.):						
1st Mortgage	631,000				1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					----
2d Mortgage	450,000					----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000					----
St. Louis City Subscription	500,000					----
St. Louis County Subscription	1,000,000					----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	105½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101¾
" " (series B)	1,100,000	7	April & Oct.	"	1894	101¾
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	86½
" " Income (series E)	1,600,000	7	" "	"	1894	74
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					----
Terre Haute and Richmond:						
1st Mortgage (convertible	230,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	105
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	87½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	87½
Interest Bonds	111,895	7				----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	27
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	2½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7			1880	87½
2d Mortgage	25,000	7			1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Uterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1853	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,236	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,361,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,451	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	....	....	.....	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	....	....	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2 037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	....
31 Aug. '62	61.4	1.6	04.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,868	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	320,299	11½	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,587,530	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	283,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,649	117.4	439,830	808 060	301,979	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	74
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	126,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	158.5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	28.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,690,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	.....	8,500,000	4,500,000	.....	10.000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	....	99
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,095	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	86	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,956,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	84½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	84½
31 May, '61	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,629	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	768.3	2,468,023	2,965,768	1,150,903	—	86½
.. .. ..	—	—	—	81.5	....	....	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	....	....	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,905	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	50
31 Dec. '58	89.8	29.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	57
31 Dec. '61	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11.066	2,082,545	84.0	.....	331,813	165,939	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	....	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	125
								IOWA.													
31 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	48,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
.. .. ..	—	—	—	438.0	....	....	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	—				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	....
.. .. '59	18.8	—	....	70.2	....	....	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,818	566,000	339,207	5,855,320	80.0	180,204	481,922	228,849	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
1 Aug. '60	58.7	—	....	135.8	....	....	.....	*Vicsburg, Shreveport & Texas*	1,662,601	*	—	1,283,015	248,969	108,434	1,710,819	48.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '58	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*		457,900	1,748,857	138,817	2,345,574	137.0	.....	318,506	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '58	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	129	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '58	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	Am.&K.	70,568	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	111
31 May, '58	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,768	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,380	.....	—	.....
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	256.8	.....	3,922,203	2,305,788	6	79½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	482,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	34½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.5	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	—	57.7	.....	449,051	128,733	7	104½
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,589	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	122½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	—	—	61.8	.....	588,871	272,429	8	126
30 Nov. '61	44.8	24.6	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	128,104	—	83.6	.....	928,982	408,594	8	128
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	—	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,355	187,558	—	1,501,100	300,000	—	—	52.3	.....	250,836	122,956	6	106½
30 Nov. '61	44.2	36.4	25.2	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,385,000	34,000	4,908,382	120.7	432,100	565,939	246,402	4	95
30 Nov. '61	19.9	1.5	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	75.5	—	29	28	655	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,054	6	110½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	353,884	26.4	.....	33,320	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	—	ope	r. by N.	H.& N'h	.....	—	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	382,863	30,275	—	200,900	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	120½
30 Nov. '61	26.1	1.5	1.0	—	7	10	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	77
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.6	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,663	133,585	.....	.....	.....	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,454,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	127
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,436	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	8½
30 Nov. '61	21.2	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,991	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	22½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.& W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	145
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	66
								MICHIGAN.													
1 Jun '62	17.5	—	.....	2.7	2	1	100	*Gay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,960,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- --	--	—	—	—	—	—	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	—	—	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.6	—	28.4	—	98	65	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	92½
31 Mar. '62	246.0	281.0	.....	—	83	104	955	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	46½
-- --	--	—	—	89.8	—	—	.....	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	.....	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	175.0	—	—	.....	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	112.5	—	—	.....	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	200.0	—	—	.....	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	60.0	—	—	.....	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	286.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	166.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,286,452	168.0	263,212	253,577	78,220	—	.....
-- --	--	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,841	626,357	—	3,486,705	7,003,000	402,193	19,550,960	189.0	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.5	—	14	10	232	Boston, Concord and Montreal	2,580,134	235,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	20
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	768,200	84,327	3,163,781	63.6	.....	327,741	125,159	—	18
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	63½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	120
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	95
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	483,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	58,577	8	112
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	99.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,186	4	65
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,563	78,855	—	.....
31 Dec. '61	68.9	32.8	.....	8.0	—	—	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124 2	.....	2,058,989	913,829	12	155½
31 Dec. '61	99.2	—	.....	—	—	—	.....	Camden and Atlantic (Pref.)	1,833,695	*	—	599,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	80,076	—	12
31 Dec. '61	64.0	—	45.0	—	89	21	294	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	676,443	10	155
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '61	33.8	—	.....	—	—	—	.....	New Jersey	3,609,059	400,378	1,249,621	4,397,820	688,000	—	5,628,931	33.8	.....	492,767	579,981	10	145
31 Dec. '61	21.3	—	.....	2	6	17	.....	Northern New Jersey	411,929	*	.....	156,850	200,000	70,786	427,636	21.2	.....	89,504	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	.....	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	.....	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.5	—	.....	—	—	—	.....	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	98
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—	134,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Internal and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	500,000	—	oper.	by Rens. & Sarat.	—	—	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper.	by Western.	—	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,486	97,690	750,220	23.8	677,687	122,103	37,612	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,976	823,425	275,486	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,500	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	150
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.5	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	77½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,547	—	28½
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,513	—	41,566,835	654.9	5,368,772	9,356,828	3,749,077	6½	103
30 Sep. '61	440.0	129.0	285.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,610	1,979,108	—	67½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,255	—	28½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper.	by Central.	60,000	6	—	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	858,460	425,637	90,001	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,516	—	685,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper.	by B. N. Y. & E.	4,996	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,282	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	oper.	by Rens. & Sar.	—	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper.	by Hud's River.	—	—	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper.	by other Co's.	—	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	33,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	—	oper. by	Erie R. W. Co.	—	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	236,433	353,441	164,672	6	50
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	108,953	35,672	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	—	404,538	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,561	—	17
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	112½
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	25
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	—	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	—	5,917,359	141.2	707,160	1,263,253	704,819	10	150
31 Dec. '61	67.0	—	—	18.0	12	6	285	Cleveland and Mahoning	2,565,666	277,752	301,487	1,167,474	1,712,000	289,675	3,341,020	67.0	246,620	375 791	233,174	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '61	101.0	102.5	—	—	45	30	896	Cleveland and Pittsburg	8,218,373	*	—	3,846,324	4,231,037	334,952	8,412,914	203.5	800,525	1,114,941	456,994	—	61
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,670	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,486	3	79
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper.	r. w. Lit. Miami.	177,371	8	87½	—
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,148	222,951	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,545	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	489,762	728,853	152,694	—	45.0	—	128,170	33,412	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3 532,286	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	130
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,932	119,032	—	1½
31 Aug. '58	137.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '62	158.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	282,179	2,697,090	2,589,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '61	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,279	*	—	848,770	1,375,350	105,510	2,603,120	125.0	215,280	171,712	37 610	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper.	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,850	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	41
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55,029	—	—
31 Aug '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1 816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,589	10	67
31 Dec. '61	68.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	59,359	3,472,746	146.0	289,137	219,548	22,490	—	5½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,631	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	130
30 Nov. '61	35.8	—	2.5	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	—	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	22
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	oper.	r. b. Buf. & S. L.	—	—	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R. Co.	14½	60
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,282	172,039	1,822,612	45.2	122,047	173,941	62,897	—	—
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	70
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	oper.	r. by Ca	tawissa	R.R. Co.	—	38
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	362,908	9,406,099	—	—	528,246	326,963	6	85½
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367	—	3,248,600	—	—	3,248,600	130.0	293,692	619,043	335,671	11	50½
30 Nov. '61	56.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	292,124	—	10½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447.522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,569	423.0	4,413,036	7,300,001	2,646,938	6	60½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,627	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	84	108	Phila. Germant'n & Norrist'n	1,267,634	235,439	—	1,243,500	874,800	—	1,618,300	24.0	240,960	219,935	110,387	7	84½
30 Nov. '61	147.4	4.0	61.0	—	146	65	6,673	Philadelphia and Reading	20,999,768	3,481,461	645,170	11,548,929	12,411,600	—	25,228,488	151.4	1,795,927	2,906,838	1,412,905	—	40½
30 Nov. '61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	608,892	—	—	999,200	250,000	—	1,249,200	28.0	oper. by	Cam. & Amboy	—	8	160

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends,	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475.500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6	61
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	.....
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 32:	18,999 581	467.5	2,434,641	3,031,787	1,299,721	—	60
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280.000	—	—	—	—	—	—	—	.....
30 Sep. '61	54.0	—	3.0	—	7	7	28	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	.....
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*	—	576,050	—	—	573,616	24.5	oper. by	Ph. & R	eading.	5	.....
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822,117	5,435	1,327 552	—	—	105,568	55,143	—	.....
30 Sep. '61	148.0	—	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,096	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,525	341,582	149,082	—	20
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77.999	—	367,300	396,500	65,726	—	29.6	68,543	101,499	64,270	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	.....
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	—	62.0	240,449	331,522	105,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	457,17	8,500	—	—	13.6	—	26,454	6,914	—	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,128,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	161,536	6	.....
— — '58	40.3	—	.....	—	—	—	.....	Cheraw and Darlington	600,000	*	—	400.000	200,000	—	—	49.3	—	—	—	—	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	—	—	.....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	.....
31 July '58	32.0	—	.....	—	—	—	.....	Laurens	543,403	*	—	400,000	108,218	—	575,729	32.0	—	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	—	—	.....	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	.....
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,089	129,364	3,809,949	2,659,000	269,112	7,627,797	291.0	—	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,058,544	1,731,000	—	—	159.0	—	734,118	337,384	6	.....
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,958	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	—	—	.....	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	.....
— — '58	56.0	—	.....	184.0	—	—	.....	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	—	—	.....	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	.....
— — '59	28.0	—	.....	756.0	—	—	.....	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	834,368	113,318	—	.....
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	835	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,360,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	.....	—	130
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45 930	8,522	—	.....
31 Aug. '60	54.0	10.5	.....	—	—	—	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '58	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	8
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	370,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	.....
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,643	80.0	—	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	874	Virginia and Tennessee	5,994,269	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	—	55.0	—	—	—	—	.....
3 1 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,850,073	*	23,304	1,000,000	600,000	246,385	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	—	1,108,354	436,039	—	37½
— — '57	50.0	—	.....	85.0	—	—	.....	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	.....
10 May, '61	104.0	—	.....	38 8	8	7	321	Racine and Mississippi	3,802,018	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '62	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,933,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	235,420	55,495	—	.....
— — '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	49.0	—	—	—	—	11
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '62	229.0	128.0	.....	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	—	26,104,725	357.0	—	1,221,145	585,885	1½	.....
— — '62	24.0	—	.....	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	—	—	—	—	.....
31 Dec. '61	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	.....
— — '61	54.0	—	.....	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	—	—	—	—	.....
— — '61	25.0	—	.....	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	.....
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	16	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108 0	—	130,678	36,432	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	136,000	1,799,232	60.0	—	132,555	36,670	—	.....
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,018	26,803	—	.....
								NEW GRANADA.													
9 Dec. '61	48.7	—	—	—	11	22	120	Panama	8,000,000	*	620,304	5,000,000	2,400,000	—	9,008,580	46.7	—	1,589,859	1,110,662	12	175

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	Th 1.	F.2.	Sat.3.	M 5.	Tu.6.	W.7.
STATE STOCKS:—						
California 7s	115x	114½	115½	116	116	
Georgia 6s						
Illinois War Loan		106				101½
Indiana War Loan		(96)	96			
Kentucky 6s						
Louisiana 6s	66	66	66			
Maryland 6s						
Michigan 6s, 1878		101				
Minnesota 8s						
Missouri 6s	65	62	62½	63½	64½	
Do. iss. to H. & St. J. R.						
New York 5s, 1874						110
North Carolina 6s		69½	69½	70		
South Carolina 6s						
Ohio 6s, 1860						
Tennessee 6s, 1890	60	60	60	60	61½	
Virginia 6s		62	62	62½		
RAILROAD SHARES:—						
Buffalo & State Line						
Chicago, Burl. & Q.	91	92½	94	98	99	
Chicago & Rock Isl.	84½	84	83½	84½	84½	
Clev., Col. and Cin.	147		150			
Clev. and Pittsburg	60	58½	58	58½	61	
Clev. and Toledo	80	78½	78½	79½	79	
Del., Lack. & West			130	130	130	
Galena and Chicago	84½	84½	83½	84½	84½	
Hudson River	83½	88	79½	88	87½	
Illinois Centr. (scrip)	83½	83	86½	86½	86½	
Michigan Central	92½	92½	91½	91½	92½	
M. S. and N. I.	46½	46	46	47½	46½	
M. S. & N. I. guar'd	87	87	87½	88½	87½	
Mil. and P. du Chien	36	38½	39	40	37½	
M. & P. du C. 1st pref.						
M. & P. du C. 2d pref.	85½	86½	86½		87	
New Jersey						
New Jersey Central						
New York Central	108½	108	108½	108½	108½	
Erie	67½	t6½	67	68	67½	
Erie pref.	99	97½	98½	99	98½	
Norwich & Worcest'r		74	74			
N. York & Harlem	29½	28	28½	28½	28½	
N. Y. & H. "pref."	60	57½	58½	58½		
Panama						175
Phila. and Reading	78½	77½	78	79½	81	
Pitts. Ft. W. & Chicago	61½	61½	61	60½	60	
Toledo & Wabash			40		41	
" " Pref.						
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.						100
Ohio & N. W. 1st M.						
" " 2d M.	38½	38½		38½	38½	
" " S. F.		105				
" " A. B.	67	66		66	67	
" " I. B.			91			
" "Ap. Ext'n.						
" " G. B. Ext.						
Clev. & Pitts., 1 M.						
" 2 M.						
" 3 M.						90
" 4 M.	74x	75	74½	74½	74½	
Cl. & Tol. S. F. 7 p. c.			104½		105½	
Chi., Bur. & Q. 8 p. c.			118	120		
Chi. & R. I. 1st M. '70						
D. L. & W. 1 M. 8 p. '71-5				116½		
" 2 M. 8 p. c. '81						
Gal. & Ch. 1 M. 7 p. c. '63						
" 2 M. 7 p. c. '75						
" 1 M. Ex. '82						
Hann. & St. J. bonds			61		65	
Huds. R. 1 M. 7 p. c. '69						
" 2 M. S. F.		113				
" 3 M. 7 p. c. '75		105½	105½	105½		
" conv. bonds		99				
Illinois Central bonds		112½				
La Crosse & Mil. L. G.	30		31		30	
Mil. & P. du C. 1st M.				109		
Mich. Cen. S F. 8 pc. '82		118	118	119		
" conv. 8 p. c. '69	118½					
M. S. & N. I. 1 M. S. F.	106	105½	105½		107½	
" " 2 M.	96	95½		96	96½	
N. J. Central 1st M.						
" " 2d M.						
N. Y. C. 6 p. c. certif. '83	111					
" 1 M. 7 p. c. '84						
" bonds 1876						
N. Y. & E. 1 M. 7 p. c. '67						
" 2 M. 7 p. c. '79						
" 3 M. 7 p. c. '83	110	112	111	115		
" 4 M. 7 p. c. '80	104	104	104	106		
" 5 M. 7 p. c. '88	99½		100	100½	101½	
N. Y. & H. 1 M. 7 p. c. '73						
" 2 M. 7 p. c. '64				106		
" 3 M. 7 p. c. '67	92½x			96		
Pitts., Ft. W. & Ch. 1 M.			110½	110	110	
" " " 2d M.	94½x	94½	95	95½	96	
" " " 3d M.	77½	77½	77½	77½	78	
Chicago & Alton, 1 M.						
Alton & Terre H. 1 M.		102	102½	102½	101½	
" " 2 M. pref.	87	86½	87	86	86½	
" " Inc. b'ds.		74				
Toledo & Wab. 1 M.	101			103½	105	
" " 2 M.	87½	86		87½	87½	
" " Int. b'ds.						
MISCELLANEOUS:—						
Del. & Hud. Canal	119½	120	120	121	121	
Penn'a Coal Co.	120½		120½	120	120½	
Pacific Mail S.S. Co.	137	137½	126½	137½	137½	

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	Th.1.	F.2.	Sat. 3.	M.5.	Tu.6.	W.7.
FEDERAL STOCKS:—						
U. S. 5s, 1871, coup.						
U. S. 6s, 1874, coup.	89½x	89	89	88½	89½	
U. S. 5s, 1865						
U. S. 6s, 1881, reg.	97½	98	98	97½	98	
U. S. 6s, 1881, cou.	98½x	99	98½	98½	98½	
U. S. 6s, '81, O. W. L. y.						
U. S. 6s, 1881, " 1y.		97		97		
U. S. 6s, 1862, reg.						
U. S. 6s, 1867, reg.		97½				
U. S. 6s, 1868, "						
U. S. 6s, 1868, coup.						
U. S. 6s, 1 year certif.	96½	96½	96½	96½	97½	
U. S. 6s, 5-20s, coupon						
Treasury 7 3-10 Notes	102½	102½	102½	102½	102½	
U. S. Demand Notes	130	129½	129½	130½	130½	
American Gold	133½	134	135½	134½	135	

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
Boston and Lowell	104½					
Boston and Maine					123	
Boston and Providence		128		128		
Boston and Worcest		128	128		128½	
Connecticut River					104	
Eastern, Mass.	94	95	94½		95½	
Eastern, N. H.	94	95	95			
Fitchburg	109	109		110½	111	
Manchester & Lawr'co				112		
Michigan Central						
Northern, N. H.			64		65	
Old Colony and Fall R.					130	
Ph., Wil. & Baltimore	59½	60½	60	61	61½	
Portl'd, Saco & Ports.					111	
Vermont & Canada						
Vermont & Mass.	22½	22½	22½		22½	
Western		144		145		
Cambridge (Horse)	109½	110	110½	110½		
Metropolitan "		65	65½	66		
Middlesex "	97½	98½	99		91	
Central Copper Co.						
Franklin Copper Co.	45	45½		45½		
Isle Royale "	19	19½	19		18½	
Mesnard "	8½		6½			
National "	25					
Minnesota "			68½			
Pewabic "	46½		47½		47½	
Pittsburg "						
Quincy "	62½				64	
Rockland "				16½		

Philadelphia Stock Exchange.

Actual Sales Prices for the week ending Jan. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.4.	Tu.5.
Beaver Meadow						
Cattawissa 5				5½	5½	
" preferred 15		17	17½		17½	
Camden & Amboy 154			155	155½		
" " 6s, '67						
" " 6s, '70						
" " 6s, '75						
" " 6s, '83 102½						
" " 6s, '89						
Elmira & W'msport						
" " pref.			100			
" " 7s		100	100½		100½	
" " 10s						
Harrisburg						
Lehigh Navigation 54½				54½		54½
" " 6s						
" " scrip. 30½					34½	
Lehigh Valley R. R.				70		71
" " scrip						
" " 6s 108			108½		108½	
Little Schuylkill R. R. 28½		30	32		38	
" " 7s						
Long Island 23½			24		24½	
" " 6s			100			
Minehill			51½	50½		
North Pennsylvania 10		10½	10½		10½	
" " 6s. 88½		86	87		87	
" " 10s. 104½				105		
Pennsylvania R. R. 59		60½	60½		60½	
" 1st m.				107½	110	
" 2d m.		107				
Penn. State, 5s					97½	
" " 5s, coupon 98½					102	
" " 6s, "					110	
Philadelphia City, 6s 100			102	102		
" " new 104½			105½		106½	
Philad., Germ. & Nor. 54			54½			
Phila. & Reading 33½		39½	39	39½	39½	
" " 6s, '86				100½		
" " 6s, '70			105½		105½	
Philadelphia & Erie, 6s 104		104½	104½			
Philad. & Sunbury, 7s						
Sunbury and Erie, 7s 106½						
Arch street, (Horse) 26½			27½		27½	
Chestnut & Wal. "						
Girard College, "						
Green & Coates, "			37½	37½		
Race and Vine, " 9½						
2d and 3d streets, "						
Spruce & Pine, " 16½					17	
13th & 15th sts., " 24			24½			
West Philad., "						
10th & 11th sts. "						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 5.

	Tu.30.	W.31.	Th.1.	F.2.	Sat.3.	M 5.
Baltimore City 6s, 1875	107½				108	
" " 1886						
" " 1870						
" " 1890					107½	108
Balt. and Ohio	77½					79½
" " b'ds, '62	76					
" " " '67						
" " " '75						
" " " '80						
" " " '85				98½		
Northern Central	34½			34½		
" " b'ds, '85						
" " " '95						
Washington Branch						

London Stock Exchange.

The following were the closing prices for American Securities on the 20th December:

Maryland 6s	71	to	75
United States 5s, 1874	63½	"	64½
Virginia State 6s	44½	"	45½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	73½	"	74½
D. Pennsylvania do. do.	70½	"	71½
Erie shares, $100 (all paid)	42½	"	43
Do., 7s, preference	61	"	63
Do., assessment scrip			
Do., 7s, 1st mort., 1867	82	"	85
Do., 7s, 2d mort., 1859	75	"	85
Do., 7s, 3d mort., 1883	72	"	74
Do., 7s, 4th mort. x. c.	68	"	70
Do., 7s, 5th mort.	66	"	68
Illinois Central 6s, 1875	75	"	78
Illinois Central 7s, 1875 x. c.	76	"	77
Do. do. $100 shares, $90 paid, dis.	42	"	41
Do. do. $100 shares, all paid	52	"	53
Michigan Central 8s, Convertible, 1869	76	"	80
Do. do. S. F. 1st mort., do., '82 x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	23	"	28
New York Central 6s, S. F., 1883	70	"	75
Do do. 7s, 1864	70	"	75
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	70	"	72
Panama, 1st mortgage 7s, 1865	102	"	104
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	73	"	76
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	36	"	38
Philadelphia and Reading, $50 shares	25	"	28

American Railroad Journal.

Saturday, January, 10, 1863.

Stock Exchange and Money Market.

As the old year retires from us, we get a better view of it. Its form and proportions are more readily perceived at a little distance, than from their midst. It has been a wonderful year. Take it all in all, the events which have crowded it, have no parallel in history. This we think will be the opinion of posterity. One of its remarkable features is the development of the military and financial strength of the United States. It surprises even the most sanguine believers in the power of this Union. We have found money enough without borrowing a penny from unwilling capitalists abroad, to construct and maintain an enormous navy, to raise and support an army of a million of men, and pay off the National debt as it has fallen due in part, not in paper, but in specie, bearing an enormous premium. Men must be in earnest who do such things, and they must be strong men who can do it. So too the financial record of the State of New York for the past year is equally remarkable. From the annual report of the comptroller we learn, that our State taxes, notwithstanding the war, "need not and ought not to be more than one half" of the amount assessed in 1862, viz: upwards of $6,884,193.

The receipts on the canals according to the

same authority, for the fiscal year ending 30th of Sept., 1862, were $4,799,518 09, while the expenses of management and maintenance for the same period, were only $773,398 32. This shows in the most striking manner, the value of these great public works, demonstrate the sagacity and forecast of the immortal Clinton, and give stability and certainty to the future financial policy of the Empire State. The condition of the Money Market, as observable in this city, sympathises with all this. Money continues abundant, the rate of interest keeps down and the price of stocks, where they represent legitimate operations, keeps up.

Some objection has been taken to the recent paying off in gold, of that portion of the former National debt which fell due in December. Our readers may remember, that we advocated that course as a matter of justice and policy, and we are gratified that our opinions were sustained by the action of Secretary Chase. It has been contended, that the Government made an unfair distinction in this case, paying one class of creditors in specie, while others can get nothing but paper. But these objectors forget a nice distinction which exists in these cases. The loan reimbursed in December, was made when gold was at par, and the Government received gold for its stock. There was great propriety in its keeping good faith on this occasion, and paying back exactly as it received. But the loans it now makes, are received in paper, depreciated in regard to gold, from 30 to 34 per cent., and to pay it back in paper of the same value is no violation of justice or equity. If this principle is kept in view, the supposed inequality of contracts disappears.

There are some singular inconsistencies in the reasoning, which is applied to issues of paper and of credits. It is not our purpose to enter the lists as their opponent, but to notice them as subjects of study.

Thus in some condition of things, the issue of paper of a business character, founded on value received is considered legitimate, and when large in amount, is taken as the evidence of great and prosperous commercial activity. When the banks show in their statements, large amounts of discounted paper, the public judge that they are doing well, and then stockholders look on complacently in the assurance of good dividends. But when the Government issues its bonds, certificates or treasury notes to any extent, the same parties assume at once that it is on the high road to bankruptcy and ruin.

There is still another singular inconsistency worthy of notice. When a bank issues its notes, it has a precise fund for their redemption, dollar for dollar, and after paying back their capital to the stockholders may have but little more left for any purpose. Many banks under the old system failed even in their redemptions. But in the case of the United States issues, there is a very different condition of things. It is ascertained from the late census, reduced to tables, such as have been issued from the Bureau of Agriculture and have been noticed and commented upon in this JOURNAL, that the value of the real and personal property of the loyal States is upwards of thirty thousand millions of dollars. This estimate does not include the great public domain of unsold lands. This property is always within the reach of the Government by taxation, while the property of the stockholders in banks, is not at the disposal of those institutions beyond the amount of stock held by the corporators or stockholders. The Government security is the highest and best which can possibly exist, as long as the Government exists which offers it. Let us apply this fact to the Treasury notes now afloat. Mr. Chase in his late report states the amount at $222,932 11.

This being the case, this amount of treasury notes, compared with the value of the real and personal estate of the country, estimated be it remembered at the standard of gold at the time the census was made, is not one per cent of the ascertained wealth of the country. This is evident from the simplest arithmetical calculation, showing the ratio of 300 millions to 30,000. It is very evident then, that the people of this country have nothing very alarming to fear from the Treasury Currency now afloat, when it is not one per cent of the capital of the country. We do not care to pursue this idea even to its legitimate conclusion. It is suggestive, and we leave it to be followed up by those who are disposed to think and reason.

The present inflation of the currency would have had its parallel, if what now circulates in paper, were in the form of gold. In California where there is no paper, prices of fixed property have always ruled high, and commanded fabulous prices. In reasoning therefore on these subjects, we must remember there is much to be said on both sides of a question. What this JOURNAL aims at in its weekly notices of the Stock and Money Market, is to steady the public mind, to cool it down when exposed to excitement, to maintain it in a clear and philosophic state, to accustom it to look boldly and bravely at unforeseen events, to rely on its own strength and resources, and to exhibit unity of purpose, confidence in its cause, and strength in its determination.

We are happy to perceive that the Financial Circular of Samuel Hallett & Co., for the present week which we give elsewhere in our columns, takes a cheerful view of the commercial and financial condition of the country.

The following quotations are in addition to those given elsewhere in our columns:

New York.—Detroit, Monroe and Toledo 1st mort., 100; Goshen Branch bonds, 105; Cumberland Coal pref., 15 to 18; Alton and Terre Haute, 32½; do., pref., 50½ to 55¼; Illinois coupon bonds, 1877, 105; Illinois Central cancelled bond scrip, 61; do., full stock, 83½; Illinois canal registered bonds, 103½; Pacific R. R. 7s, 55: Chicago and Alton pref., 85.

Boston.—Vt. and Mass. 6s, 1865, 101½; Vt. Central 1st mort., 27; do., 2d mort., 2¼; Ogdensburg 1st mort., 94½; do., 2d mort., 16; Conn. and Passumpsic 6s, 1876, 101⅛; Rutland 1st mort., 46; do., 2d mort., 4; Cheshire 6s, 104; Western R. R. 6s, 110; Boston 5s, 1878, 112½; Chicago 7s, 1881, 109⅛; Brookline 6s, 1886, 107; Bath 6s, 101; Cambridge 5s, 1881, 103; Mass. 6s, 1871, 118; do., 1876, 118¾; Vt. 6s, 1871, 109⅞; Conn. 6s, 1881, 109; Concord, 60½; Malden and Melrose, 5; South Shore R. R., 8½; Copper Falls Mining Co., 7⅞; Petherick, 2⅝; Pontiac, 4½; Toltec, 3⅛; Acton, 5¼; Hancock, 8; Columbian, 2½; Huron, 9.

Philadelphia.—Morris Canal, 56½; do., pref., 130; Philadelphia and Erie shares, 29; Susq. Canal, 5½; do., 6s, 37; Sch. Nav., 5; do., pref., 14; do., 6s, 1872, 92; do., 1876, 53; do., 1882, 65½; Northern Liberty 6s, 100; 5th and 6th streets 55; 2d and 3d streets 2d mort., 107½; 17th and 19th streets, 10¼; Ridge Avenue 7s, 100; Reading 6s, 1848-'80, 107; Chester Valley 7s, 30½; Belvidere Delaware 2d mort., 95; Clev. and Mahoning 7s, 103½; Union Canal 6s, 17; Del. Div. Canal, 38; Chesapeake and Del. 6s, 93¾; Tioga 7s, 103; Huntington and B. T. 7s, 93.

Baltimore.—Md. 6s, coupon, 112; do., 1870, 110½; West. Md. bonds, 74; Central Ohio, 17; do., 4th mort., 17; do., income bonds, 18.

Pittsburgh and Connellsville Railroad.

The annual meeting of the stockholders of this company was held in Pittsburg on the 1st of Dec. The following is an abstract of the report presented:

On the 31st of October, when the Company's official year terminated, the floating debt was $110,417 19, being $25,105 10 greater than on the same day the previous year. This increase is composed of balances due on purchase of locomotives and cars, interest on real estate debt, right of way Turtle creek division, special loan (in part) from city of Baltimore, and some other unpaid claims of a miscellaneous character.

The total gross revenue of the year from all sources has been $129,918.

The current expense of maintenance, working and administration during the same period has been $90,480 57, leaving $39,437 24 as the net revenue of the year.

The expenditures during the year for construction and equipment, right of way and real estate, have been $175,292 30 on the Western and $768 84 on the Eastern Division of the road.

The general expenses of the Company, embracing salaries, legal expenses, stationery, printing, office rent and miscellaneous, is $10,942: an increase of $3,143 on those of 1861, but only an increase of $1,793 on those of 1860.

The number of passengers carried was 143,510, and the revenue therefrom $56,253, against 60,968 passengers and $22,426 revenue therefrom the previous year; showing an increase of 82,542 passengers, or 135 per cent, and $33,827 of revenue, or 151 per cent.

The freight transported was 85,763 tons, and the revenue therefrom $69,992, against 56,539 tons and $43,993 revenue therefrom the preceding year; an increase of 29,224 tons, or 51¼ per cent, and $25,999 of revenue, or 59 per cent. The receipts

for carriage of the mail were $8,560, and from shop work $113. The total revenue being, as before stated, $129,918, which, compared with $70,106, the revenue of the previous year, exhibits the gratifying increase of $59,812, or 85⅓ per cent.

The report says:

The results of the last year's working show that the road as a local improvement is doing well, and after a time would sustain itself, benefit greatly the country it traverses, and the city of Pittsburg, its western terminus. But with these expectations neither the Company nor the public would rest satisfied. The road must be completed to its eastern terminus—this is the great purpose for which the board are laboring, and hope not to labor in vain.

National Finances and the Currency.

This is the title of a pamphlet from the pen of James Gallatin, Esq., President of the National Bank, and whatever comes from his pen is the fruit of great experience and ability. It is in the form of a letter to Hon. Samuel Hooper, M. C from Massachusetts, and treats of the following subjects:

Injustice of the legal tender paper money.
Present condition of financial affairs.
Cause of suspension of specie payments.
Five twenties unsaleable.
Further issues of legal tender.
Extent of the over issues of paper money.
Scarcity of legal tender notes explained.
The stock jobbing mania and its origin.
Proposed free banking system and its dangers.
Precious metals not dead capital.
Enormous inflation under the proposed Free Banking system. Specie payments for another generation.
Future rate of interest.
Secretary of Treasury deceived by false currency theories.
Dangers of delay in Congress.
Cause of the high premium on gold.
Remedies and changes.
Legal tenders tending to unlimited issues and final explosion.
Proposed system for sustaining the Government, and averting further depreciation.

Under this last head we find the propositions to that end proposed by the author, and we quote them entire:

"In my judgment, it would seem judicious to determine at an early day what maximum of currency existed at, say, the date of suspension of specie payments, and upon all over this, and upon all issued by any bank since established over a certain percentage of its capital, a tax more or less prohibitory might be laid. Provide in the same act for a tax on small notes, to go into effect within a certain time after the suppression of the rebellion; and in order to establish at once a specie currency for the convenience of the government and the people, issue receipts for gold deposited in the Treasury, in sums of $10, $20, $50, $100, $500, and $1000, payable on demand, and retaining the gold in hand, dollar for dollar, to pay these receipts. To recapitulate, these measures in favor of a purification of the banking and currency systems are:—

1. Taxation, more or less prohibitory, upon bank circulation, over a certain sum existing at a stated time, or a sum which may have been the average for a certain time, commencing six months or a year hence, or beyond the date mentioned in the act.

2. A tax of say forty per cent. per annum, on all bank notes in circulation under five dollars, to commence one year after the suppression of the insurrection.

3. A tax of say thirty per cent. per annum on all bank notes in circulation of five dollars and over, and less than ten dollars, to commence two years after the suppression of the insurrection.

4. The receipt of gold, and issue of receipts therefor, at all the sub-treasuries.

5. Require all banks to pay their creditors, in legal tender United States notes, while issued, or coin on demand, under penalties to be prescribed in the act.

These measures, it will be observed, contemplate the preservation of the currency and banking systems in their present state, as near as possible, with a view to gradual improvement. If judiciously incorporated into the legislation of Congress, it is my firm conviction that they would make our financial system the best that has yet been devised by man, and render the United States the most powerful and stable government on the face of the globe."

No financial discussions ever came to any satisfactory result, and, however well put and argued, we imagine Mr. Gallatin will find many of his propositions controvertible.

Thus his estimate that the coin circulating, and in the banks, is two hundred and ten millions, is contradicted by a statement which we publish elsewhere in this number, which shows that the amount is upwards of seven hundred millions.

Another remark that "labor is the last thing to rise with an inflation of the currency," is not correct. Labor has risen enormously the past year. Three dollars per day are paid in most cases where a dollar, or a dollar and a half was the current rate. All branches of mechanical skill are better paid than hitherto, as every one knows who has occasion to use it.

The great error of our Bullionists, which underlies all their opinions, is that gold exists in quantity enough to meet the expenditures of the present war. Why there is not only, not gold enough but even bank paper enough to answer the purpose. Shall the war stop then, and shall a theory triumph in our national necessities, to the destruction of our national existence?

We cannot get on without the use of a paper currency. The only question is of what kind shall it be.

(For the American Railroad Journal.)

The Wool Clip of Michigan.

This article is a compilation from the *Detroit Free Press*, of Dec. 31, 1862. Michigan is the fourth wool State in the Union. In 1860 the clip of

Ohio was	10,648,161	pounds
New York	9,454,773	"
Pennsylvania	4,752,523	"
Michigan	4,062,858	"

During the last ten years Michigan *increased* the wool clip more than any other State. At the present time she is increasing the wool growing business more than any other. The quantity produced in the United States in 1860 was 60,511,343 pounds—an increase of eight millions in ten years. The wool manufactured in the United States in 1860 was 80,386,572 pounds, showing an importation of over 30 per cent. The North produces only three fourths the wool she used—the South produces over five times the cotton used in the United States. Over half the capital employed in woolen manufactures is in New England. Massachusetts has nearly a third of the capital so employed. Michigan has but 20 woollen manufactories, and these on a small scale—the total capital of which is only $139,500, consuming only 223,100 pounds annually.

Michigan is particularly adapted to sheep-raising. They live and thrive well in the State. Many farmers are going into the business, and are increasing the quantity and improving the quality. The number of sheep in 1860 was 1,266,680, which averaged a trifle less than 4 pounds per fleece. The wool clips of the several counties 1860 was an follows:

Counties.	Pounds.
Allegan	26,162
Barry	60,501
Berrien	26,689
Branch	101,373
Calhoun	299,905
Cass	63,781
Clinton	50,855
Eaton	90,134
Genesee	143,643
Gratiot	1,878
Hillsdale	220,301
Ingham	89,803
Ionia	66,908
Isabella	143
Jackson	352,304
Kalamazoo	187,160
Kent	69,102
Lapeer	87,968
Leelenaw	30
Lenawee	279,193
Livingston	167,028
Macomb	177,640
Mecosta	35
Manitou	50
Monroe	66,517
Montcalm	5,875
Muskegon	40
Newaygo	358
Oakland	426,796
Ottawa	7,851
Saginaw	3,682
Sanilac	4,858
Shiawassee	46,770
St. Clair	30,788
St. Joseph	97,522
Tuscola	1,972
Van Buren	22,237
Washtenaw	551,232
Wayne	100,030
Total	4,062,858

Comparing this with the statement of previous years, we have the following result:

Total clip in 1860	4,062,858
Total clip in 1850	2,043,283
Total clip in 1840	153,375

It is remarkable what impetus the opening of the Detroit and Milwaukee Railroad gave to sheep raising in the counties through which it runs.

No sheep are now sent out of the State, and but few slaughtered. Pelts are now double the usual price. A few years ago at Battle Creek, Adrian, &c., there were manufactories for trying out tallow, at which large droves of sheep were brought for the purpose of reducing them to tallow, after the pelts were removed. Now not one of them is in operation. It is thought wool will hold up for years to come, and sheep bring four, five, and six dollars where the former price was from one and a half to two. The increase by lambs is full 33 per cent, and in some cases fifty. There are 20 per cent more sheep in the State now than in 1860, and the clip of 1863 will be as much as five and a half million pounds, and the following year six millions. The clip of 1862 was near five millions. Such is the opinion of the dealers, which can vary but little from the truth.

The figures, therefore, stand as follows:

Clip of 1860	4,062,858
Clip of 1862	5,000,000
Clip of 1863 (probably)	5,500,000

Last season the wool of the State averaged

about 46½ cents per pound, which was $2,325,000.

Prices are now quoted at fifty-five to fifty-eight cents in the Detroit market, but in Pontiac, Ann Arbor, Jackson, and other markets for our choice wool they may be a trifle higher.

The quality of Michigan wool is well established in the eastern market as inferior to none, take the entire clip through, Vermont alone excepted. The largest proportion of our wool is three-quarters blood. Spanish merinoes have thus far had the preference among our farmers. There is, however, a good sprinkle of Saxony in some of the oldest wool districts.

The foregoing facts show that the wool growing business of Michigan is one of most important productions, and will always contribute largely to the commerce and wealth of the State.

J. L.

Ventilation and Warming of Buildings. Illustrated by Fifty-four plates, exemplifying the Exhaustion Principle. To which is added a complete description and illustration of the Ventilation of Railway Carriages, for both summer and winter. By the Hon. Henry Ruttan, lately Vice President of the Board of Agriculture for Upper Canada, etc., etc.

We have received from G. P. Putnam a work by the above title, handsome in type and paper, and creditable to the publisher even as a work of art. Mr. Ruttan has spent many years in the study of his subject, and brings to its discussion a large experience and much reflection. Two important objects appear to have been contemplated by him to enforce the distinction to be drawn between ventilation in any uniformly mild climates, and such as our own; another, the application of the principle to the proper construction of buildings, the last thing generally thought of, and usually giving rise to after thoughts too often purely empirical and useless. His own great principle is that of exhaustion, and the currents he produces are by vertical movements, as he contends that the entire mass of the air in any room, must go either upward or downward, and that "there is no possibility of securing this motion of the air by any side or lateral movement."

"If we want to ventilate our room to cool it, we must let the air out at or near the top, and supply its place with cool air, which, of course, will distribute itself over the floor of the apartment; and this has been the policy in nearly all our former modes of ventilation; cold air is introduced, which, taking up heat from the occupants of the room, and from the fire, immediately escapes, through an aperture provided for the purpose, at or near the ceiling. Thus, proceeding on the erroneous notion that cold air only could be pure, they have actually been freezing the people, when they wanted to warm them.

If, on the other hand, we wish to ventilate our house, to warm it, we must take the air out at or near the bottom, thus keeping up a continual exhaustion of the cooler air; and if we wish to set the body of air in the room in motion, upward or downward, we must of course bring in the necessary amount of outside air to do it. If we want to warm the room, the air we bring in must be warm; and if to cool it, it must be cool. It depends now entirely upon where you open the aperture to let the air out whether you can set this body of air so in motion or not. If you open the aperture at the top, and the air you bring in is warm—or if you open the aperture at the bottom, and the air you bring in is cold—in either case, the body of air will not budge; your warm air will go *through* the body, straight to, and out of, the top aperture, and the cold air will do the same, through the bottom aperture. The consequence of this state of things is easily seen—you will neither warm nor cool nor ventilate your room. But if you want to ventilate your room, to warm it, and open the bottom aperture, you will succeed in both; and if you wish to ventilate your room, to cool it, and open the top aperture, you will accomplish that, because in the first case the fresh air will be the warmest, and will not stop until it comes in contact with the ceiling, where, spreading out in level strata over the whole ceiling, it will keep its relative position to the whole body, until it reaches the bottom, and passes out of the aperture; and so of the cold air, if you open the top, and let the air out at that point. In both cases every particle of air must be removed from the room; because, as air of one temperature can not, by any natural means be made to move or stop out of its level, it follows that every *particle* of every *stratum* must in its turn leave the apartment.

Nothing short of this, therefore—the movement of the whole body of air in the apartment, and that *vertically*—can be called ventilation. It matters not, so far as the mere change of air is concerned, at what point of the room you let air in, it will immediately, and without mixing with the surrounding air, seek the zone or stratum nearest its own temperature; and hence, in order to save both time and temperature, if you wish to warm an apartment, the warmed air should be introduced at once at the top."

Starting upon and maintaining this idea, the author explains in a series of chapters accompanied by explanatary designs, his method of producing the required effects of warmth and ventilation. In chapter fifth entitled the "air warmer," and the following ones, "air and water," "cellars," "woollen carpets," "cold feet," "Dry closets," "Architects and architecture," the subject is treated in an original and interesting manner. The remainder of the volume consists of elaborate explanations of the plates, and of particular instructions in the construction of building public and private rooms, furnaces, stoves, cornices, air ducts, and railway carriages, which we commend to the attention of our readers. The curious subject of winter ventilation, one would think it at first a matter of little necessity, and which took care of itself, is enlarged upon very forcibly. There is a necessity for this, even in our climate. Particularly also are the heating and ventilation of railway carriages urged by Mr. Ruttan, and he devotes a number of pages to these subjects, and what he says in relation to them is so important as to be worthy of being quoted somewhat at length in the columns of this Journal. He says:

"Notwithstanding the numberless schemes and projects and "inventions" which, within the last ten years, have been promulgated for the accomplishment of this object, and notwithstanding that the mania for the exclusion of dust from railway carriages has drawn forth the talent of this whole continent, it is strange that the simple expedient of making the carriage an entirely close, air-tight one has never been hit upon! This, surely, must exclude dust. The grand error has been the attempting of too much at once. The cooling of passengers is an entirely different thing, and has nothing to do with the first branch—the keeping the dust out. To accomplish this second branch—the cooling of the passengers—requires an altogether different mechanism; as much so as the running and warming of a carriage. It is quite true that in hot weather the passengers must be kept cool by some means; and the only means which we can command consistently, with regard to due economy, is air. "But," says the objector, "wherever air goes dust will go." Admitted, if *all* the body of air surrounding the car in a hot day is the air that is meant.

It is obv us to all that wherever the great body of air surrounding a train goes, there the dust with which it is mixed will go; all the "deflectors," "reflectors," "bow windows," "ventilators," and "aprons" in the universe will not prevent it. The dust can never be separated from the air which carries it along except by means of water. Now, we do not propose to separate the dust from *all* the air surrounding a train, because we do not require one millionth part of it for the purpose of cooling the passengers. If the air *already in the car* could be set in rapid motion, this, so far as the mere *cooling* of the passengers goes, would answer every purpose; but this, in so contracted a space as the inside of a passenger-car, is impracticable by any natural means. But if it were otherwise, the most important part—the ventilation—would be left out. A very small quantity, indeed, of air—less than two feet—properly distributed within an air-tight passenger-car, will effect the whole object of keeping a car full of passengers cool and perfectly quiet. Surely we can find means in and about a railway-carriage to purify so small a quantity of air as would flow through a pipe 1 x 2 feet in size. To this the objector may again say, and very philosophically argue: "This is an impossibility, inasmuch as you can not by its own action put a square foot, or any other quantity of air, *into* an air-tight box, unless you take exactly the same quantity and at the same instant out of that box."

When I suggested a "close carriage" to keep out the dust, I meant "close" so far as the passengers are in any way concerned. For, although there is a passage which draws off the air as fast as it comes in, yet the passengers can neither see nor feel its direct effects except as it relieves their respiration, and gives them a cooling and pleasurable sensation.

As the different mechanical fixtures and arrangements (all of which are perfectly simple and easy of construction) are fully explained in the following pages, and as their relation in detail will fully appear when the mechanism ventilates one car, I need not prolong these preliminary observations further than to state, generally, that when the combination of the several parts is completed, the air, including dust, cinders and all other foreign matter, is received at the top of the car, and is propelled by the force exerted by the motion of the carriage through the atmosphere, down flues into a large flat and light wooden pan having a barrel or two of water in it, and lying about an inch deep, and presenting a surface of from one hundred and forty to one hundred and eighty superficial feet; over the whole of which surface, by proper arrangement, the air is compelled to roll. This flat pan I call a water-tank. The air then purified is, by the same pressure which, when the car is in motion, is always exerted upon the receiving-cap upon the top of the car, forced up the duct situated exactly in front of the duct which carries it down on both sides of the car, and is from thence distributed, at a velocity of ten feet per second, just over the passengers' heads; setting in motion all the air within the car, but especially that body immediately surrounding the heads of the passengers. Thus, the passengers sit and breathe in an atmosphere but little less pure than that in a garden; the car being filled and emptied about every four minutes, and every one fanned!

Before these preliminary observations upon the rendering of railway-carriages comfortable for passengers, I will take the liberty of making a few suggestions upon improvements which may be made upon our present unventilated cars, and car-builders will be good enough, perhaps, to take a note of them.

Every railway traveller, in the winter season, must have experienced, immediately after taking his seat and the car is in motion, an unwonted coldness creeping up from his feet to his knees. This is caused by a current of air sweeping along under the whole row of seats, and which must naturally cause this disagreeable sensation. All that is required to obviate this inconvenience, is to put partitions under a few of the seats, and thus prevent a circulation of air under the whole row.

The turning foot boards at present in use, if fitted up so as to make a whole board of them, may be made to answer the purpose well. Alter their hanging if necessary, so as that when one side is pressed down to the floor, the other side will strike the under side of the seat; thus the foot-board is at once converted into the necessary partition. Another improvement would be to raise that part of the car-floor upon which the seat stands, say four inches. I have had cars constructed in this way, (with, however, another object in view,) and find these raised floors very popular, especially with the lady portion of the passengers, who, when stepping up, feel as if they are "stepping out of the dirt." Another improvement: the car-doors should be hung on the *outer* corner of the door-posts, to open *inward*, of course, as they now do; but when closed, the weather-board at the bottom should project half an inch over the outer edge of the threshold. This would prevent a large portion of cinders (which lodge in large quantities, especially in wet weather, upon the threshold) from blowing into the car at every opening of the door. I have seen such large quantities of these cinders upon car-floors, where they dry and become pulverized, under the feet of the passengers, and thus become coal-dust, as absolutely to begrime the faces of passengers, to say nothing of the lungs which they affect, and apparel which they injure or destroy. There should also always be an inch clear space left open between the platform and front sill of the car, for the cinders to blow through. Indeed, I know, from actual experience, that greater evils and injury arise from the effects of cinders within a railway-carriage, than from earth-dust, or any other cause. No lungs can withstand the effects of coal-dust with impunity. Here, too, the raised floor shows its superiority over the flush floor; for though cinders may blow under the door into the car, they can not easily rise out of this sunken aisle upon the elevated floor upon which the feet of the passengers rest; whereas, with our common flush floors, the cinders blow over the whole of it, where they are ground into dust by the constant movement and shuffling of a hundred feet."

From these extracts it will be perceived, Mr. Ruttan has given great attention to this part of his subject, and his suggestions are worthy of attentive consideration. The Railway, while one of the greatest improvements in locomotion ever contrived, is yet a source of considerable injury to the health of those who are its patrons. In the language of an intelligent manager of one of our greatest railway companies, the construction of cars, and their adaptation to the comfort of travellers, are yet in their infancy and will be vastly improved. Mr. Ruttan is therefore moving in the right direction, and we hope he will receive the support from our Railway Companies, which his philanthropic efforts deserve.

Legal Decision in Canada.

ONE MILLION DOLLARS AT ISSUE.

The London (C. W.) *Prototype* has the following notice of a recent highly important decision: "On Saturday the Judges delivered judgment in the important case of the Commercial Bank *versus* the Great Western Railway, to recover about $1,000,000, the amount of the notes held by the bank against the company. It will be remembered that the case was first tried at Hamilton, some time before Mr. Brydges ceased to be Manager of the Great Western. It attracted attention from the magnitude of the sum at stake, and from the array of legal talent employed on both sides. The money claimed had been advanced by the bank on account of the Detroit and Milwaukee Branch of the Great Western. The Great Western Company withstood payment, on the ground that the sum had not been asked for by the company, or advanced on their responsibility, but on that of Messrs Brydges and Reynolds. The court would seem to have taken the view that the money was advanced to those gentlemen as agents for the Company, and that therefore the Company, as principals were liable. Judgment was given for the bank to recover the amount claimed. The Judges were unanimous."

Specie in the United States.

The quantity of specie in the United States at the present time compared with former periods is as follows:

Amount of specie existing in the United States at the commencement of 1849		$122,000,000
Product of California mines, from 1849 to present time		1,047,000,000
Other sources of supply within the United States to present time		56,000,000
Amount imported from foreign countries during the same period		107,000,000
Amount introduced by immigrants, during the same period, (3,600,000 immigrants, at $30 per head)		108,000,000
Grand total		$1,440,000,000
Amount exported to foreign countries from 1849 to the present time	$668,000,000	
Loss, by wear and tear of coin, by consumption in the arts, and by fire and shipwreck, during the same period	56,000,000	—724,000.000
Amount of specie existing in the United States, at the present time		$716,000,000

Commercial Retrospect of 1862.

The year that has just closed has probably been the most remarkable in its commercial results of any in our national calendar. It has been a year in which has raged a civil war of the most colossal proportions that the world has yet seen —a war which has called into the field nearly 900,000 men, who are probably opposed by a very equal number—a war which has utterly sealed up the trade of nearly one-half of the area of the country and nearly one-third of its population—a population which produced the staples which composed the greater portion of our exports, and which were regarded, in times past, as absolutely essential to our commercial independence. Such an altered condition in the even tenor of our past experience, coming as it did without any preparation or warning, could not be expected to take place without consequences corresponding in magnitude and importance to the causes that produced them—consequences which could hardly fail to react, and affect most deeply every interest and class in the nation, and constitute a new era in our national life.

The result, or present condition of commercial affairs is so far, much more favorable than the most sanguine ventured to predict, or even hope. The great test of national prosperity, or soundness—an abundance of all the necessaries of life, and an active employment for our population, was never better fulfilled than during the past year. A part of this prosperity may be artificial, growing out of the vast expenditures for the war, but there can be no doubt that with a continuance of peace, the internal commerce of the country would have been vastly greater than it has been, and that the increased stimulus imparted to it by the war has, by no means, equalled what has been lost to it by the isolation of the South.

Several causes have contributed to produce the state of things that exists. The industries of the Free States have been wholly uninterrupted and undisturbed by the war. The harvests in these have been most bountiful for two years past, at the same time that those in Europe have been very bad, creating an immense demand upon this country to supply the deficit abroad. Our vast system of public works had been fully completed previous to the breaking out of the rebellion, giving a commercial value to the products of the interior most remote from markets. The enlargement of the Erie Canal, completed in 1860, was a most opportune event, as without its greatly increased capacity it would have been impossible to convey to tide-water one-half of the produce that reached it during the year. The value of this enlargement cannot be over-estimated, as the freight received through the canal was also almost the only basis upon which the nation had to rely in the payment of its imports, and to make good its foreign balances after cotton had disappeared from our exports. But for the enormous exports of grain in 1861 and 1862, a commercial revulsion would have been inevitable, prostrating, perhaps, the credit of the nation as well as that of the commercial community. Instead of such revulsion, the balance of trade was so largely in our favor in 1861, that we imported over $50,000,000 in gold over the amount exported, while the product of our mines for that year could not have been less than $60,000,000. We have exported gold, largely, in 1862, but not more than the yield of our mines, leaving in the country, at least, $100,000,000 more than when the war commenced.

We have stated so much in general terms in order to show the basis upon which our commercial prosperity rests, and as a necessary explanation of the enormous advance that has taken place in every kind of railroad property, as well as in a very long list of public securities. There are now in the Loyal States 23,140 miles of railroad, costing $966,442,219. The market value of this vast investment, in 1861, was excessively depressed, owing mainly to our political troubles which threatened, for a time, to leave us without government, or social order. Confidence gradually revived, and the immense increase in the traffic of our roads turned attention to their securities. It was not, however, till after the commencement of 1862, that any extraordinary advance took place. On the first day of January of that year, New York Central sold at 80; Erie Common at 32; Preferred at 54; Hudson River at 38; Harlem Common at 12½; Preferred at 31; Michigan Central at 49; Michigan Southern Common at 19; Preferred at 39; Galena and Chicago at 65; Cleveland and Toledo at 35; Chicago and Rock Island at 51, and Chicago, Burlington and Quincy at 58. These were among the most well known and best sustained stocks on the list. The advance in several of these have exceeded one hundred per cent. In others not named it has been vastly greater, so that in the whole list of shares dealt in at the New York Stock Exchange, the advance in their aggregate market value has considerably exceeded one hundred per cent.; in other words, has doubled—an advance due not to any considerable extent to extrinsic causes, as the prices at which they are now selling cannot be regarded as beyond their values. Their traffic during the year must have increased fully one quarter, while the condition of the roads has been greatly improved.

The market value of bonds has, in many instances, shown as great an advance as shares, so that we may safely estimate the increased value of the total investment in railways in the Loyal States at from $250,000,000 to 300,000,000 greater than it was a year ago! This is something for one short year. There has also been a very great advance in the State and Municipal Securities of all kinds. Illinois 6s sold

a year ago, at 80. California 7s at 77, Ohio 6s at 90. All this vast advance in Railway as well as Municipal Securities, has been due to a steadily increasing confidence, and to a rapid appreciation in the real value of the Securities. It shows a most healthy condition not only in the material welfare, but in the heart of the nation, whose pulsations could not be so regular and strong, if there were any radical constitutional weakness.

The foreign commerce of this port for the year is not yet fully made up. The following will approximate very nearly the result:

	1862.	*vs.*	1861.
Import of Dry G'ds.	$56,121,000		$43,637,000
Gen. Foreign Goods.	117,800,000		87,598,000
Total at New York.	$173,921,000		$131,235,000
Foreign Specie....	1,313,000		37,088,000
Together.....	$175,234,000		$168,313,000
Export of Produce.	$151,372,000		$131,235,000
Re-export Foreign Goods.....	7,894,000		7,309,000
Total from N.York.	$159,266,000		$138,544,000
American & Foreign Gold and Silver.	61,123,000		4,236,000
Together.....	$220,389,000		$142,780,000

From these figures it would appear that the Trade balances, including the receipts and shipments of specie from and to Europe were:

In 1862, in favor of New York....$45,155,000
In 1861, against New York..... 25,533,000

Difference $19,622,000

This statement of the condition of our foreign trade is most remarkable and very favorable to this country. The heavy export of specie has been caused by the vast amount of securities we have for sale. But for this, the exports of specie would have been merely nominal.—*Hallett's Financial Circular.*

The Catonsville Railroad.

The Catonsville Railway, connecting with the western extremity of the Baltimore street line of the City Passenger Railway, has proved a most acceptable enterprise to the public, and we hope a profitable one to the stockholders. Taking the bed of the Frederick turnpike it crosses the city limits, passes the Western Cemetery, the House of Refuge, Mount Olivet Cemetery, the Manual Labor School, London Park Cemetery, Mount de Sales Academy, Paradise Hotel, Maryland State Insane Asylum, and terminates at Catonsville. The country through which it passes is not surpassed in beauty by any that surrounds the city, dotted with country villas and substantial homesteads, from which a constant stream of travel flows to and from the city.—*Balt. Am.*

Gold Discoveries in Nebraska.

Nebraska Territory is rich in agricultural resources, and to these gold is to be added. Mr. E. Claighton, Superintendent of the Pacific Telegraph line, at Salt Lake City, saw some twenty persons who had just arrived from the new mining region discovered in the Northern portion of Nebraska Territory, about the 1st of September last. They brought with them about $50,000 in gold dust, which they had taken out of the mines within a few weeks. Mr. Creighton brought with him to Omaha about $5,000 worth of gold dust, purchased from returned miners, which he has forwarded to New York for assay. It is supposed the dust will assay at least $18 to the ounce.

The newly discovered mining district commences on Wind River, about 400 miles west of Fort Laramie, and embraces an area of 260 miles in length by 100 in breadth. The deposits discovered up to the present time are of gulch gold, very similar in appearance and richness to those of the Feather River mines, of California. The miners who discovered these new diggings were returning to Salt Lake from the Bitter Root Valley, via the South Pass, and they unite in the opinion that they will prove fully equal to any ever discovered on the continent. The distance from Omaha to the Wind River Mountains, at the base of which the first discoveries were made, is about 900 miles.

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ARE CHEAPER AT THEIR COST THAN IRON ONES GRATIS.
THEY WILL, WITHOUT TURNING, ENTIRELY OUTWEAR THE BEST IRON ONES.
WEAR UNIFORMLY, WITHOUT FLAT PLACES, OR LAMINATION.
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MORE THAN FORTY THOUSAND OF THESE TIRES HAVE BEEN SUPPLIED.

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EVERY article necessary to DRILL the TUBE-PLATES and to SET the TUBES.
STEEL WIRE AND WHALEBONE TUBE BRUSHES.
ARTESIAN, OIL AND SALT WELL TUBING.
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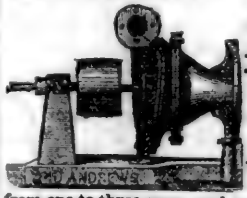
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BOARDMAN'S Patent Steam-Boilers

SAVE over 30 per cent. of the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.

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THE interest on these Bonds is at the rate of Six per cent. per annum, and is payable 1st of May and November, in GOLD. They are called "FIVE-TWENTIES." because redeemable at the option of the Government after five or within twenty years.

The Coupon Bonds are issued in denominations of $50, $100, $500, $1,000, and the Registered Bonds in denominations of $50, $100, $500, $1,000, $5,000 and $10,000.

To facilitate investment in these Bonds, and make them more accessible to the public, we have made arrangements to keep on hand a constant supply of all denominations for sale, at the same rate at which they are issued by the Government, viz: PAR; INTEREST TO COMMENCE FROM THE DATE OF PURCHASE.

We are thus enabled to save parties all trouble and delay in funding Legal Tender Notes, or otherwise investing in these Bonds.

Orders or enquiries by mail will receive prompt attention, and the Bonds will be sent to any address by mail or express as desired. Payment may be made in Current Bank Notes, Drafts on City Banks, or U. S. Legal Tender Notes.

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These are the Bonds upon which the Government now relies, THROUGH THE CONFIDENCE AND PATRIOTISM OF THE PEOPLE, for continued financial support.

We keep them for sale to encourage investment in them, and to aid the Government, by promoting their rapid absorption; and the money invested in them through us, contributes to the direct and immediate support of the National Treasury.

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$50, $100, $500, $1,000 and $5,000.

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STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, January 17, 1863.

New York State Banks.

The annual report of the Superintendent of the Banking Department shows that the total amount of outstanding circulation issued by that officer to banks. banking associations and individual bankers on the 30th of September last, was $42,239,836.

This circulation is secured as follows:—

By bonds and mortgages	$4,912,494 47
New York State Stocks	19,022,890 10
Stocks of other States	438,466 67
United States stocks	11,899,450 00
Held for incorporated banks under special laws	65,289 14
Cash on deposit	103,720 60
Total	$36,442,310 98
Aggregate held Sept. 30, 1861	30,279,851 96
Increase of securities in 1862	$6,062,459 02
Increase of circulation in 1862	5,633,696 00
Increase of United States stocks in 1862	6,810,150 00
Decrease in bonds and mortgages in 1862	474,308 00
Decrease in New York State stocks in 1862	100,815 82
Decrease in Illinois State stocks in 1862	36,783 33
Number of banks doing business	305
Number of banks closing and insolvent	53

Tax on Bank Circulation.

The fear of an excessive issue of bank paper is beginning to become very prevalent among thoughtful and conservative people. Thus far it is admitted by our most able financial writers, that the Government issues of 220 millions of Treasury notes are not the cause of the present depreciation in paper. and this may be a correct view of the subject. The greenbacks as they are called, have, from their peculiar character of being every where a legal tender, taken the place of gold and silver in sums above five dollars. The whole amount of specie in all the banks of *the Union* in

1859–'60 was	$83,594,537
1860–'61	87,674,597
1861–'62	102,146,215

The gold and silver in circulation on the 1st of November, 1861, was according to Secretary Chase, $210,000,000, and the bank circulation in the loyal States $167,000,000. An actual decrease in the number of banks from 1,601 in 1861, to 1492 in 1862 took place, owing to the extinction of a great many of them in the States of Illinois and Wisconsin. The paid in capital had also decreased at the same time from $429,592,713, to $418,139,741. The banks being relieved from the redemption of their notes in specie, may if they choose, unless specially restricted as in this State in the amount of their issues, put forth as many promises to pay as the public will receive. Corporations are proceeding in the same path of expansion, to an alarming extent. and one general tornado of irredeemable paper it is feared is rushing over the land. This is a little more than even the free traders in money have anticipated in their most philanthropic reveries, and therefore, we are not surprised that even the champions of that school of training are beginning to cry enough!

If this then is a fact and a feat, what shall be the remedy? We must have paper to carry on the war for we cannot get gold. Of what kind shall it be. This is the question. The benefits of the banking system are universally acknowledged when not pushed to an extreme. In this country, it has fostered our best interests, and by its very organization and spread over the vast area, which it has dotted with its commercial outposts, has been a great, watchful, conservative and usefui power. But bankers are but men, money is their trade, and they will always take risks to make it. Country Banks depend on circulation, because as every bill they put out represents something received for it, they actually reverse the idea of banking, and borrow from the people without interest, what they lend out again to them at interest. In other words, according to the old rule that for one dollar of capital a bank might safely keep out three of its notes, it may receive three times as much interest as could be obtained on the capital merely. A borrower in this way, paid in his note to a bank, and the interest in advance, called discount. The bank handed back its own notes to the borrower, and paid no interest, though not returned for redemption in six months or a year.

Thus we see what immense advantages resulted to capitalists who operate in the shape of bank associations. This system is checked in this and those other States where the circulation is confined to the amount of specific deposits of stocks of a certain description. But in many other States the old principle is still extant. The City banks, however, do not depend upon their circulation for their profits. They have none to speak of. They are made on actual loans founded on capital and enormous deposits, whose average is so constant and unvarying, that they may be and are loaned out to borrowers of a certain class without hesitation. A tax on circulating notes is one to which, as for themselves, they are indifferent.

The country bankers are of course opposed to the idea.

The whole subject after all lies in a nutshell.

If there is to be an enormous inflation of bank paper, how is it to be checked? Most decidedly by a tax on issues. All financiers who adopt the necessity, propose this remedy. Some of the Boston bankers say, the tax should be ½ per cent. per month on the circulation. Others of New York fix it much higher. It should, to be effective, be equal to the interest made by the circulation, or the notes will not be withdrawn.

As to the abstract justice of the measure, it is enough to say, that as by the present internal revenue laws, every man who issues a promise to pay has to put a stamp upon it, and to pay for its use in proportion to the sum it represents, why

should not the banks be placed on the same footing?

We therefore, contend that the issue of the two hundred and twenty millions of treasury notes *per se* has had little to do with the rise in gold, but being for all internal purposes a substitute therefor, should really have lowered its price; that the inflation of the currency must be attributed to the other numerous sources which produce but do not redeem it. If it is to be feared for its future effects on the country, the most direct and certain way of guarding against it, is to tax the excess of circulation beyond the actual capital at such a rate as to drive it in, and let the Government notes take their place. We have a great war, and great events to pass through. The republic preserved, every thing else will come right.

Cleveland and Pittsburgh Railroad.

The gross receipts of the company for the year ending November 30, 1862, were as follows:

From Passengers	$435,527 08
" Freight	930,410 12
" Mails, Express, rents, &c.	70,379 91
	$1,436,317 11

The payments were:

Expenses of operations	$662,064 88
Pittsb. F. Wayne & Chicago Lease	85,000 00
Interest on 1st Mortgage Bonds	55,720 00
Interest on 2d Mortgage Bonds	86,065 00
Interest on 3d Mortgage Bonds	81,497 50
Interest on Funded Debt Mort. B'ds.	26,235 00
General interest and Exchange	32,651 29
New Engines and Cars	30,219 81
New Bridges, Station Houses, &c.	43,581 70
	$1,109,935 18
Leaving surplus earnings	$327,281 93

The increase of receipts over those of last year is $321,375 71, while the increase of operating expenses is only $45,729 47.

The financial condition of the company is as follows:

Construction account	$7,771,062 11
Personal property	48,118 58
Telegraph	16,913 72
Balance of personal accounts	26,360 76
Assets in hands of receiver	389,191 79
Total	$8,251,646 96
Capital stock	$6,832,712 16
First mortgage bonds	800,000 00
Second mortgage bonds	1,189,000 00
Third mortgage bonds	1,166,000 00
Funded debt mortgage bonds	1,059,028 00
River Line bonds	20,000 00
Dividend bonds	75,077 53
Income bonds	15,500 00
Bills payable	94,329 27
Total	$8,251,646 96

The situation of the unsecured indebtedness is as follows: The River Line bonds fall due in 1887. The dividend bonds fall due between the years 1866 and 1870, mostly in the latter year. The amount actually due at the present time is the total of income bonds and bills payable, and the accured interest on these and on the River Line bonds and Dividend bonds, making the whole amount of outstanding indebtedness not exceeding $185,000.

To meet this indebtedness the company have on hand, remaining of the issue of funded debt mortgage bonds, $140,000, and a balance of personal accounts amounting to $26,369 76, in addition to which the receiver has in his hands assets, consisting of cash, bills receivable, United States certificates of indebtedness &c., amounting to over $300,000.

The contract with the Pittsburgh, Fort Wayne, and Chicago Railroad for the consolidation of the earnings of the two roads was ratified by the stockholders. The provisions of this contract are thus stated in the report:

The agreement provides that the gross earnings of the two companies, from whatever source derived, shall be divided between them, giving to the Pittsburgh, Fort Wayne, and Chicago Railway Company seventy-three and one-half per cent. and the Cleveland and Pittsburgh Railroad Company twenty-six and one-half per cent. The division is in accordance with the average amounts earned by the two companies during the past two years, and it is believed to be fair and equitable. Each company is to pay its own expenses of operation and make its own repairs.

Both roads are to be placed under one superintendent, to be appointed by the presidents of the two companies jointly. The other provisions of the agreement are intended to carry out the details of this plan. The agreement is to continue for twenty-five years.

The fact that this company competes for business with the Pittsburgh, Fort Wayne and Chicago Company, at every point from which that company derives its freight and passengers, indicates a common interest which points strongly to a union of the two companies such as has been made.

The advantages to be expected from this consolidation are obvious. There will be no longer a competition for business, for each company is interested ratably in the earnings of the other, and it makes no difference in the result over which road freight and passengers are carried.

The business of both roads being under the direction of one superintendent, will be so managed as to yield the most money to the common fund with the least expense, and in this way the interest of both will be promoted. It is believed too, that so powerful a combination as this will be, will draw to itself more and more remunerating business than could be gained by the two acting independently and in competition.

New York and Harlem Railroad.

The report of this company for the fiscal year ending September 30, 1862, gives the following statement of the result of the year's business. The receipts have been from

Passengers	$411,684 25
Freight	573,742 06
Miscellaneous	168,577 06
Total	$1,154,003 37
Transportation expenses	$697,305 26
Interest	415,201 83
Surplus Earnings	41,495 98
Total	$1,154,003 37

Of the miscellaneous receipts, $137,999 97 were from the New-Haven Road. The capital stock paid in is $4,217,100 common, and $1,500,000 preferred. The funded debt is $5,575,487, showing an increase of $27,823, occasioned by the conversion of Albany Extension certificates, of which about $37,500, principal and interest, have been retired during the year. The floating debt is $84,708 57, a decrease of $75,862 74 during the year. The Company holds real estate to the amount of $1,137,014 46, upon which there are mortgages to the extent of $218,573 55. This real estate is not included in the cost of road. Of the $2,000,000 Albany Extension Certificates issued, the Company holds $1,779,000. The operating expenses show a decrease this year, as compared with 1861, of some $56,000, on a larger amount of earnings.

Discounting of Notes by Banks.--Usury.

THE MAKER OF NOTES MAY PAY AN ENDORSEE FOR GETTING A NOTE DISCOUNTED AT A BANK WITHOUT TAINTING THE NOTE WITH USURY,—THE BANK DISCOUNTING IT AT A LEGAL RATE OF INTEREST.

This action was brought by the Chatham Bank against the defendants Betts and others, in the N. Y. Supreme Court, to recover the amount of a note made by the defendant Betts, in favor of the defendant Thomas, and endorsed by him and one Potter, and discounted by the plaintiff. The note was for $2,350, payable three months after date at the Mechanics Bank, and dated on the 18th of September, 1862.

There were two defences set up in the answer: one that the suit was prosecuted for the benefit of the defendant Potter, who was alleged to be the real party in interest; and the other was, that the note in suit was given solely for the benefit of Thomas, without any consideration and that it was discounted by Potter upon an usurious agreement with the defendant Thomas, by which the former reserved the sum of $150 as extra interest.

On the trial, the defendant Thomas testified that the note in suit was given to realize the amount for Betts' benefit. The defendant Potter testified that Thomas called upon him repeatedly with the note, asking him to discount it, to which the witness replied he had no money, when the former said, "you can get it discounted," and repeatedly stated he must have the money. He did not state for whose accommodation it was; the witness refused to do it. Thomas said, "you can get it done at the bank." The former finally promised to see if he could get it done at the Chatham Bank. He did call, at the bank whose president said they were short. Thomas again called, and the witness again told him he did not think he could get it discounted, but was finally prevailed on to take the paper, and he offered it for discount. He asked the cashier of the plaintiffs if he would discount a piece of paper for him, who referred him to the president, who showed some disinclination to take it. Potter again told Thomas he did not think he could get the paper discounted. Prior to Potter going to the plaintiff's on the fifth of October, he said to Thomas, "if I can get this discounted how much do you want to draw? my account is about drawn out in the bank;" and the latter said, "I must have $2,000." On the 4th of October, the president said it would be passed to Potter's credit on the morning of the fifth. It was discounted, and Potter gave Thomas a check for $2,000, and afterwards a check for $208. The eight dollars had nothing to do with this transaction. In regard to the commission Potter was to charge, there was as he testifies, "not the first syllable said about 2½ or 3 per cent., or any discount named." When the second check was given, Potter testifies not a word was said about the balance. Thomas asked for a check for the balance, and the witness gave him one for $208, and no words passed. On cross examination this witness testified that he had previous notes of Betts endorsed by Thomas, which he had discounted at the rate of 2½ per cent. per month, and gave Thomas the money.

The Court now rendered a judgment in favor of the bank, holding that as to them the note was free from usury. The following opinion was rendered at the decision of the case.

ROBERTSON, J.—Upon this testimony it is perfectly clear that Potter acted as the agent of Thomas and Betts in getting the note discounted, and that if he failed in delivering the whole proceeds received by him, whether the amount retained by him was understood to be a commission or not, for his trouble and responsibility in endorsing the note, it did not make the note usurious in the hands of the plaintiffs, who discounted it for Potter at the legal rate, as appears by the testimony of their President (Hayden). He testified that the bank discounted this note for Potter, and on his credit, placing on the 4th of October, the sum of $2,315 50 to his credit, Potter borrowed the money of the bank. Prior to that time he had only a small balance of two or three hundred dollars to his credit.

When the note was discounted and the money placed to Potter's credit, it was his money. After the note was protested, money of Potter's was left in the bank undrawn for. It was the plaintiff's custom in such case not to allow it to be drawn for. The note was not charged back to him, or check presented for it. There was an implied understanding, although no positive arrangement that the money should remain until the note was paid. The note was discounted at seven per cent.

To this is opposed the testimony of Thomas, who states that he got the note in suit, without paying anything for it, from the defendant Betts, to realize the amount for the benefit of the latter, and a day or two after took it to Potter, and asked him to discount it for him; to take it, and see what he could do for him. Nothing was then said about the rate. He said he could not do it at less than two and a half per cent. a month, and the witness left the note. This witness states he did not say anything; he left the note with Potter to get the money. He got $2,000 on the 5th of October, and the balance of $200 on the 20th, and $8 for another transaction, included in the check. Potter deducted $150 for the three months, and took the note for $2,200. Thomas deposited the money he got from Potter in the bank where he kept an account, and passed it to Mr. Betts within a day or two; the transaction was on Betts' account. On being cross examined, he stated that he asked Potter to take the note, and try what he could do with it; after receiving the $2,000 he asked for the balance of that note, and received the check for $208.

"Potter said he would not do it less than the rate of about two and a half per cent. per month, that it would not pay him to go to the bank to get the money and get it discounted." He admitted that Potter gave as a reason for not discounting the note, he had no money and could not do it, and that he told him he got the money he gave him out of the Chatham or Grocers' Bank. The witness used the money he got for a little while, and paid it in different amounts to Betts; he admitted that Potter told him the bank was not ready to discount it.

This testimony does not vary the transaction, Thomas knew Potter did not have money to buy the note; that he went to get it discounted; nay, he asked him to take it and see what he could do with it. He waited after he was informed the bank had been applied to, and delayed discounting it until it would agree to do so; did not object when Potter told him that less than two and a half per cent. would not pay him to go to the bank and procure the discount; received the check of Potter, drawn on the bank by whom it was discounted, and obtained thereby the proceeds of such discount. Potter did not pay any money except the proceeds of the discount, which was made by crediting him with the amount, for which he drew the check in favor of Thomas. There is no room for the pretence, that Potter first discounted the note at a usurious rate, and then procured it to be discounted by the bank; nor that the $150 was withheld, except to compensate him for the trouble of going there and getting it discounted, which involved the necessity of his endorsing the note.

There is not even a conflict of testimony in this case except as to the mention of the rate of compensation, which is denied by Potter, although mentioned by Thomas, and that does not affect the transaction. Even the worst possible inferences from Thomas' testimony would hardly show an intent to make the transaction usurious. The testimony of the other witnesses shows it could not have been. I do not find any error in the charge, or in the verdict of the jury. The motion for a new trial must therefore be denied.

Northern Illinois Railroad.

We have been favored with a copy of the First Report of this company, embracing the construction and operating of the road to September 30, 1862. The road is 38½ miles in length, extending from Freeport, to Savanna on the Mississippi river. Including about 1¾ mile of sidings, the total length of track laid is 40¼ miles. The entire cost of construction, including telegraph and collateral expenses, as will be seen by the annexed statement, has been only $396,257 59—a little less than $10,000 per mile. This, considering the character of the work, and the substantial manner in which it has been executed, is, we believe, the cheapest which has ever been done in the United States. The line connects with the Racine and Mississippi Railroad at Freeport, and is, in fact, a direct continuation of that railroad, and the two roads are operated under one management. The length of the two lines, extending from Lake Michigan, at Racine, to the Mississippi River, at Savanna, is 142 miles. By connection with the Milwaukee and Chicago Railroad at Racine Junction, 2 miles from Racine, a direct line to Milwaukee is formed, 165 miles in length, between Savanna and Milwaukee; the shortest line from Milwaukee to the Mississippi by 27 miles. By connection with the Chicago and North Western Railroad, at Clinton Junction, a direct line to Chicago is formed, 161 miles in length, between Savanna and Chicago. By connection with the Illinois Central Railroad, at Freeport, a direct line is formed to Dubuque, from Chicago, Racine, and Milwaukee. The report says:

On examination of the map, it will be seen how important are the connections formed by the line from Racine to Savanna. It is the only line which makes direct connection with the three lake ports—Chicago, Racine, and Milwaukee. From these ports, all the produce of Illinois, Wisconsin, Iowa, and Minnesota, is shipped, and by the Racine and Mississippi and Northern Illinois Railroads alone can shippers from Dubuque, Savanna and other points on the river, send to the three ports. Racine is 60 miles north of Chicago, has an excellent harbor, easy of access, and the facilities for transhipment, in point of cheapness and expedition, are superior to those of Chicago. The railroad depot at Racine is on the dock, and goods are taken from vessels on to the cars without the expense of cartage; the tracks also run to the warehouses of forwarders and to elevators for shipping grain. Goods brought by the propellors from the lower lakes are loaded immediately on the cars and proceed to their destination without delay, avoiding the additional 60 miles of lake navigation to Chicago, and all the delays and expenses of transhipment at that port.

The line from Racine to Savanna traverses in its whole length a country unsurpassed in richness of soil and farming advantages. The country has been long settled, and is for the most part well improved; there are numerous towns on the line where the business of the country is transacted, and manufactures have been established to some extent. Racine has large establishments for the manufacture of agricultural implements, and the businesses of tanning and milling have been extensively carried on their for some time, and it is also a large lumber market. There are numerous water powers on the line, where flour mills are in operation; also paper mills at Beloit and Rockton, on Rock River. At Savanna, there are saw mills for lumber, and flour mills. There are colleges of eminence at Racine and Beloit, and public schools of high character at Freeport, Mount Carroll and Savanna.

The construction of the Northern Illinois Railroad was commenced in May, 1861. On the 1st October, the first 20 miles of the line was opened to a point named Lanark, which was then in the middle of an unbroken prairie, with the exception of a corn field on which part of the depot was located. Lanark is now a town with numerous stores and warehouses, and is the centre of an extensive business.

Two other stations were established, named Florence and Shannon, from which considerable business has been derived.

In April, 1862, ground was broken for the extension of the line to the towns of Mount Carroll, and Savanna the terminus on the Mississippi River. The Spring was late and unfavorable, but by energy and skill the work was completed early in August.

The completion of the line to the Mississippi was celebrated on the 14th of August, by an excursion party of 600 persons in a train made up of three parts, one from Racine, one from Milwaukee, and one from Chicago, united into one train at their respective junctions with the main line.

The work has been well and substantially done, and in that respect is superior to the generality of new roads in the West. Substantial masonry has been put in all important culverts, the grades are moderate, the iron is of sufficient weight for a 1st class road, and is laid upon more than the usual number of ties of excellent quality, a large amount of ballasting has been done, partly with broken stone and partly with gravel, and the road bed is in every respect in good order, well ditched, and already fenced in over two-thirds of the way. Good and appropriate passenger and freight houses have been erected at every station; the supply of water is provided for by well built tanks at suitable distances, one of which is supplied by a caloric engine, and another by steam power, and at Savanna an engine house to hold six engines, with turn-table attached, also a repair shop with steam power, and extensive sidings are completed; a line of telegraph was built and in operation shortly after the opening of the road. Cheapness of construction has not been sought at the expense of efficiency for the business in prospect. The line commenced business regularly between the river and the lake on the 1st of September.

The Capital Stock of the company subscribed and paid upon, amounts to $257,100; on which there has been paid $65,075, as stated in account appended.

First Mortgage Bonds, bearing 8 per cent. interest, have been made on the whole road to the amount of $500,000, on which advances have been

obtained for the requirements of the work at 10 per cent. interest, with the option of purchasing the bonds at 80 per cent. The advances, with interest, amounted on 30th September to $336,678 18, as shown in account "Loans." The interest is charged to construction to 30th September, 1861, for the amount expended on the 20 miles of road then opened, and to the 1st of September, 1862, for the amount expended on the balance of the road. The interest upon the cost of the first 20 miles has been charged to "Revenue Interest and Dividend Account," for the year ending 30th September, 1862, and upon the balance of the road for the month of September.

By agreement with the trustees in possession, now operating the Racine and Mississippi Railroad, the Northern Illinois Company has to maintain its road in good running order, and in return for the entire use of the line it receives 50 per cent. of its gross earnings, estimated by allowing its mileage proportion of the full receipts of the whole line from Savanna to Racine. The arrangement is a very favorable one to the Racine and Mississippi road, as the largest amount of business is obtained from the Northern Illinois Railroad. By the completion of the Northern Illinois Railroad, the Racine and Mississippi road was raised from a 3rd class to a 2d class mail route, and the business in every department has been largely increased.

The balance of "Operating Account," after charging track repairs and other expenses, amounts to	$16,273 72
(Being for 20 miles in operation 11 months, and 38½ miles for 1 month of the year.)	
The interest on advances for the year amounts to	12,648 86
Leaving balance at credit of "Revenue Interest and Dividend."	$3,624 86

The road may, with much confidence, be estimated as capable of earning 10 per cent. on its cost. As a work it cannot be estimated as worth less than 50 per cent. in advance of its cost, according to present prices of labor and material. The entire cost is within $10,000 per mile, and it is very doubtful if any responsible contractor could now be found who would engage to perform the same amount of work for $15,000 per mile. The location of the road might be taken into account as adding more to the value, but that it is best arrived at by an estimate of earnings. The road is in a position in which it can depend upon a working arrangement as favorable, and it ought to be better than its present, looking to the amount of business emanating from the road. It would be a more equitable working arrangement if the Racine road were to pay the expenses of maintenance of track, but at present that is matter of opinion, and the interests in the two roads are so united, this question may prudently be reserved for consideration when further experience of the business will afford data for a more exact adjustment of interests.

With respect to traffic, there could not well be a more unfavorable year than the present, on account of a very poor wheat crop.

The net receipts for the year commencing 1st October, may be estimated at	$60,000 00
Road repairs and other expenses	12,000 00
	$48,000 00
Interest on $440,000 bonds	35,200 00
Surplus for stock	$12,800 00
10 per cent. on $65,075 stock	6,507 50
Surplus over interest on bonds and 10 per cent. on stock	6,292 50

The bonds are put down at $440,000, as the whole advances with interest amount to $336,678 18, and it is intended that the $440,000 bonds shall settle these advances by sale at 80 per cent., yielding $352,000, which affords a margin of $15,321 82, for contingencies and additional expenses in ballasting, fencing, &c., and track accommodations at Savanna. There will remain $60,000 of bonds on hand. With a favorable season and good crops, and the development of the business of the line, the receipts may very soon exceed their present amount by 50 to 100 per cent.

Such calculations on railroad investments are unknown of late years, but in this case, with unexampled cheapness of construction, a secured revenue, and limited expenses, there is little margin for error in estimate.

It is stated above that the actual cost has been less than $10,000 per mile. By the report of the Superintendent of construction we learn that there is ample margin within that sum to cover contingencies and additional expenditures required in finishing up fencing, ballasting and depot accomodations at the river, which must necessarily be very extensive. The work throughout has been well and substantially done, and no pains or means have been spared to finish it in a thorough and workmanlike manner, in every respect. The depot and other buildings are all of a uniform character. Two-thirds of the masonry is first class bridge and culvert works, dressed and laid in cement. The bridging and superstructure is substantially built. The weight of rail on the 1st division is 52¾ lbs. per yard; and on 2d division 54 lbs. per yard; and 2,600 ties to the mile have been put in the track, by which a better surface was at once secured than is usual upon new roads. The maximum grade is 52 feet to the mile. Over 50 miles of fencing have been made, at a cost of 60 cents per rod, and the balance of the fence is being built to the river.

BALANCE SHEET.

Construction and general expenses		$396,257 59
Supplies		7,976 26
Bills receivable		16,599 11
Real estate		9,856 50
Open accounts receivable		3,841 86
Cash		146 73
		$434,678 05
Capital stock	$65,075 00	
Loans	336,678 18	
Revenue, interest ane dividend	3,624 86	
Open accounts payable	26,385 01	
Bills payable	2,915 00	
	$434,678 05	

The office of the company is at Freeport, Illinois. The officers and directors are:

President—G. A. THOMSON.

Directors—Elijah Northey, Enoch Chamberlain, L. H. Bowen, H. A. Mills, Duncan Mackay, Thomas Long, Chancellor Martin, Edward P. Barton, Frank Smith, William Shannon, Marshall M. Strong, R. A. Knapp, G. A. Thomson.

Superintendent of Construction—R. W. SMITH.

Secretary and Treasurer—HYATT SINCLAIR.

Erie Railway.

The earnings of this road for the year ending Sept. 30, 1862, were:

From passengers	$1,096,196 60
From freight	6,642,914 68
From other sources	124,861 40
Total	$7,863,972 68
Transportation expenses	4,391,393 89
Interest	1,577,980 47
Taxes, rents, ferry, &c	479,036 73
Total	$6,448,411 09

Net earnings for the year ending Sept. 30, $1,415,561 59, which is 7 per cent on the capital stock, both Preferred and Common.

The amount of capital stock of both issues is $19,973,200. The funded debt on the 30th of September was $19,831,500; the floating debt was $480,665, which has since been paid. The cost of the road and equipments is $39,985,202 13. The equipage consists of 225 engines, 187 passenger and baggage cars, and 3,040 freight cars.

Canadian Trade for 1862.

We learn from the Canadian *News* some interesting facts in regard to the trade of the St. Lawrence during the past year. At present but a small portion of the Western trade goes to Montreal. The amount relatively to that which passed over the Erie Canal was but 11 per cent. in 100.

More light houses are wanted on the St. Lawrence river to make its navigation secure. A tendency to equalization in the rates of freight as between Montreal and New York, and Liverpool is however perceptible.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Jan. 2, 1863, was as follows:

Passengers	$17,507 73
Freight and live stock	33,091 33
Mails and sundries	1,286 97
Total	$51,886 03
Corresponding week of 1862	55,805 19
Increase	$3,919 16

The earnings of the Chicago and Rock Island Railroad for the 1st week of January, 1863, were $31,977 00
Same week, 1862 29,380 00
Increase $2,597 00

The earnings of the Chicago and Alton Railroad for the 1st week of Jan., 1863, were $17,129 18
Same week, 1862 15,552 56
Increase $1,576 62

The earnings of the Michigan Southern Railroad for the 1st week of Jan., 1863, were $47,777 00
Same week, 1862 36,119 00
Increase $11,658 00

The earnings of the Michigan Central Railroad for the 1st week of Jan., 1863, were $51,568 91
Same week, 1862 46,121 56
Increase $5,447 35

The earnings of the Galena and Chicago Union Railroad for the 1st week of January, 1863, were $27,527 42
Same week, 1862 21,957 97
Increase $5,569 45

The earnings of the Illinois Central Railroad Company for the 1st week of January, 1863, were $51,075 75
Do., 1862 43,627 74
Increase $7,448 01

The earnings of the Cleveland and Toledo Railroad for the 1st week of January, 1863, were $31,484 00
Same week, 1862 20,067 00
Increase $11,417 00

The earnings of the Grand Trunk Railway for the week ending Jan. 3, 1863, were:

Passengers	$20,769 54
Mails and sundries	8,980 00
Freight and live stock	65,397 21
Total	$95,146 75
Corresponding week, 1862	92,293 77
Increase	$2,852 98

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,285	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	152,459	119,973	121,272	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,442,218
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,280	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	67,610	62,350	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	--------
Chicago and Rock Island:													
1858	72,046	67,307	92,064	92,120	80,595	95,466	82,374	83,385	94,985	92,760	73,883	60,480	987,466
1859	60,958	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,824	66,703	77,408	89,170	104,272	100,463	82,895	139,049	134,500	145,389	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,375
Chicago and Northwestern:													
1858	20,447	18,272	25,393	38,535	40,893	42,899	39,924	27,761	37,499	36,333	31,144	22,723	382,823
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	56,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	56,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	981,157
Cleveland, Columbus and Cincinnati:													
1858	70,492	68,138	88,523	93,872	82,968	85,387	90,372	112,138	114,218	106,055	104,666	84,944	1,101,973
1859	73,072	72,739	91,520	80,025	82,895	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,078,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,256,004
1862	132,620	112,606	103,912	114,885	119,984	122,524	131,687	168,834	170,565	172,296	164,200	------	--------
Cleveland and Toledo:													
1858	65,211	54,975	90,957	84,149	62,555	57,293	52,385	60,889	83,924	79,458	75,698	71,315	838,809
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	859,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
Cleveland and Pittsburg:													
1861	62,208	59,964	83,408	99,511	101,792	104,167	115,316	85,163	120,977	108,112	107,824	107,175	1,155,617
1862	84,858	78,447	90,300	100,695	116,973	123,000	178,432	126,000	------	------	------	137,563	--------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,699	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	526,608	414,764	4,651,049
1860	354,000	345,060	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	702,077	6,202,048
1862	695,607	603,030	636,615	605,755	575,344	516,190	587,010	609,881	764,448	910,985	903,016	921,867	8,329,748
Galena and Chicago:													
1858	85,320	74,181	103,912	141,334	157,954	210,728	157,285	122,351	161,949	141,653	103,813	87,082	1,547,561
1859	62,421	66,945	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	106,979	105,423	74,346	90,180	158,194	215,708	190,456	121,199	188,370	208,575	159,530	143,498	1,762,458
Hudson River:													
1858	176,573	163,837	179,423	112,614	128,132	95,219	114,731	139,489	140,872	140,783	137,094	197,981	1,726,748
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,043	1,933,434
1860	212,714	209,422	161,047	154,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,508	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
Illinois Central:													
1858	130,061	116,470	163,848	179,991	161,090	154,193	124,299	202,953	218,861	184,776	156,038	153,999	1,946,579
1859	132,936	134,311	154,690	153,644	144,884	149,592	139,102	181,612	246,829	245,392	250,742	192,622	2,126,066
1860	187,417	186,189	216,080	192,282	217,202	189,548	196,000	233,918	257,634	306,711	141,605	227,310	2,778,333
1861	319,634	270,268	226,966	192,054	199,488	173,941	189,279	268,982	289,862	284,020	243,248	193,767	2,935,768
1862	172,187	150,809	161,801	183,484	192,077	240,566	249,929	334,946	400,436	385,357	369,718	------	--------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	57,920	56,353	125,999	112,000	119,000	123,576	133,152	------	------	------	--------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,707	37,429	60,229	129,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,483	134,726	177,879	130,184	67,990	1,153,407
1862	83,966	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	208,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	152,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,649,169
Michigan Central:													
1858	122,330	107,502	165,936	223,010	185,727	170,847	143,872	176,061	224,574	209,868	156,298	130,106	2,016,183
1859	101,386	102,959	151,854	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
New York Central:													
1858	430,376	390,431	537,858	668,425	510,197	432,195	458,664	538,048	653,373	653,661	600,920	510,425	6,384,573
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,296	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	423,793	627,051	589,688	677,073	558,743	522,338	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	651,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	--------
New York and Harlem:													
1858	79,124	76,611	93,148	86,000	77,669	82,529	88,582	94,406	81,135	87,349	83,221	93,188	1,022,962
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,216	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,649	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	85,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,923	96,839	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,858
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,860	18,611	25,666	29,531	31,968	35,494	28,958	29,466	302,280
1862	22,069	18,864	24,250	26,748	27,098	30,422	32,495	38,426	40,319	40,087	35,920	------	--------
Philadelphia and Reading:													
1858	103,492	116,687	168,102	203,965	216,784	207,573	257,455	247,069	254,740	269,464	242,052	234,876	2,522,259
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	266,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	------	--------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,292	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	232,695	277,009	261,210	249,419	277,350	397,525	401,299	362,016	------	--------
Toledo and Wabash:													
1858	45,780	34,743	59,107	91,556	56,531	46,933	76,710	112,024	104,119	95,915	61,981	41,726	827,125
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,839	46,340	737,155
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,381	103,408	124,398	77,663	50,848	926,908
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,086	92,574	1,172,103
1862	82,235	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,548	109,915	1,373,633

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,173	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	538,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850	700,000	6	Jan. & July.	"	1880	101½
" " " 1855	1,123,500	6	Jan. & July.	"	1875	102
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	55
2d Mortgage	182,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	102½
2d Mortgage coupon	350,000	7	May & Nov.	" "		86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Steri'g)	885,000	5	"	London.	1889	100
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	103½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	104
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	81
1st Mortgage E. Div.	800,000	7	Feb. & Aug.		1864	80
2d Mortgage	800,000	7	June & Dec.	New York.	1865	77
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	17
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	104
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	123
" " " inconvertible	2,690,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o.M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,100,000	7				
1st Mortgage pref. S. F.	600,000	7				
Income Bonds	1,050,000	7				
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	111
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		111
1st Mortgage (general)	3,600,000	7	" "	" "		78
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "		96
2d Mortgage	2,000,000	6	" "	" "		38
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		90
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	950,000	7	May & Nov.	" "	1880	96
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1860	
2d Mortgage	574,000	7				
3d Mortgage	168,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.		103½
2d Mortgage	499,200	7				
3d Mortgage	382,800	8				
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,059,028	7	" "	" "		80
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	93½
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	95
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	117½
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	115
Income (due 1862, '65 and '67	14,101				var.	88
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after' 64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,088					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'63	109
1st Mortgage (Extended)	22,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	110
*Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	110
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	5,000,000	7	April & Oct.	" "	1881	65
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	120
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	113
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	107½
Convertible	1,002,000	7	" "	" "	1867	106
Illinois Central:						
Optional Right bonds	38,000	7	Jan. & July.	New York.	1868	----
Construction	10,798,500	7	April & Oct.	London.	1875	119
Construction	4,115,000	6	" "	New York.	1875	119
Eight per cent. bonds	326,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			
Income	281,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	85
2d Mortgage	400,000	7	" "	" "	----	85
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			----	----
1st Mortgage	260,000	7			----	----
2d Mortgage (convertible)	1,000,000	7			----	----
3d Mortgage	600,000	7			----	----
Guaranteed by Covington	200,000	6			----	----
Cincinnati (exchanged)	100,000	6			----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†			----	----
City of Keokuk, (special tax)	150,000	10†			----	----
Lee County, 20 years	150,000	8			----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8			----	----
City of Keokuk	200,000	8			----	----
Henry and Louisa Company's	50,000	8			----	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	33
2d Land Grant (Western Div.)	353,600	†	" "	"	----	33
3d Mortgage (whole road)	1,700,000	†			----	----
Farm Mortgage	1,087,700	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6			----	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	91
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7			----	----
Louisville and Frankfort:						
Louisville Loan	174,000	---			----	----
1st Mortgage	248,000	---			----	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6			----	----
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6			----	----
Mortgage	24,000	7			----	----
Mortgage	10,000	6			----	----
Marietta and Cincinnati:						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7			----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6			----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6			----	----
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	113¾
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	122½
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	904,000	7	Feb. & Aug.	" "	1861	103
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	105
Detroit and Toledo	684,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	110½
2d General Mortgage	2,572,000	7	" "	" "	1877	100½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8			----	----
Milwaukee and Chicago:						
1st Mortgage	400,000	8			----	----
2d Mortgage	200,000	7			----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8			----	----
2d Mortgage	600,000	8			----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	100
1st Preferred stock	1,060,000	---			----	103
2d Preferred stock	1,020,000	---			----	81½
Mississippi Central:						
1st Mortgage	1,007,363	7			----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7			----	----
2d Mortgage (S. F.)	400,000	8			----	----
Oskaloosa Division	1,425,000	7			----	----
Land Grant	7,000,000	7			----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6			----	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6			----	----
Tennessee State Loan	674,860	6			----	----
Alabama State Loan	389,410	6			----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---			----	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	103
Muscogee:						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			----	----
Chat. and Clev. Subsc. (endors.)	231,000	---			----	----
*New Albany and Salem:						
Crawfordsville	175,000	7			----	----
1st Mortgage	500,000	10			----	----
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	85,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4 '8	----
1st Mortgage Coupon	2,865,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	113
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	114½
Stock Exchange (S. F.) Bonds	663,600	6	May & Nov.	" "	1883	113
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds	252,975	6	" "	" "	1883	----
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	110
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	115½
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	107
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	117
3d Mortgage	6,000,000	7	" "	" "	1883	120
4th Mortgage	4,900,000	7	April & Oct.	" "	1880	108½
5th Mortgage	1,792,500	7	June & Dec.	" "	1888	106
Buffalo Branch	200,000	7	Jan. & July.	"	1891	----
New York and Harlem:						
1st Mortgage	2,950,000	7	May & Nov.	New York.	1873	118
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	106
3d Mortgage	862,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1868	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Real Estate	35,910	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	99
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	100
2d Mortgage	3,077,000	7†	" "	" "	1861	14½
North Missouri:						
State Loan (30 years)	4,350,000	6			------	----
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	82
Chattel Mortgage	360,000	10	" "	"	1887	105
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64-'74	----
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6			------	46
State Loan (S. W. Branch)	1,268,000	6			------	----
Construction	3,235,000	6			------	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	113
2d Mortgage	2,421,000	6	April & Oct.	"	1875	107
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	100½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	865,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	----
Loan of 1852	100,000	6	June & Dec.	"	1883	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	105⅜
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	108½
" 1844, (convertible)	863,000	6	" "	"	1880	109
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	100¾
" 1857, "	3,586,500	6	" "	"	1886	102½
" 1856, "	1,475,000	7	" "	"	1886	102½
Bonds and Mortg's—real estate	592,200	---			------	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	107
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000	---			------	----
Alleghany Co. "	750,000	---			------	----
Connellsville "	100,000	---			------	----
Mc'Keesport "	100,000	---			------	----
Baltimore City "	94,000	---			1856	----
Baltimore City Stock	906,000	---			1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Real Estate Bonds	100,000	---			'68-'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1911	111
2d Mortgage	5,160,000	7	" "	" "	1911	101
3d Mortgage	2,000,000	7	" "	" "	1911	80
Bridge Bonds, O. & P. R. R. Co.	188,000	7			1876	----
Chicago Depot Bonds	337,173	6			1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	------	----
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	59
2d Mortgage	937,500	7	" "	"	1863	9
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,088	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---			------	----
2d Mortgage	450,000	---			------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	---			------	----
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	108
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'76-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	106
" " (series B)	1,100,000	7	April & Oct.	"	1894	106
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	90
" " " (series D)	1,400,000	7	May & Nov.	"	1894	90
" " Income (series E)	1,600,000	7	" "	"	1894	79
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	230,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	106
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	106
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	90
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	79½
Interest Bonds	111,895	7			------	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	30
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	4
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	563,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7			1880	87½
2d Mortgage	25,000	7			1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	160,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	..	..	.....	*Alabama and Florida*	1,451,336	*	—	877,653	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,087,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	..	..	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	605,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	..	..	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	..	..	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,068	300,412	97,999	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,290	11¼	142½
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	758,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	439,850	808 060	301,979	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	84½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,508	7,915	6¼	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	..	..	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	..	..	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	158.5	..	..	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	..	..	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	..	..	.....	Augusta and Savannah	1,032,200	*	—	753,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	..	..	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	91.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	..	..	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,342	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	136.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	—	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	—	10,000,000	220.0	.....	1,098,466	462,693	4	....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	—	103½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	766,949	1,054,704	415,971	3	89½
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	90
31 May, '61	175.0	—	....	—	..	..	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	112	94	2,347		*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	89½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.6	—	....	—	..	..	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	..	..	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	....	129.0	..	..	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	..	..	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	..	..	.....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	..	..	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	..	..	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	..	..	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	..	..	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	386,122	400,397	133,009	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	50
31 Dec. '61	84.0	—	....	—	..	..	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,939	—	57
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	..	..	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	..	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,086	—	....
.. .. '58	288.0	—	....	—	..	..	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	....
.. .. '58	74.0	—	....	—	..	..	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73.0	325,707	377,692	216,184	10	125
								IOWA.													
31 Jan. '58	75.5	—	....	201.5	..	..	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,765	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	..	..	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	468,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	..	..	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.0	....	312.0	..	..	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	..	..	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	118.0	..	..	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	85
.. .. '58	13.0	—	....	22.0	..	..	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	736,312	29.0	.....	108,944	43,267	—	....
30 Jun. '61	65.1	—	....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,778	245,911	98,679	4	80
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,491	3,255,500	661,269	9,455,250	269 0	613,808	716,478	371,12.	—	66
.. .. '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,818	566,000	339,297	5,855,220	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	48	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,782	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	53.7	—	....	135.3	..	..	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,989	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	159,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000						—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,476	245,348	115,732	6	113
31 May,'59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	—	—	37.0	.....	55,403	25,404	—	—
31 May,'61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	86½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	165.0	744,961	1,417,977	736,145	—	35½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	20	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	110
31 May,'62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974		75,150	4,905,723	119.3	599,048	732,427	290,406	6	127
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	132,720		.....	61.8	.....	588,871	272,429	8	131½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104	.....	83.6	.....	928,982	408,594	8	132
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400		.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000		.....	52.3	.....	250,836	122,956	6	110
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	98
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149		3,540,000			.....	71.6	.....	543,158	217,054	6	117
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651			292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	.....	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll		6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	27.7	.....	204,374	48,542	8	125
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	81½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386			220,340	234,900	140,902	.....	.....	.....	.....	.....	.....	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130			283,037	459,893	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.6	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	134
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			.....	ope	r. by B.	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000		.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	8½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000			.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125		.....	77.0	.....	200,648	95,739	—	25
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	150
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	66
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	.....	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	95½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	51½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	.....
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,533	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,003,000	402,193	19,550,960	189.0	417,357	457,184	168,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	20
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,086,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	25½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,300	*	—	389,047	420,853	13,070	868,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	65
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000			250,000	ope	r. by Con	cord.	15,000	—	120
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000		—	200,000			200,000	14.6	4,182	16,003	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205		—	492,500		42,795	525,205	ope	r. by Eas	tern Mass.		—	95
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000		—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	112
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	288,657	353,101	187,136	4	69
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,332	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,503	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,969	913,829	12	155½
31 Dec. '61	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,833,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	30,076	—	12
31 Dec. '61	64.0	—	43.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	155
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554		—	600,000	978,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '61	58.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	—
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397,820	688,000	—	5,028,931	33.8	.....	992,767	579,981	10	145
31 Dec. '61	21.3	—	.....	2	6	17	—	Northern New Jersey	411,929	*	—	156,850	200,000	70,786	427,636	21.2	.....	89,904	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000			630,000	ope	r. by N.	Y. & E.	58,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	98
31 Dec. '61	33.5	—	.....	47.0	—	—	—	West Jersey	780,456	—	—	556,370	.....	23,076	789,046	—	—	84,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$.	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—				—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	na. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r. by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	—	25,075	31,546	16,871	—	—
30 Sep. '61	14.6	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,455	106,697	—	492,050	161,480	97,690	750,220	23.8	—	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	28.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	—	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	178 6	—	609.076	823,425	275,486	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	—	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	—	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	93½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	25½
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782 580	24,000,000	14,279,583	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6½	117
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	74½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,343	1,144,980	391,253	—	35½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,018	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sackette Harbor, Rome & N.Y.	75,240	1,322	—	30,389	—	57,262	88,151	19.0	22,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	192,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,896	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	80,000	680,000	—	710,000	ope	r. by oth	er Co's.	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	33,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96.000	45,500	11,625	153,125	—	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,804	—	1,499,000	730,500	101,947	2,330,947	107.7	216,453	353,441	164,672	6	80
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,662,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	—	404,533	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,561	—	17
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,166,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	112½
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	382	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	—	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	—	5,917,358	141.2	707,160	1,263,253	704,819	10	150
31 Dec. '61	67.0	—	—	18.0	12	6	285	Cleveland and Mahoning	2,565,666	277,752	301,487	1,167,474	1,712,000	289,675	3,341,020	67.0	246,620	376,791	233,174	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,268	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.0	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836.094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	—	1,436,317	552,800	—	66½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	87½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,765	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,166,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,188	222,951	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	128,170	33,412	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	412,002	2,981,287	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	130
31 Jan. '62	182.0	21.6	—	—	37	25	677	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '62	158.9	62.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '61	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,279	*	—	848,770	1,375,350	105,510	2,603,120	125.0	215,280	171,712	37 610	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	58,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	866,502	1,012,236	400,550	—	50
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55,029	—	—
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,689	10	61
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	69,359	3,472,746	146.0	289,137	219,548	22,490	—	8½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	135
30 Nov. '61	35.8	—	2.3	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	—	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252.639	307,496	130,149	—	32
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14½	60
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	173,941	62,897	—	—
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	70
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R.R.Co.	—	45½
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	—	—	528,246	326,933	6	46
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,397	—	3,248,600	—	—	3,248,600	130.0	293,892	619,043	335,671	11	50½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	292,124	—	12½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,641,156	447.522	1,421,980	13,264,100	16,637,400	1,322,915	34,224,559	423.0	4,413,036	7,300,001	2,646,936	6	63
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,684	235,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,966	110,387	7	57
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,483	151.4	1,705,927	2,905,838	1,412,906	—	46½
30 Nov. '61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	999,200	250,000	—	1,249,200	28.0	oper. by	Cam. &	Amboy	—	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	P. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475.500	140,993	8,742,000	200.5	439,780	1.516,985	675,484	6½	62
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1.756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	—
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 547 823	18,999 591	467.5	2,434,041	3,031,787	1,299,721	—	67
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280.000	—	—	—	—	—	—	—	—
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*	—	576,356	—	—	573,616	24.5	oper. by	Ph. & R	eading.	5	—
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822,117	5,435	1,327 552	—	—	105,568	55,143	—	—
30 Sep. '61	148.0	—	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,325	341,582	149,082	—	41½
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999	—	367,300	396,500	65,726	—	29.6	68,543	101,499	64,270	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,051	1,705,454	26.4	100,659	126,593	59,624	—	—
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	—	—	62.0	240,440	331,522	105,782	5	55
30 Nov. '61	13.6	—	0.6	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4.7,.17	8,500	—	—	13.6	—	26,454	6,914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,910,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	229,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,936	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	209,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	315,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,594	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,541	1,731,000	—	—	169.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	800,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	158.0	—	—	—	Buffalo Bayou, Braz.& Col'rdo	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	756	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	153	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	130
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45 930	8,522	—	—
31 Aug. '60	54.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b. Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	—	113.7	703,084	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	3
30 Sep. '60	83.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,720,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,489,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
3 1 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,385	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	—	1,108,354	436,039	—	43
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May, '61	104.0	—	—	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '62	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (¼ y)	11,638,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	235,420	55,495	—	—
— — '62	49.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	49.0	—	—	—	—	11
— — '62	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	324.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '62	229.0	128.0	—	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,260,000	16,750,785	19,120,440	—	26,104,725	357.0	—	1,221,145	585,885	1½	—
— — '62	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	—	—	—	—	—
31 Dec. '61	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	—
— — '61	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	—	—	—	—	—
— — '61	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108 0	—	130,678	36,432	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	136,000	1,799,232	60 0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	—	60.1	—	—	—	Nova Scotia	4,268,717	*	—	—	—	—	—	61.5	—	120,918	26,803	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	—	1,743,294	1,018,444	12	82½

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 14.

	Th 8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
State Stocks:—						
California 7s	----	----	125	125	126	
Georgia 6s	----	80	----	----	----	
Illinois War Loan	103	106	107	107	----	
Indiana War Loan	----	----	----	----	----	
Kentucky 6s	----	----	----	----	96½	
Louisiana 6s	70	----	----	----	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s, 1878	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	68½	67¾	65½	66½	65¾	65
Do.iss.to H.&St.J.R.	----	----	----	----	----	83
New York 5s, 1874	----	----	----	----	----	110
North Carolina 6s	70½	75	72	----	----	74
South Carolina 6s	----	----	----	----	----	----
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	64	64	61	62½	62	61
Virginia 6s	63	----	----	64	64	64½
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	190	----
Chicago, Burl. & Q.	99¾	99½	98½	101¼	103	103½
Chicago & Rock Isl.	87½	87½	86	88½	91	89½
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	65½	67	66½	69	69	68½
Clev. and Toledo	82	84½	83	87	87½	87½
Del., Lack. & West.	130	----	131½	----	----	135
Galena and Chicago	89½	87	86½	91	91	90
Hudson River	88	90	90	95	93¾	93½
Illinois Centr. (scrip)	88	87¾	87	88	90	89¾
Michigan Central	95½	96½	94¾	97¾	96½	95¾
M. S. and N. I.	48¾	49¾	48¾	51¾	52¾	51¾
M. S. & N. I. guar'd.	91½	93¾	93	99	97	98
Mil. and P. du Chien	48	45	43½	45½	45½	45
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	----	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	111¾	116½	115½	118	117½	117
Erie	69¾	71¾	70¾	74½	74¾	74½
Erie pref.	99¾	101	100¾	104½	104½	104
Norwich & Worcest'r	74	75	76	81	85	84½
N. York & Harlem	30½	32½	32	35½	35½	35½
N. Y. & H. "pref."	80	62½	64	70½	70½	71½
Panama	----	----	180	182½	132½	182½
Phila. and Reading	87	86½	86½	90	91	93¾
Pitts. Ft. W. & Chicago	64	64	64½	68	70	67
Toledo & Wabash	60	----	----	----	----	60
" " Pref.	88	----	----	----	----	88
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	100	101	----	----	102	102½
Ohio. & N. W. 1st M.	----	----	----	----	----	----
" " 2d M.	41	43	41½	45	44	44
" " S. F.	----	----	106	----	110	111
" " A. B.	69	69½	68	71	70	70
" " I. B.	----	95	96	96	----	----
" "Ap.Ext'n.	----	----	----	----	----	----
" "G.B.Ext.	----	----	----	----	95	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	80	80	79½	80	81	80
Cl. & Tol. S. F. 7 p. c.	107	107	106½	----	109	110
Chi., Bur. & Q. 8 p. c.	----	120½	----	----	122	----
Chi. & R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8p.'71-5	117½	----	----	----	----	----
" 2 M. 8p.c.'81	----	115	----	----	----	----
Gal. & Ch. 1 M. 7p.c.'63	----	----	----	----	----	----
" 2 M. 7p.c.'75	----	----	----	----	----	----
" 1 M. Ex.'82	----	----	----	----	----	----
Hann. & St. J. bonds.	62	64	65	----	----	----
Huds. R. 1 M. 7p.c.'69	----	----	118	----	----	120
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7p.c.'75	----	----	----	----	107½	----
" conv. bonds	102	102½	103	----	105	106
Illinois Central bonds	114	115	----	115½	116½	119
La Grosse & Mil. L. G.	----	----	----	----	33	----
Mil. & P. du C. 1st M.	110	----	110	----	----	----
Mich. Cen. S F. 8pc.'82	120½	121	121	----	122½	122½
" conv. 8p.c.'69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	109	108½	109½	----	109	110½
" " 2 M.	98½	100½	100	101	100½	100½
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif.'83	----	----	----	----	----	113
" 1 M. 7 p.c.'64	----	----	----	----	----	----
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c.'67	----	----	----	----	----	----
" 2 M. 7 p.c.'79	----	----	----	----	----	----
" 3 M. 7p.c.'83	----	----	----	----	119	120
" 4 M. 7p.c.'80	108	----	----	109	109	108½
" 5 M. 7p.c.'88	102½	----	102	103	106	----
N. Y. & H. 1 M. 7p.c.'73	----	----	----	----	118½	118
" 2 M. 7p.c.'64	----	----	----	----	----	----
" 3 M. 7p.c.'67	----	----	----	100	100	----
Pitts., Ft. W. & Ch. 1 M.	110½	----	110	111	110	111
" " " 2d M.	98	98	97½	99½	100½	101
" " " 3d M.	79	80½	79	----	80	80
Chicago & Alton, 1 M.	----	----	----	----	----	----
Alton & Terre H. 1 M.	104	104	----	----	106	----
" " 2 M. pref.	87½	88	88½	89½	90	90
" " Inc. b'ds.	75	76	76	78	79	----
Toledo & Wab. 1 M.	105	105	105	104	106	----
" " 2 M.	89¾	90	87	90	90	90
" " Int. b'ds.	56	----	----	----	55	79½
Miscellaneous:—						
Del. & Hud. Canal	----	122	124	127½	128	127½
Penn'a Coal Co.	----	124	123	127	----	126½
Pacific Mail S.S. Co.	142	149½	148	157	157	156½

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
Federal Stocks:—						
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	89½	90	----	----	----	89
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	98	98	97½	98½	96	93½
U. S. 6s, 1881, coup.	98½	98½	97½	97	96½	95
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	97	----	----	----	----	----
U. S. 6s, 1862, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	98½	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	97	96½	----	93
U. S. 6s, 1868, "	----	----	----	----	----	99
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97½	97½	97	96½	96½	95½
U. S. 6s, 5-20s, coupon	----	----	----	----	----	----
Treasury 7 3-10 Notes	103	103	103	102½	102½	100½
U. S. Demand Notes	135	135½	135½	139	139½	143
American Gold	137	138½	138½	143½	----	148

Boston Stock Exchange.

Actual Sales Prices for the week ending Jan. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
Boston and Lowell	----	----	----	----	110	----
Boston and Maine	125	131½	----	----	127	127
Boston and Providence	----	----	----	131½	----	----
Boston and Worcest	128½	181	----	132	132	132
Connecticut River	107	106½	----	108	109	110
Eastern, Mass.	96½	98	98	98½	98½	98
Eastern, N. H.	96½	98½	----	----	----	----
Fitchburg	112	112	113½	115	115½	117
Manchester & Lawr'ce.	112	----	----	----	----	----
Michigan Central	93	----	95½	----	----	----
Northern, N. H.	66	----	----	----	----	69
Old Colony and Fall R.	131	132	----	133½	----	134
Ph., Wil. & Baltimore	61½	61½	61½	61½	61½	66
Portl'd, Saco & Ports.	111	111½	----	112	----	113
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	23	25	25	25	25½	25
Western	147	----	148	148	----	150
Cambridge (Horse)	110	110½	110½	----	112½	113½
Metropolitan "	67½	70	----	69	----	69
Middlesex "	99½	100	----	100½	102	105
Central Copper Co.	29½	----	----	----	----	----
Franklin Copper Co.	46½	46	----	45½	----	----
Isle Royale "	19½	19½	19	20	20½	----
National "	----	25	----	----	----	----
Minnesota "	68¾	69	----	----	----	----
Pewabic "	----	47	47	46½	----	----
Pittsburg "	----	----	----	70	----	----
Quincy "	----	----	----	64½	----	----
Rockland "	16	16	----	16½	----	----

Philadelphia Stock Exchange.

Actual Sales Prices for the week ending Jan. 13.

	W. 7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.
Beaver Meadow	----	----	----	----	61	----
Cattawissa	6¾	7	7¾	8	8	8½
" preferred	20¾	21½	24	24½	24½	24½
Camden & Amboy	----	----	----	----	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	103½
" " 6s,'83	103	105	----	----	----	105
" " 6s,'89	----	----	----	----	----	----
Elmira & W'msport	25	26	----	----	----	32
" " pref.	----	----	----	----	----	43½
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	62½
Harrisburg	60	----	----	----	----	60
Lehigh Navigation	55	----	56	----	56	56
" " 6s	----	----	----	----	----	----
" " scrip.	31½	----	35	----	35	----
Lehigh Valley R. R.	70	70	----	----	----	----
" " " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	41	42	42	43½	45	45½
" " 7s	----	----	----	----	----	----
Long Island	24½	----	25	----	25½	25½
" " 6s	----	----	100	----	----	----
Minehill	52	52	52	50	----	50½
North Pennsylvania	11½	12½	12½	12½	12½	12½
" " 6s	90	90	91	91	----	82
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	60½	60½	60½	61	61½	63
" 1st m.	111	----	113	113	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	97½	97½	98	99½	----	100½
" " 5s, coupon	----	----	104	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	103	----	105	105½	105	105
" " new	107	109	109½	----	109½	109½
Philad., Germ. & Nor.	----	56½	57	----	----	57
Phila. & Reading	40½	43½	43½	44	44½	45½
" " 6s, '86	----	101	----	----	----	102½
" " 6s, '70	105½	----	----	----	----	----
Philadelphia & Erie, 6s	----	----	----	----	106	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	108	----	----	----	----	----
Arch street, (Horse)	27½	----	----	----	26½	26½
Chestnut & Wal. "	----	----	49	50	50	50
Girard College, "	26	----	----	26	----	26
Green & Coates, "	----	----	----	----	----	37½
Race and Vine, "	10½	----	112	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	17½	18	----	----	17½
13th & 15th sts., "	26	----	----	----	----	26½
West Philad., "	----	----	----	----	----	----
10th & 11th sts. "	----	----	----	----	----	34

Baltimore Stock Exchange.

Actual Sales Prices for the week ending Jan. 12.

	Tu.6.	W.7.	Th 8.	F.9.	Sat.10.	M 12.
Baltimore City 6s, 1875	----	----	----	100	----	----
" " 1886	----	----	----	----	----	----
" " 1870-1084	106½	108½	108½	----	----	----
" " 1890-1085	----	----	----	----	109	109
Balt. and Ohio	80½	82½	84½	85½	----	86½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	103	----	----	----	----
" " " '75	----	102	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85-100	----	----	110½	100½	----	
Northern Central	34	35	35	35½	----	----
" " b'ds, '85	----	----	----	97½	----	99
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 20th December:

Maryland 6s	71	to	73
United States 5s, 1874	63¼	"	64¼
Virginia State 6s	44¼	"	45¼
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	73¼	"	74¼
D. Pennsylvania do. do.	70¼	"	71¼
Erie shares, $100 (all paid)	42¼	"	43
Do., 7s, preference	61	"	63
Do., assessment scrip	...	"	...
Do., 7s, 1st mort., 1867	82	"	85
Do., 7s, 2d mort., 1859	75	"	85
Do., 7s, 3d mort., 1883	72	"	74
Do., 7s, 4th mort. x. c.	68	"	70
Do., 7s, 5th mort.	66	"	68
Illinois Central 6s, 1875	76	"	78
Illinois Central 7s, 1875 x. c.	76	"	77
Do. do. $100 shares, $90 paid, dis.	42	"	41
Do. do. $100 shares, all paid.	52	"	53
Michigan Central 8s, Convertible, 1869	76	"	80
Do. do. S. F. 1st mort., do., '82. x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1886	70	"	75
Do. do. do. $100 shares.	23	"	25
New York Central 6s, S. F., 1883	70	"	75
Do. do. 7s, 1864	70	"	75
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	70	"	72
Panama, 1st mortgage 7s, 1865	102	"	104
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	73	"	76
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	36	"	38
Philadelphia and Reading, $50 shares	25	"	28

American Railroad Journal.

Saturday, January 17, 1863.

Stock Exchange and Money Market.

The present condition and prospects of the financial affairs of the loyal States, for of them and with them alone have we any immediate hope of the future, have at this moment an importance unfelt before. With all our power, our men, our money, our cause, and every advantage which an active and prosperous industry could add to such *materiel*, we stand shivering on the brink of a dark uncertainty. The people of the North have done everything for the administration, and the administration appears perfectly helpless, and unable to do anything for them. *Success in the field would change the whole aspect of our affairs.* But alas we do not exhibit the adequate talent for procuring it, or it has not yet discovered itself Great events, it is said, make great men, but our turn evidently has not yet come. When will our countrymen learn the truth, that men without training and without ability are not competent to be at the head of public affairs. The reverse of this idea seems to have been too much our policy and practice.

Yet while we are far from desponding, there are too many others who despond. Where are we drifting, they inquire? Where is to be the end of this paper currency inflation? Are we to have repeated the melancholy history of the

Assignats and Mandats of the French revolution? Are the frightful losses and horrors of that issue, to be witnessed here? It is to this question we propose a brief reply, for while we acknowledge the value of the reference, we protest against its presenting a parallel case. The issue of the assignats in scarcely a single particular, resembles that of our own national currency. It much more nearly corresponds with confederate money. Let the truth of history be vindicated.

The issue of assignats was one of the earliest measures of the French Constituent Assembly, and based entirely on landed security, and this security was the confiscated property of the clergy, which on the motion of the celebrated Mirabeau was placed at the service of the State. A sale was soon decreed of these and the crown lands also, to the amount of four hundred millions of francs, or about eighty millions of dollars. Various schemes of realizing on this security were projected, all having difficulties of a serious character, from the nature of the property, the stagnation of trade, and the actual scarcity of money; yet the plan was finally adopted of issuing paper money in notes of 100 francs which were called *assignats*, from being assignable, and were in the hands of any holder receivable for the purchase of the national domain. They also bore an interest by the day, in imitation of the English exchequer bills. The issues soon became large. The first issue of 400 millions, was followed by another of 800, these last bearing no interest. When in the following year 1791, the property of the emigrants was confiscated, and this was made the basis of further issues until in 1792, the amount afloat was twenty-five hundred millions. This enormous issue had its first effect on the prices of provisions; the farmers felt unwilling to bring their produce into Paris, and if they did so, asked prices proportional to the depreciating value of the currency, which was even then double what it had been. This caused the usual clamor, as the cost of bread is there very often the price of revolution. All kinds of enactments were attempted, precisely as there have been in the Confederate States to regulate sales by establishing maximum prices, by declaring penalties against extortion, undue demands, and under valuations of the paper currency. This policy has been rigidly carried out in many parts of the South, and a great many persons have been imprisoned for refusing to receive confederate notes. We have no room at this time to give even an outline of the various plans, proposals, acts, or measures resorted to by the French legislators to sustain the sinking credit of the Government paper. All buying and selling of the necessaries of life were made at fixed rates or maximums, and every scheme was resorted to to lower the prices of commodities.

In 1793 there were in circulation 3,776 millions of assignats, but by a forced loan of 1000 millions and the application of a year's taxes, this circulation was reduced to about ⅓. Successes in the field produced a great change in their favor, and at the end of the year the securities rose so much in favor that the *assignats went up to par*. Here was the turning point. Proper financial arrangements, if certain other circumstances had favored, might have saved the credit of the French Government, but its wants prevailed over its discretion, and the issues recommenced on a large scale. In 1794 they amounted to 6,536 millions; when the directory came in, they too added to the flood, not only by issues to the extent of twenty thousand millions, but by a batch of paper called *mandats*, a sort of currency which was not only receivable as a legal tender like the assignats, but was a sort of authority for the holder to enter and take possession of his landed security whenever he wished to realize. This paper went the way of the other, and finally after intense suffering by the people, the assignats and mandats were finally returned to the Government in payment of taxes and the purchase of lands, at about one seventieth of their nominal value, and after 1796 they disappeared.

This is an instructive lesson doubtless. But that it is applicable to us at this moment is very questionable. At the time the assignats were issued, the whole of France was in confusion and distress, without commerce, manufactures, or revenue, indeed without a single element of actual prosperity. All property as well as life was insecure, and the former when confiscated and added to the security of the assignats was by no means of a certain character. The return of the Bourbons was not unexpected even by the Republicans, and this increased the feeling of insecurity.

There was not one single element of financial strength which the Government could reach, and the whole world was against it.

On the contrary as regards ourselves, there are more gold and silver in the Wall street banks to-day than there were in the coffers of the French Republic during the whole of its career, more business is done in cash in one day in this city than there was in a whole year in Paris. France had no foreign trade, no gold mines, not a railway, only one or two indifferent canals, and the main body of the people were either small farmers or soldiers in the field.

There was nothing whatever to base a currency upon. It is absurd then to run any parallel between France and this country in relation to the two currencies. There is no resemblance, in the issue itself, its character, securities, intention, amount, or value. There was then no class of people able to buy up the landed securities, covering one-fourth of the whole country, no immigration, no money.

The cases are unlike in all particulars.

Our disheartened friends must therefore look somewhere else for their illustrations and arguments.

The result of Mr. Chase's visit to New York is nothing at all. At the various meetings of bankers and merchants no satisfactory conclusion was arrived at. There are those who insist on a resort to loans even if they do not produce 50 cents on the dollar. Others desire that the legal tender notes may be received at the Custom House, thinking this will equalize gold and paper. We should advise an attempt on the market to a moderate extent of Government securities, and the holding back of any large amounts of currency until this attempt was made. Military successes would, however, be the best cure for our financial troubles.

Many rumors are afloat as to the views of eminent bankers at this moment, which in the explanation would be more curious than instructive. The impression is, that they will keep aloof from any original proposition to the Government, expecting as matters stand, to meet a loss on the stocks they hold, instead of a profit, and inclined not to come forward until they can buy in at such a figure as to make the average profit nearly certain.

They all admit, however, that if the war was successfully closed, American stocks would be in greater demand here and abroad than ever. In the rebel dispatches captured off Charleston, is one remarkable expression worth noticing. "Aid us, or we perish."

We imagine that if a new national loan was authorized by Congress in Scrips as low as even $10, and an appeal made to the people of all classes and conditions to subscribe to it in proportion to their means, hundreds of millions might be at once obtained. A similar appeal was made to the French by Louis Napoleon and the effect was extraordinary. He was offered more than he wanted. If capitalists are shy, the people have courage. There is plenty of money for some kinds of stocks; it will not be wanting for other kinds, when the existence of the nation is at stake.

A well written review of Secretary Chase's report has made its appearance from the pen of R. J. Walker, Esq. We may allude to it when we have more room.

The following quotations of sales are in addition to those given elsewhere in our columns:

New York.—Ohio 6s, 1881, 111¾ to 113; Buffalo, New and Erie 2d mort., 86; Lackawanna and Western bonds, 114; Illinois canal registered bonds, 100; Miss. and Mo. L. G. bonds, 65; Ohio 6s, 1886, 113; Brooklyn City Water Loan, 119; Illinois canal bonds, 1860, 99; Illinois coupon bonds, 1862, 101; N. Y. City 5s, 1868, 100; Sixth Avenue R. R., 128; Canton Co., 19½ to 27; Cumberland Coal pref., 19¼ to 25⅞; Alton and Terre Haute, 35½; do., pref., 58½ to 63; Nic. Trans., 5.

Boston.—Chicago 7s, 1881, 110; do., Sewerage Loan, 110; Rutland 1st mort., 50 to 59; do., 2d mort., 5 to 9; Ogdensburg 1st mort., 96 to 100; do., 2d mort., 14½; Vt. and Mass. R. R. 6s, 103; Vt. Central 1st mort., 28½ to 30; do., 2d mort., 4; Vermont 6s, 1871, 109½; Rhode Island 6s, 110; Mass. 6s, 1871, 121; Concord, 63½ to 65; Cheshire 25½; do., 6s, 105; Nashua and Lowell, 125; Malden and

Melrose, (horse,) 6½ to 9; Copper Falls Mining Co., 8⅛; Huron, 9¼; Columbian, 2⅞; Petherick, 2⅝; Acton, 5¼; Hancock, 9¼; Mesnard, 8⅝.

Philadelphia.—Camden and Amboy 6s, 1864, 104; Morris Canal, 57; do., 1st mort., 103; Reading 6s, 1871, 102; do., 1844-'80, 109; Lebanon Valley, 42; Lykens Valley, 21; Chester Valley 7s, 31; 5th and 6th streets (horse,) 58; do., 7s, 106; 17th and 19th sts., 12; Ridge Avenue 7s, 100; Sch. Nav., 6; do., pref., 15½; do., 6s, 1882, 71; Susq. Canal, 7½; do., scrip, 36½; do., 6s, 40½; Del. Div., 41; Chesapeake and Del. 6s, 94; Philadelphia and Erie, 41¼.

Baltimore.—Central Ohio 2d mort., 77; do., income bonds, 20; Western Md. bonds, 74; do., endorsed, 104; Md. State 6s, 1870, 112¾; do., coupon, 113½.

Rensselaer Polytechnic Institute, Troy, N.Y.

The attention of our readers is particularly directed to the advertisement of this long-established and excellent Institution, which appears in our advertising columns of this week. We understand that the Institute is now occupying very commodious temporary quarters where all the exercises are being carried on precisely as heretofore, and that the new and elegant buildings which are being erected, will be completely finished and ready for occupancy before the opening of the Winter session in September, 1863. This Institution now enjoys a very high and well-earned reputation for its thorough course of instruction in Engineering and the Natural Sciences, and its graduates are holding responsible and honorable positions as Civil, Military and Naval Engineers both in this country and in South America.

Naval Defences of the Lakes.

We are indebted to the Hon. F. A. Conkling, M. C., for a copy of his report on the naval defences of the Lakes.

It shows that any future naval combats on the lakes should they occur, cannot be carried on by such vessels as could pass either the St. Lawrence or Erie and Champlain Canals, from their limited size; that the former could be easily destroyed from the American side; that vessels which might pass the canals would not be suitable or available on the rough waters of Lakes Erie and Ontario, and that the expense of reconstruction of our canals would be nearly three times greater than the estimates before Congress. Certificates of competent Engineers, connected with the Canals are given, showing the disadvantages of the proposed enlargement, and the fact that even now, there is not water enough at all times to fill them even with their present size. We consider the positions taken by the report, to be impregnable, and this is no time to go into a needless operation, requiring millions that the country cannot spare, particularly when for years to come these canals will be large enough, with railways alongside of them, and when for war purposes, there is no probability they would really answer the purpose. Above all, the present state of our relations with England forbids the idea of entering at this time upon an aggressive policy. And if we should be compelled to act offensively, we have already large fleets of steamers on the lakes which could be rapidly armed, and be more than a match for any gun boats which could pass up into Lakes Ontario or Erie by the St. Lawrence and Welland Canals.

Philadelphia and Reading Railroad.

The business of the Philadelphia and Reading Railroad Company for the month of November, 1861 and 1862, has been as follows:

	1862.	1861.
Received from coal.	$356,406 54	$224,158 52
Do. merchandise.	46,644 60	38,581 85
Do. travel, etc. ..	63,505 85	29,022 50
	$466,556 90	$291,762 87
Transport'tion, roadway, dumpage, renewal fund, and all charges	182,931 31	166,168 72
Net profit for the m'th	$283,625 68	$125,594 15
Do. previous 11 mos.	1,812,149 13	1,287,311 31
Total net profit for 12 months.	$2,095,774 81	$1,412,905 46

Chicago, Burlington and Quincy Railroad.

The earnings of the Chicago, Burlington and Quincy Railroad Line, for December, 1861 and 1862, have been as follows:

Between Chicago, Burlington and Peoria, 264 miles.

	1861.	1862.
Freight	$122,788 31	$158.833 23
Passengers	26,113 20	39,141 43
Mails and miscellaneous	6,079 32	2,338 33
Total	$154,980 83	$200,312 99
Increase		$45,332 16

Between Galesburg and Quincy, 100 miles.

	1861.	1862.
Freight	$16,708 55	$19,008 62
Passengers	6,156 96	9,582 88
Mails and miscellaneous	1,778 54	884 34
Total	$24,644 05	$29,475 84
Increase		$4,831 79
Aggregate for 364 miles.	$179,624 88	$229,788 83
Increase		$50,163 95

United States Mint.

We have the report of the Superintendent of the United States Mint for the year 1862.

The amount of foreign coin and bullion deposited was only $11,268,710 11.

The amount of bullion received at the mint and branches during the year was—

Gold	$67,118,544 56
Silver	4,098,673 14
Total	$71,217,217 70
Deduct for redeposits and the actual amount will be	$45,423,231 01

The coinage during the same period was

Gold coin	$45,532 386 50
Fine gold bars	16,144,190 05
Silver coins.	2,812,401 50
Silver bars.	418,680 01
Total coinage	$65,023,658 06
Total number of pieces	$28,296,999

The mines of the United States continue to yield large amounts of the precious metals. Most of the gold and silver received at the mint was of this sort. The receipts from Oregon the last year were $888,205 against $3,181 of the preceding year.

The number of old copper cents is diminishing to give place to the nickel.

It is proposed to introduce a motto on our coins of a religious character, as a just recognition of the Sovereignty of the Divine Ruler of Nations. It is proposed to adopt the words "God our trust."

The annual yield of gold and silver is now estimated at $175,000,000 per annum, seven times the amount produced annually for some years previous to 1815. There appears to be a sufficient quantity of the precious metals to support bills of credit. The annual loss of value in coins by abrasion, is ascertained to be but one part in 2,400, on the average annually.

Forty five millions of dollars in small silver change exist in the country. It is proposed to reduce the weight and preserve the fineness. Rare and valuable coins and medals have been added to the national collection.

Brown's Top Lamp Chimney.

We have examined this invention of a lamp chimney, which is said to have rare merit, and to be fast coming into use. That part of it which is glass is short, easily cleaned, and not liable to be easily thrown off. On the top, is placed a metal cap, the principle of which is, that being from its material a good conductor and radiator of heat, the glass chimney below is kept comparatively cool. This is a desideratum and appears to have been obtained by the inventor. A company has been formed for its manufacture, which is going on extensively to meet the public demand.

Engineers' Report on Railway Surveys across the Sierra Nevada.

We have received the very interesting report of Messrs. Wm. J. Lewis and Francis A. Bishop, Civil Engineers made to George Blanchard, F. A. Bee, John Kirk and C. W. Brewster, Esqrs., of Placerville California, containing an account of the results of an Exploration, made for railway purposes, across the Sierra Nevada.

This document which we publish entire, is well timed and throws great light on the question, how shall the Sierra Nevada be passed by our Railway Engineers, when they come to the construction of the great line which is to unite the Atlantic and Pacific.

This exploration was made of that portion of the Sierra, between Slippery Ford, on the South Fork of the American River and Carson Valley in Nevada Territory, having in view however, the connection of the cities of Sacramento and San Francisco with Nevada Territory by rails, by the way of Placerville and along the South Fork of the American River; forming in fact a link of the Pacific Railroad.

The gratifying fact has been established, that it is practicable to pass the Sierra with moderate grades, by the shortest possible routes, and by a line almost free from snow, freer in fact, than most of our own lines in the Northern States. Our readers will perceive then, the value of this interinteresting Report:

Gentlemen:—The rise and progress of the State of California has already become a matter of history. Her mineral products have fixed her status among commercial nations; but further advancement should be secured by the fuller development of her vast mineral and agricultural resources, and the opening of superior inland communications, which are the vanguards of enlightenment and prosperity. Therefore, all projects, the solution of which tend to that end, merit the attention of her citizens.

California is not alone concerned in these desired improvements. Adjacent States and Territories will be immeasurably benefited by any system of communications which reaches their borders.

Nevada Territory, which lies in the Great Basin, and on the eastern boundary of California, separated from her by the Sierra Nevada Mountains,

though scarcely known abroad, and but slightly explored by her own citizens, has proved to be exceedingiy rich in minerals, and is already pouring a stream of the precious metals through the defiles of the Sierra. This country is practically shut out from the world except through California, being almost devoid of soil suitable for agriculture, pasture for herds and timber for fuel and mechanical purposes. It is dependent on the inexhaustible valleys of California for food, upon her workshops for machinery, and on her ports for the many luxuries and necessaries which her people require.

The rapid development of the mineral resources of Nevada; its increasing population and requirements for food, clothing and machinery, are causing much speculation as to the mode of supplying these wants. The demand is already so great that the present method of transportation by teams is quite inadequate. The experience of the present season shows that the very excellent roads leading through the most practicable pass in the Sierra Nevada are crowded to their utmost capacity.

The enormous amount of freight and increasing travel between California and Nevada Territory, together with the high cost of transportation, demand serious attention. The practical solution of the difficulty is the early construction of a railroad.

Called upon by you to make an examination for railroad purposes of that portion of the Sierra Nevada between Slippery Ford, on the South Fork of the American River, and Carson Valley, in Nevada Territory, the following is offered as the result of our labors. It is to be understood that these examinations have in view the connection of the cities of Sacramento and San Francisco with Nevada Territory by railroad, by the way of the city of Placerville, and along the South Fork of the American River, to form, in fact, a link of the great Pacific Railroad.

The topographical features of the mountainous portion of the proposed route are such as to admit of the construction of that important work through the Sierra Nevada, with moderate gradients, by the shortest possible distance. and by a line almost free from snow.

The South Fork of the American River rises in the Sierra Nevada Mountains, latitude thirty-eight degrees, fifty minutes north, and pursues a general westerly direction until its waters unite with those of the Sacramento River at Sacramento.

The source of the most easterly branch of the South Fork is in the vicinity of Johnson's Pass, which has an altitude of six thousand, seven hundred and fifty-two feet above the sea. Through this Pass runs the main wagon road of the Sierra.

The Slippery Ford branch of this stream enters it about six miles west of Johnson's Pass, at Slippery Ford. Taking its head in the Sierra, about six or eight miles north-westerly from its confluence, it runs nearly parallel with the axis of the range, and splitting it, and running through a deep and narrow gorge, for part of the distance, it leaves the higher peaks to the west; while on the east, between it and Lake Bigler, is the main divide, much lower and broken.

On the east side of the divide, four or five miles in a northerly direction from Slippery Ford, a stream rises which flows into Fallen Leaf Lake, and from thence into Lake Bigler, at its south-western extremity.

This stream, flowing through a gorge similar to the Slippery Ford branch of the American, cuts the eastern base of the mountain very deeply and at right angles with it, making the main ridge very narrow between the two streams.

Bigler Lake Valley, which lies east of the sources of the South Fork, is enclosed by a short range of mountains, which runs between it and Carson Valley. This range diverges from the main chain in the vicinity of the old Carson Pass, bearing to the east and north until it resches the Truckee River. The stream, being the outlet of Lake Bigler, flows from the west side, about two-thirds of the length of the Lake from the south end, breaks its way through a chain of mountains, in a north-westerly and northerly direction, for about fifteen miles, then running north-easterly for about the same distance; it finally changes its course to the east and enters the Great Basin.

The general altitude of the range between Carson and Lake Valley seems to be as high as the main range. Its crest, however, is pierced by several low gaps, the lowest of which is called the Walton Pass—having an altitude of six thousand four hundred and nineteen feet.

A line of railroad connecting Placerville with the Sacramento Valley has been carefully surveyed and found practicable, a detailed estimate made of the cost of construction, and a Company organized under the General Railroad law of the State for the prosecution of the work.

It is proposed to carry the line from Placerville, which is situated about two and one half miles south of the South Fork of the American River, along the left bank of that stream for a distance of about twenty-six miles, and then across the river to the right bank, and continue up along the same and into the gorge of the Slippery Ford branch, until it reaches an altitude of five thousand nine hundred and sixty-six feet.

The distance of this point from Placerville is fifty-three miles. The elevation of Placeville being eighteen hundred and fifty feet, the grades between the two places need not exceed eighty feet to the mile.

From this point in the gorge it is proposed to perforate the mountain with a tunnel in the north-easterly direction to the gorge on the east side, a distance of three and three-fourth miles in a direct line. From the head of the tunnel on the east side the line will run along the spur on the south side of Fallen Leaf Lake, descending to Bigler Lake Valley, crossing it by a distance of about six miles, on a grade of fifty-six feet to the mile, then heading the south end of Lake Bigler and pursuing a general north-easterly direction for sixteen miles along the range lying on the east side of the Lake until it reaches Walton's Pass by an ascending grade of forty feet to the mile.

It is deemed advisable to penetrate this ridge to the East Fork of Clear Creek with a tunnel, which will be about four hundred yards in length, saving in altitude one hundred and fifty feet.

From Walton's Summit the line will descend into the Great Basin, along the north side of Clear Creek, bearing a little north of east, until it turns the dividing ridge between that stream and King's Canon (a creek flowing in a north-easterly direction and through Carson City.) It will then cross this stream near its head waters, and taking its left bank, until it turns a ridge between it and another canon, which it will cross and take the left bank as before, until it reaches the ridge between Washoe and Eagle Valley, at a distance of eighteen miles from Walton's Summit, and at an altitude of four thousand five hundred and ten feet. The gradients for the last division will be the heaviest on the whole line, being about ninety-seven feet to the mile. The examinations were carried no further than this point, it being a commanding position. The descent into the plains to Carson River being but a few hundred feet, distance can be obtained to make the gradients easterly very light, or the line can be carried to Virginia City with nearly equal facility.

From Placerville to the crossing of the South Fork of the American River, the proposed line will run for a considerable distance along the northern slope of a smooth ridge dividing the waters of Weber Creek and the South Fork.

After leaving the town the road will not cross any very deep ravines until it reaches the river.

The overlying formation for the first sixteen miles is slate, under which lies granite, the slate disappearing as the line approaches the river. From the crossing of the river to the Great Basin, the formation adjacent to the line is granite of various degrees of hardness. Between the crossing of the South Fork and the west end of the main tunnel several large ravines are encountered, the principal of which will be crossed at their mouths but little below grade. The country from twelve miles above Placerville to Bigler Lake Valley is heavily covered with Pitch-Pine, Spruce, Sugar-Pine and Cedar, of the best quality; and in crossing the deep ravines, timber structures can be temporarily substituted. Outside of the saving of cost in the construction of the road, the fine timber mentioned will furnish a large amount of lumber for the Sacramento Valley, and the revenue derived from its transportation will form a very important item in the receipts of the road.

The construction of the Western Tuunel which will be the principal difficulty on this great work, can be prosecuted with facility and economy. The granite is solid, of medium hardness, and at each head is an unfailing stream of water which can be applied to furnish power for ventilating purposes, drilling rock and removing material, no shafting being required. Appliances of this general description are now successfully employed to accomplish these objects in the Mount Cenis Tunnel (seven and six-tenths miles in length) on the line of the Lyons and Turin railway, in Europe.

From the east head of the Tunnel to Bigler Lake Valley, the ground is quite smooth and unbroken by ravines; but for one-third of the distance, the side slopes are steep.

Between Lake Valley and Walton's Summit, the ground is considerably broken by small gulches, but the side slopes for most of the distance are very gentle, and the rock soft and friable. The tunnel through the ridge to the east fork of Clear Creek will penetrate granite of softer quality than the large tunnel, but not soft enough to require lining.

On the east side of the ridge, for the remaining distance, the ground is very rough and broken; there are numerous gulches and two large ravines to cross, and the side slopes are very steep. The material to be removed is disintegrated granite, not difficult to work. There will necessarily be considerable curvature on this division, but curves of moderate radii can easily be obtained.

By the construction of the tunnel between Slippery Ford and Bigler Lake Valley, the deep snow which accumulates in all of the passes of the middle and northern section of the Sierra is avoided, and also an elevation and depression of seven hundred and eighty-six feet, which would otherwise have to be overcome by high gradients. At Slippery Ford, near the west end of the main tunnel, the depth of snow at no time during last season (which was an extraordinarily severe one) was more than six feet. In Bigler Lake Valley, the depth did not exceed four or five feet, and at the pass east of Lake Valley and at Carson City, there was much less snow during the winter than in Lake Valley.

The report on the Pacific Railroad Surveys of Captain G. B. McClellan, (now General McClellan) to the Hon. (?) Jefferson Davis, Secretary of War, presents a concise statement of the amount of obstructions occasioned by snow storms. He says:—

SNOW.

"The roads of Massachusetts, with rare exceptions, find but little difficulty in clearing the track from snow in the course of one day. They only fail to do so when the snow drifts badly, and packs hard. To open the road, from two to five engines are attached to each train, with a snow-plough in front. The train pushes through until stopped, when it backs off and again advances.

Snow to the depth of five or six feet as a maximum, can be cleared in this manner. With higher ploughs and additional power, it is possible that slightly greater depths of light snow may be worked through.

Snow a foot deep does not present a very great obstacle—that is to say, the train makes regular progress at reduced speed.

Embankments are far less obstructed than cuts.

Cuts of twenty feet deep, and upwards, are less obstructed than those of from five to ten feet.

Along side of cuts like the latter *snow fences* are used. These are board fences, about eight feet high, placed some twelve feet back from the edge of the excavation.

Drifting snow obstructs a train far more than a settled fall; for when the engine is brought to a state of rest, and finds it necessary to "back" in order to obtain a new impetus, the snow blows in

under the wheels, and sometimes "blocks" the train so that it cannot move either way. In such cases, a large manual force is necessary to clear all the wheels at once.

Men and shovels are always carried on the train when the fall of show is great, in order partially to open heavy drifts, and to provide for the contingency of the train being blocked.

Freight trains should be discontinued until the road is opened: the work being done by passenger trains. Light dry snow is by no means so serious an obstacle as wet heavy snow, except in regard to its liability to drift.

In opening a road over heavy gradients, commence working from the summit.

When the snow opposes a considerable resistance, the engines use about double the usual quantity of fuel and water.

Snow-ploughs are generally of two sizes; the larger sizes are from nine to ten feet high, and about seven feet broad; the smaller are about four feet high by seven broad, and are sometimes of iron."

It is evident from the above extract, that on the proposed line the railroad can be kept in operation through the winter season with but little expense on account of snow.

It may be well to remark that the wagon road route by Placerville, Slippery Ford and Johnson's Pass, is the only one which has been kept open throughout the entire season. Indeed, it is notorious that all the travel and freight between Sacramento Valley and Nevada Territory passes, during not less than four months in each year, over the route designated. The enormous profits realized by the proprietors of portions of the road between Placerville and Nevada Territory, would have induced rival lines through other passes connecting Sacramento Valley with the Territory to have kept their roads open, if it had been at all practicable.

The crossing of the spur of the Sierra Nevada lying east of Lake Bigler presents no serious difficulty, a tunnel of only four hundred yards in length being required.

The construction of the tunnel of three and three-fourth miles in length through the main Sierra will occupy some years. But in the mean time a temporary road can be constructed over the mountain through Johnson's Pass, connecting with the main line near the termini of the tunnel.

The following is the estimated cost of a single track railroad with necessary turnouts, side tracks, buildings and equipment, from the city of Placerville to a point on the dividing ridge between Washoe Lake and Carson River, north of Carson City, in the Territory of Nevada. Total length of road in round numbers is ninety-seven miles.

ESTIMATE.

From Placerville to Slippery Ford, 59 miles, at $80,000 per mile	$4,240,000
From Slippery Ford to Lake Valley, tunnel 19,800 feet, at $80 per foot lineal	1,584,000
Across Lake Valley to west end of tunnel through eastern spur, 22 miles, at $60,000 per mile	1,320,000
Tunnel through eastern spur, 1,200 feet, at $50 per foot lineal	60,000
Thence to termination of survey, 18 miles, at $100,000 per mile	1,800,000
Equipment, depot buildings, ect	800,000
Total cost	$9,804,000

From the best information we can obtain, we believe the amount and cost of transportation of freight and passengers per annum between Sacramento Valley and Nevada Territory, is approximately as follows:—

30,000 tons freight at $100 per ton	$3,000,000
36,500 passengers at $30	1,095,000
Mails and express	125,000
	$4,220,000

The business of Nevada Territory is merely in its infancy, less than four years having elapsed since the discovery of the first silver mines; and the operation of working the ores has scarcely been commenced.

There is already, however, a population of not less than 30,000 in the Territory, and the probability is that this number will be trebled before a railroad can be constructed.

The above statement shows the immense amount of travel and freight now crossing the mountains; indeed, we doubt whether any such amount has ever before passed in the same time over any wagon road in any country.

It would be futile for us to give an estimate of the prospective business of the road, as the data on which any estimate could be based must be a business increasing in an uncertain but unexampled proportion. It is evident that a railroad must be built without delay across the Sierra Nevada, and we believe that the Placerville route is by far the best which can be obtained; that it should form a link of the great Continental Railroad, and receive the aid which Congress intended to bestow on that road through the mountainous section of California.

Respectfully submitted,
WM. J. LEWIS,
FRANCIS A. BISHOP, } *Civil Engineers.*

Hudson River Railroad.

The receipts of this road for the year ending September 30, 1862, were:

From passengers	$1,202,684 45	
From freight	1,469,118 93	
From other sources	58,579 68	
		$2,730,383 06
Transp'tion expenses	$1,367,575 55	
Interest	657,015 64	
		2,024,591 19
Surplus		$705,791 87

The financial condition of the company on the 30th of September was as follows:

Capital stock by charter	$4,000,000 00
Amount paid in	3,758,466 59
Funded debt	9,137,000 00
Floating debt	298,424 33
Cost of road and equipment	12,113,794 31
Number of pass. carried in cars	1,456,402
Number of tons of freight carried	217,740

Since the above, the floating debt has been paid off, and a dividend of 3 per cent in cash declared.

Retrospect of 1862.

We stated in our last, the generally favorable commercial condition of the country, at the close of the past year, resulting from abundant crops and an active demand for them abroad, and the undisturbed industries of our people, stimulated, undoubtedly, by the enormous expenditures made forthe prosecution of the war. The substitution of the notes of Government to serve as money has increased somewhat the earnings of our railroads, but such increase is hardly, if at all, in excess of the increased amount of merchandise transported. The business of the roads has been of a most substantial character, only a small per centage of the additional amount received being from passenger transportation. The traffic upon our railroads is the best possible index of the general condition of the country, as nearly all its products are borne over them. To get at one is to fully understand the other.

During the past year the nation has been put upon trial in reference to the matter of its resources. No recent one has put its strength to the test. The even tenor of our experience has called for no extraordinary effort for nearly 50 years, if we except our marvelous material progress, for whose extent and cost no standard of measurement exists. Of the magnitude of the efforts and means involved in this progress, we ourselves had but a faint idea. Within the last ten years the United States has kept pace with all the world in the construction of railroads. We transferred more than 4,000,000 of people to new and distant homes —a population whose industry is much more productive than that of those they left behind —have built up within the same period numerous cities which will vie with those in the East, in the elegance of their structures, in commerce, wealth, and population. When we take into account the peaceful achievements of the last ten years, they have been vastly greater than the efforts which have been put forth in the colossal struggle with the rebellion. Fortunately, the works necessary to the full development of the resources of the country, not only public highways, but every contrivance calculated to abridge labor and facilitate the movements of commerce, had been completed before the rebellion broke out, so that when the crisis came, the whole strength of the nation was available to meet it.

Of the extent of these resources the vast sums raised and expended for the past year are full proof. The increased means of the country are by nothing more strikingly illustrated than by the ease with which loans to an enormous amount are raised. At the close of Mr. Buchanan's administration fully 12 per cent. was paid for a loan of a few millions, which was with the greatest difficulty obtained. During the past year, loans have been made to the government, in the form of deposits at the Sub-Treasuries to the amount of $100,000,000, without exciting attention or remark. The amount of those that have been made in one form or another, will equal $1,500,000 daily, in addition to the Treasury notes which constitute another loan to the amount of $250,000,000. Certificates of indebtedness make up another $100,000,000. All these loans have been made without any embarrassment whatever, and may be increased to any limit, while faith in the Government is maintained. The people have still an abundance of all that is required for the prosecution of the war—food, munitions of all kinds, clothing and men. All can still be had in the greatest abundance for money, or for the faith of the Government so long as this is unshaken.

We have thus gone through two years of the greatest war of modern times, and still have an abundance of all that is necessary to the highest degree of physical comfort. Such a state of things represents our highest ideal of the condition of the people, as it realizes all the advantages that Government or social order can secure. It is unquestionably in a great measure due to the natural wealth of the country, especially in the cheapness and abundance with which food can be raised. The State of Illinois raised probably 200,000,000 bushels of corn, at a cost not exceeding 10 cents per bushel. This State stands as a type for the whole, though probably the best adapted to the production of food. In no part of Europe, as in the West, can crops be raised for a succession of years with little other culture but dropping the seed. It is the natural wealth of the soil that we are now drawing upon. We may for a long time to come treble the draft without exhausting the source.

After food the next great source of wealth is minerals, especially iron and coal. These exist in abundance, with an accessibility, which no nation or continent can show. Our coal is not only more widely and abundantly distributed than elsewhere, but it lies so near the surface that the mining of it is the simplest, easiest process imaginable. We have thus in the greatest profusion, the two great agencies of modern civilization and power, because with them we render natural laws our servants, and step at once to a plain whose horizon is

as broad as nature itself. But this is not all. We rival all other countries in the production of all the more valuable metals—gold, silver and copper. On the Pacific slope we have only broken the crust that covers the vast beds underlayed with silver and gold, and which appear to extend over the whole Western portion of the continent, while in the East and upon the shores of Lake Superior the deposits of copper that have been opened have rendered us a leading nation in the production of this article.

There is consequently a perfect harmony between the resources and the actual condition of the country. In a week or two more we shall be able to commence the publication of the returns, the actual results for the year as shown in our foreign commerce, and in the earnings and traffic of our public works, which will fully verify the correctness of the general survey we have taken of the financial condition of the country.—*Hallett's Financial Circular.*

Interest and Dividends.

The Philadelphia and Reading Railroad Company have declared a dividend of seven per cent. on the preferred stock, payable in cash on the 15th instant, and a dividend of seven per cent. on the common stock, payable in stock on the 16th of February, free of State tax.

The dividend on the preferred stock will be paid to holders in New York at the office of the Farmers' Loan and Trust Company, and in Boston, at the office of Messrs. J. E. Thayer & Bro.

The Central Railroad Company of New Jersey has declared a quarterly dividend of two and a-half per cent., free of tax, payable on and after the 14th inst., at the office of the company.

The Hudson River Railroad Company has declared a dividend of three per cent., payable February 11th.

The Connecticut River Railroad Company has declared a semi-annual dividend of three per cent. free of the Government tax, payable Feb. 2, at the Globe Bank, Boston.

The interest coupons of the Minnesota eight per cent. State loan, due on the 1st inst., will be paid at the office of Messrs. P. M. Myers & Co., No. 6 Broad street, in this city.

The coupons of the Jackson County (Ohio) bonds, due January 1, 1863, will be paid at the Ocean Bank in this city.

The interest upon Iowa State Stocks, due January 1, 1863, will be paid at the Banking-House of Gilman Son & Co., No. 47 Exchange-place, New York.

Interest coupons due January 1st on the Bonds of Muskingum County and City of Zanesville, Ohio, will be paid at the Nassau Bank.

Coupons $5, $15 and $17, of the City of San Francisco, due Jan. 1, will be paid in gold coin, by Wm. T. Coleman & Co., No. 70 Wall st.

Holders of Coupons, due January 1, 1863, of the City of New-Orleans, are requested to present them for payment at the Bank of America.

The Buffalo and State Line Railroad Company, will pay its stock-holders on the 2d day of February a Semi-annual Dividend of Five per Cent., free of Government tax, at the office of the Treasurer in Buffalo.

The Galena and Chicago railroad company have declared a dividend of 3 per cent free of government tax, payable January 10, in Chicago, in exchange on New York at par.

Little Miami Railroad.

The following is a comparative statement of the operations of the road for the years 1861 and 1862:

	1861.	1862.
Gross earnings....	$1,330,050 57	$1,574,069 11
Total expenses....	800,069 49	942,838 32
Net earnings.....	$529,981 08	$631,230 79

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On a level, it is now understood, that an engine, exclusive of the weight of tender and cars, can

draw	619 tons.
On a 10 feet grade, against the trade	408 "
On a 20 " " "	307 "
On a 30 " " "	243 "
On a 40 " " "	201 "
On a 50 " " "	168 "
On a 60 " " "	144 "
On a 70 " " "	126 "

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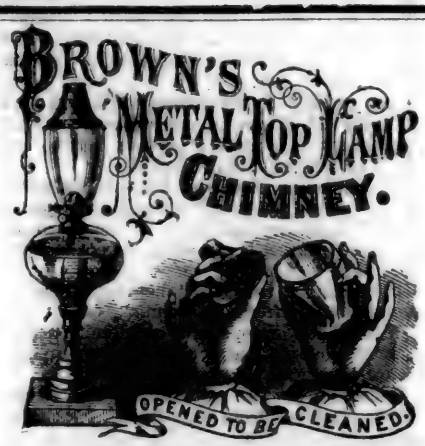
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See Advertisement. { **ALBERT BRIDGES.** **JOEL C. LANE.**

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MORE THAN FORTY THOUSAND OF THESE TIRES HAVE BEEN SUPPLIED.

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1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " " 50 " 52 " " "
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New York, Nov. 11, 1862. **28 Beaver st.**

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To HAMMERED or ROLLED AXLES.
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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American Railroad Journal.

New York, Saturday, January 24, 1863.

Principles of Taxation.—Stamps.—Royer.

The general principles on which taxation should be founded, have been so clearly laid down by Adam Smith, that almost universal assent is given o them by the statesmen of modern times. They are thus stated:

1. The people of every State ought to contribute towards the support of the Government as nearly as possible, in proportion to their respective abilities; that is, in proportion to the revenue which they respectively enjoy under the protection of the State.

2. The tax which each individual is bound to pay ought to be certain and not arbitrary. The time of payment, the manner of payment, the quantity to be paid, ought all to be clear and plain to the contributor and to every other person.

3. Every tax ought to be levied at the time, or in the manner most likely to be convenient for the contributor to pay it.

4. Every tax ought to be so contrived, as both to take out and keep out of the pockets of the people as little as possible over and above what it brings the public Treasury of the State.

It is not our intention to discuss these maxims. Volumes have been written in defence of their correctness. But it is not beyond the line which we have marked for ourselves, as Journalists of Finance to advise their application to ourselves. We have hitherto known nothing of taxation so to speak, but a large experience is close at hand. It is understood that our present system of Internal revenue is likely to bring larger returns than the most sanguine contemplated. It is even said, that its appropriate department anticipates the amount will be more than half a million of dollars per day, while from the customs, an advance of 150 per cent. on the revenue of last year is asserted to have taken place. If this be so, we may look our war debt boldly in the face, assured that we shall not only pay the interest, but in a few years retire the principal. One species of our taxation proves to possess great power in itself and great economy and facility of collection. We mean the stamp duties. A prejudice against it was inherited from the Revolution, but there is a vast difference between a tax levied by a foreign master, and one we voluntarily impose upon ourselves. It is likely to produce us much more than it does in other countries comparatively, from the peculiar characteristics of our countrymen. We are men of business, with great versatility and aptness, and constantly engaged in contracts and transactions, which would never enter the mind of similar classes of people either in France or England. It is our daily experience, that almost every American carries about with him a hat full or pocket full of papers, of some value in hand, or in prospective. All relate to the payment of money in the end. A stamp on these papers is a tax sure to hit everybody, and it is of such moderate dimensions, and so well proportioned to amounts, as to be paid cheerfully, and to create little inconvenience. We presume that it will be found best to continue it long after other measures of taxation shall have been repealed. The stamp duties of Great Britain produce forty millions of dollars per annum. Considering the activity and habits of our countrymen we should expect ours to produce twice as much.

We observe in a late Foreign Exchange, that the Government of the Canton of Vaud in Switzerland has been turning its attention to this subject of taxation, and in 1860 offered prizes for the best treatises on the subject. Strange to say one of the successful competitors proved to be a lady of Paris, Mad'elle CLEMENCE AUGUSTE ROYER, and her work, *Theorie de l'Impot, ou La Dime Sociale*, (Theory of Taxation, or the Social Tithe,) has been published. Not only this, but it receives great approbation from the foreign critics, and the *London Economist* says of it, that it treats the subject with "fullness, learning, acuteness and originality." We quote from that journal the following notice:

"The work is divided into three parts. In the first, entitled "Taxation in General," the author treats of the origin of taxes, of the general principles of taxation, of equal, proportional, and progressive imposts, and of the manner of distributing and levying taxes. The conclusions arrived at are:—1. That taxation ought to be in proportion to the means of the citizens, and that 'in cases where the present has to repair an inheritance of injustice left by the past,'—it ought to be more or less progressive; 2. That the taxes raised ought to suffice with economy to the present wants of the State and permit it to progress; 3. That they ought not to impose any charge on the people which does not profit the public treasury; 4. That taxation ought not to be contrary to morality, nor (by affecting the means of living) injurious to the public health, nor repressive of civil liberty; 5. That the payment of taxes ought to be an act of free adhesion to the social contract, and consequently personal and direct. In the second part of the work, Mdlle Royer examines the different sorts of taxes imposed, and weighs the value of the arguments in favor of and against each, producing not a few of her own. In this part of her task she does not adopt the ordinary classification of direct and indirect taxes; but she makes one of personal, and real taxes. 'In reality,' she says, 'there are only two sorts of imposts: personal, and impersonal or real—the latter falling on property rather than on its owners.' In the former category she places military conscriptions, *corvees*, capitations, licenses, fines, confiscations, &c.; in the second, taxes in kind, and on consumption, on land, capital, revenue, luxury, customs, duties, &c., &c. The conclusion she comes to is that set forth in the first part, namely, that taxation ought to be both personal and direct, or real—'imposed directly both on the person and his property in proportion to his capacities and faculties internal and external.' In the third part of the work the author calculates that the government of a country is justified in taking about a tenth of the total revenue in taxation, and she shows how the levying of such a sum can be practically effected in the Canton of Vaud."

The results to which she arrives among other

things is that a poll tax is expedient, because she argues every man is a capitalist of some sort, and this capital may consist not merely of actual property, but of the money it has cost to educate and train him, in whatever position of life he occupies. She estimates every ordinary workman as therefore possessed of capital of from one hundred to three hundred dollars, and that he ought to pay for his acquirements, from 60 cents to $1.40, per caput, that a student of eighteen years is worth in the same way about $900, and should pay from $4 to $5, that a lawyer or physician at the age of 25 years, represents an outlay of $2,100, and should pay a tax of $10.50. Men of all classes of life she asserts can thus be equitably reached.

This poll tax though ingeniously devised, would not suit the followers of Adam Smith, and the plan has been abandoned in England and other countries.

She thinks that land taxes should be adjusted to valuations assessed by juries, and that luxury in dress and living should be encouraged, not only for their contributions to the revenue in various ways, but because "they raise the moral character of a nation!"

Our system of assessing would meet the views of Madamoiselle Royer exactly, and our experience is, that it generally errs, if at all, on the safe side. Real estate in this city is in reality assessed much below its value.

As to the other idea, we should say the plan no doubt would add to the sources of taxation, but as to its moral effect we have very great doubts. Refinement of manners resulting from education and easy circumstances, is a great polisher of society, but luxury *per se* is the bane of a free people, and has been the downfall of many a republic.

British American Continental Railway.

It is announced in the Quebec *Mercury* of Saturday last, that an English Company has offered to construct a railway and telegraphic line *via* Lake Superior to the Pacific, the Imperial and Canadian Government guaranteeing 4 per cent. on the capital.

Safety, Coupling Bar for Locomotives.

M. Charles Victor Fournier de Berville, of Pasis, has been granted letters patent for the invention of "an improved safety coupling bar, for locomotives, and other railway carriages." Tliis invention has for its object the prevention of accidents to railway passengers and carriages, by a self-acting means of severing locomotives from trains in case of accidental deviations of locomotives from the rail. The means used are the fixing of two strong iron bars with braces for strengthening the same, one on each carriage, which bars are connected by strong iron conical sockets, fitting one into the other at the extremity of each bar, there to be united by a strong iron plug, of a form to fit the sockets. The plug is locked in the sockets by a strong iron bolt, which, by a deviation of the locomotive from the rail, will lose its influence over the plug. The plug, by means of a powerful spring attached thereto, will be instantaneously withdrawn from the sockets, when a separation must inevitably and immediately take place. The separation taking place upon a deviation (that being impossible upon a direct line) the train cannot be carried away by the engine, either over an embankment or on to the sides of a cutting. These advantages are claimed for this invention, which is one of great simplicity, and not involving more expense than the couplings now in use.

Philadelphia and Reading Railroad.

The managers submit the following report of the receipts and expenditures for the year ending November 30, 1862, with the Treasurer's general balance sheet exhibiting the financial condition of the Company at that date. (Here follows the usual detailed statement of receipts and expenses which we condense as follows:—)

RECEIPTS

From travel, 396,466, equal to 150,970 through passengers		$403,563 77
From freight on m'd'se, 451,782 tons.	523,416 16	
" " " coal, 2,310,990 tons.	2,879,419 55	
From United States mail		19,618 00
From other sources		85,812 74
		$3,911,830 22

EXPENSES.

Transportation	$977,741 58	
Roadway	256,934 62	
Dumpage, rents, taxes, profit and loss, damages, &c.	301,906 94	
		1,536,583 14
Net profit		$2,375,247 08
Interest on bonded debt	$706,969 00	
Interest on bonds and mortgages	35,412 00	
Renewal Fund: 5 cents per 100 tons on 558,944,544 t'ns transported one mile during the year	279,472 27	
		1,021,853 27
Dividend fund		$1,353,393 81

Which has been disposed of as follows:

Sinking funds	$386,580 90	
State tax on capital for 1862	28,374 71	
Dividend on preferred stock	108,626 00	
Accrued interest for 1862 on reserved dividends, preferred stock	17,826 56	
		$541,408 17
Balance of dividend fund, 1862		$811,985 64
Add " " " 1861		178,970 57
Total reserved fund		$990,956 21

The winter of 1861–'62 will be long remembered by the miners and producers of coal as a period of great discouragement and depression. From this cause, much less than the average amount of preparation was made for the business of the past season.

Upon the opening of navigation in the spring, coal was offered in the principal markets of the country at prices so much below any heretofore known, that it was felt that the interests of the Company, as well as its duty to those who relied upon it for means of access to market, required of it an unusual reduction in the rates of transportation.

They were accordingly established until the 1st of July, sufficiently low to enable Schuylkill coal to maintain its previous position.

On the 4th of June a freshet occurred, the most disastrous ever known in the coal district. The road escaped with trifling damage, its traffic being interrupted from this cause only two days.

Since the 1st of July a largely increased business has been done, at satisfactory prices.

The following tabular statement in detail for each branch of traffic shows the comparative results of the year:

	1861—Passengers.		1862—Passengers.		Increase.	
	140,451	$398,905	150,970	$403,564	$04,659—	19.1
	Tons.		Tons.		Increase.	
Merchandise	824,958	406,321	451,782	523,416	117,095—	28.8
Coal	1,639,535	2,111,023	2,310,990	2,879,419	768,396—	36.4
Mail		19,618		19,618		
Miscellaneous		29,971		85,813	59,842—	199.6
Gross receipts		$2,905,838		$3,911,830	1,005,992—	4.6
Gross expenses		1,492,933		1,816,055	323,122—	21.6
Net profits		$1,412,905		$2,095,775	682,870—	48.8
Gross expenses including renewal fund, in the year 1861, were 51.38 of gross receipts.						
" " " in the year 1862, " 46.42 " "						
Decrease						4.96

The receipts and expenses per passenger and per ton, have been as follows, viz:

	1861. Cost.	1861. Received.	1862. Cost.	1862. Received.
Per passenger	$1 34.5	$2 41.3	$1 10.4	$2 67.3
Merchandise, per ton	70.2	1 25.4	53	1 15.8
Coal	41	1 28.7	35.8	1 24.6

The result of the year's business, as condensed from transportation and income account, may be stated thus:—

Gross receipts			$3,911,830 22
Deduct working expenses, including renewal fund			1,816,055 41
Profits or receipts over cost of working the road			$2,095,774 81
From which deduct the interest on Bonded debt	$706,969 00		
Bonds and mortgages	35,412 00		742,381 00
Leaving for net profit or div. fund			$1,353,393 81
This has been credited as follows:			
Sinking funds	$386.580 90		
State tax on capital	28,374 71		
Dividend on preferred stock	108,626 00		
Accrued interest for 1862, on preferred stock div. not paid	17,826 56		541,408 17
Balance carried to reserve fund '-62.			811,985 64
Amount to credit of reserved fund, 1861, per report of November 30, 1862		$780,742 40	
From which is deducted for sundry drawbacks on traffic for 1861, paid	$18,451 58		
Credit due to sinking funds out of income of 1861	27,373 31		
Difference between the par and estimated value of stocks and bonds held by the Company, and debts, considered doubtful	555,946 94	601,771 83	178,970 57
Total reserved fund			$990,956 21

After deducting all expenses, including renewal fund and interest on the bonds, the net profits are $1,353,393 81, which is equal to 11.72 per cent. on all the outstanding stock, common and preferred. The chief items of expenditure to which this sum has been applied, are as follows:

On account of the payment of the $450,642 72 scrip issued for the arrears of dividends on the preferred stock		$358,702 18
Bonds of the Company for the sinking fund		373,500 00
New cars and engines		284,323 35
Construction of the Mahanoy and Broad Mt. Railroad, for which the bonds and stock of that Company are held		347,990 00

The amount of stock purchased for the sinking fund having accumulated to a sum sufficient to form a basis of a dividend in stock to the common stockholders, one of 7 per cent. has been declared payable on the 16th of February next.

The charges to construction or capital account during the year have been:

For real estate in St. Clair (Schuylkill county), Conshooken and Port Richmond		$2,241 00
For locomotive engines and cars—		
507 eight-wheeled coal cars.		
158 four-wheeled coal cars.		
54 merchandise cars.		
2 eight-wheeled mail cars.		
1 eight-wheeled passenger car.		
722		
Total cost	$264,028 50	
1 eight-wheeled tender	1,267 36	
New engines	19,027 49	
		284,323 35
For Lebanon Valley Branch—		
Final settlement of contract on account of construction		37,772 74
For propeller and coal barges		13,940 00
For Shamokin Valley and Pottsville Railroad purchase		50.000 00
For Schuylkill and Susquehanna Railroad stock		13,447 50
For Philadelphia, Reading and Pottsville Telegraph stock		50 00
		$401,774 59

Fifty-three of the merchandise cars above referred to as purchased during the year, were received on the settlement of the last of the car loans.

The net profits of the Lebanon Valley Branch during the year have been 9½ per cent., after paying the interest on the outstanding bonds issued for its construction.

The reports of the General Superintendent and of the Chief Engineer, together with the tabular statements which accompany them, exhibit in detail the operations of the transportation and roadway department.

At the present time coal intended for consumption in the city of Philadelphia, as well as that destined for points on the Pennsylvania, West Chester and the Baltimore Railroads, is brought to the terminus of the road near Callowhill street, and excepting that which is sent down Willow street, is all hauled through Broad street to the coal yards, or to the several railroad stations, where it is again taken by a locomotive to its point of destination. During the past winter the capacity of the railroad in Broad street proved totally inadequate to pass the quantity of coal offering, although the hauling was continued day and night. With a view to withdraw this traffic from the streets of the city, to increase the business of the road, and to relieve the coal from an unnecessary charge, a joint agreement has been entered into with the Pennsylvania Railroad Company, and the Philadelphia, Wilmington and Baltimore Railroad Company, to construct the Junction Railroad from Belmont, near the foot of the old inclined plane on the Columbia Railroad, along the west bank of the Schuylkill river to the Baltimore Railroad, near Gray's Ferry, with suitable connections with the Pennsylvania and West Chester Railroads. The total length of the road will be 4⅝ miles. It is intended to be finished by the month of June next. To provide for the cost of the road, the bonds of the Junction Railroad Company have been authorized to be issued to the amount of $500,000, bearing 6 per cent. interest, guaranteed by each of the companies who are parties to the agreement, in which it is also provided that the charge for the use of the road shall be adequate to pay the cost of repairing and working it, the interest on the bonds, and $15,000 per year to a sinking fund, which is sufficient to redeem all the bonds before their maturity. For this reason the contingent liability of the company under its guarantee has not been included in the general account of its debts and assets.

The shipment of coal at Richmond in the winter season has always been more or less interrupted through the fear of ice in the Delaware river. With a view to avoid this impediment an agreement has been made with the Philadelphia, Wilmington and Baltimore Railroad Company to construct a large pier in the river Delaware at New Castle, thirty miles below Philadelphia, where it is navigable at all seasons. The coal trains will leave the line at Belmont, passing over the Junction Railroad and through to New Castle without stopping. The pier is expected to be finished and ready for use next winter.

Piers Nos. 3, 5 and 8, at Port Richmond, have been extended during the past year, and several miles of additional sidings have been laid. These improvements have added greatly to the convenience and shipping capacity of the Company's wharves.

At the last sessson of the Legislature the Company was authorized to own vessels, to be employed in the transportation of coal from Port Richmond.

During the past season a propeller and two barges have been built, as an experiment, of an aggregate capacity of 700 tons. Their performance thus far indicates that they will equal the expectations that were entertained of them. It is believed that this mode of transportation will materially reduce both the time and cost of delivering coal at all points accessible to boats of their class.

A dividend of 7 per cent. out of the earnings of the year has been declared on the preferred stock, payable on the 15th inst.

The scrip issued for the arrears of dividends due on this stock, amounting with interest to $450,642 72, fell due on the 31st of December. In accordance with the suggestion made in the last annual report, $358,702 08 were purchased during the year, and the remainder, $91,940 64, was paid at maturity.

$373,500 of the bonds of the Company have been purchased for the sinking funds during the year.

Owing to the high rates which the bonds of the Company command, a portion of these are held provisionally in accordance with the terms of the sinking funds, as a security for the ultimate redemption of the loans to which they may be assigned. In view of the probable continuation of the present inflation of prices, it is suggested that authority be conferred on the managers to purchase the bonds of the Company at current market rates, if they should deem it expedient to do so.

During the past year the Board has had to regret the loss of the valuable services of Mr. W. H. McIlhenny, who so long and faithfully performed the duties of Secretary of the Company. Owing, it is believed, to excessive application, his sight became so seriously impaired as to compel him to relinquish his position. It is to be hoped that his affliction may prove to be only temporary. Mr. William H. Webb has been appointed in his stead.

By order of the Board of Managers.
(Signed) CHARLES E. SMITH, President.
Philadelphia, January 12, 1863.

Finances of Illinois.

The following is an abstract of the recent Annual Message of the Governor of Illinois:

The total debt of the State is $12,337,381 37. The revenue for two years ending November 30, 1862, was $1,775,239 87. Ordinary and contingent expenses in same period, $864,007 04. Special appropriations, $531,271 83. Total including $5,263 81 for redemption of warrants, $1,400,542 68, leaving in the Treasury, Dec. 1, 1862, $374,697 19. Dec. 1, 1860, the Treasury was empty. The interest funds received during the two years covered by the reports of the Auditor and Treasurer is $1,153,419 36. Add $259,424 90 on hand Dec. 1. and $286,292 15 transferred from the Revenue fund for payment of interest on the public debt, and the aggregate is $1,699,136 41. The interest accruing on the funded debt of the State has been paid, and amounts to $1,338,153 41, and $360,983 remains in the Treasury. Of this, $334,911 97 will be wanted for interest due January 1, 1863, and a further sum of $410,164 92 will be required for interest due July 1, 1863. Receipts, at present rates of taxation, will fall short of the required amount, and since prompt payment by the Illinois Central cannot be depended on, the Governer recommends a higher rate of taxation, and is of opinion that not less than 3 mills on the dollar of valuation will be sufficient. The State has assumed and paid its quota of the direct tax, and by this means has saved to the State $171,983, as well as expenses of special session and salaries of a host of new officers.

The Legislature at its special session appropriated $3,550,000 as a war fund. Bonds to the amount of $2,000,000 have been issued, and sold for $1,767,395. The total receipts, including $1,841,129 08 reimbursed by the United States on war account, have been $3,610.796 59
Auditor's warrants on this fund 3,595,695 26

Leaving now in the Treasury..... $15,131 33

Amount of warrants yet outstanding $313,616 52, to meet which $779,998 are due from the United States. Although the Legislature undoubtedly intended to increase the State debt to the amount of its war appropriation, yet from the bonds sold a State debt to the United States of $1,146,551 has been liquidated, and the whole cost of the war to the State, outside of the general tax, up to this time is less than half a million dollars.

The total real and personal wealth of the State is estimated at a thousand million of dollars—the census of 1860 having placed it at $871,860,282. In population Illinois has increased from the rank of seventh State in 1850, to fourth in 1860, being then 1,711,951. In railroads it is really the first though nominally the second State in the Union, having now 3000 miles, against 95 miles ten years since. The cost of these roads was $104,944,561. They delivered in 1862 at Chicago 70,000,000 bushels of grain, more than 900,000 hogs and over 170,000 head of beef cattle. The opening of the Mississippi is considered and urged with the earnestness that characterizes every Western expression on this most important subject. The manufacturing facilities of the State are extraordinary—the value of the coal bed underlying the county of Perry alone is geologically estimated, at the price of $1.50 per ton, to be $3,259,000,000. Lead, iron, and other mineral treasures are so abundant that Illinois can never be merely an agricultural State.

The manufacturing product of Chicago alone for 1861, was $17,000,000 employing 11,000 persons. Illinois is now the seventh State in this respect ic the Union.

Petroleum and its Products.

For nearly one hundred and fifty years the petroleum or oil wells have been known and their products used for medicinal purposes. When the French ascended the Alleghany in canoes in 1715 the Indians showed them an oil spring at the place now known as Oil Creek, in Venango county, Penn. The natives used the petroleum as a liniment for inflammatory rheumatism, and it was long known by the name of "Seneca Oil," and prescribed for rheumatic diseases. According to Wachtiar the Indian had used this natural oil for many hundred years. Their oil wells, sunk in the gravel and clay of the bottom lands on the Alleghany and its branches are visible by hundreds to this day. But it is only within the last eight or nine years that anything was extensively done to realize the great value of these oleaginous deposits. The Cincinnati *Gazette* gives the following history of the rise and progress of the petroleum trade:

"In 1854 Mr. Drake of Titusville, at the Forks of Oil Creek, conceived the plan of getting a better yield from the springs. He bored an artesian well, and at the depth of 70 feet had the good luck to strike a fissure or vein that sent up a large flow of oil. Professor Silliman examined some of it and concluded that it could be distilled and a good illuminating oil extracted from it.

Artificial coal tar had been already produced from bituminous coal, from which burning oil is easily made. But natural petroleum, or *stone* oil, is generally richer in the inflammable materials, and more easily distilled.

Thus the 'coal oil' excitement commenced. From 1860 to this time it has taken the lead of all other excitements in America. Mr. Drake put in a tube and a pump, as the salt makers do, and obtained an average of eight and ten barrels per day. Some days he had twenty barrels, which yielded 75 to 82 per cent, of refined oil, then worth $1 50 per gallon. McClintock's well, at the old spring, yielded eight barrels of forty gallons a day for a month together, for which he received 75 cents per gallon. At the close of 1861, the narrow valley of Oil Creek, less than half a mile wide, presented the appearance of a continuous 'slab city,' from its mouth to Titusville, a distance of eighteen miles by the stream. The limited space between the hills was crowded with board shanties, derricks, sheds for steam engines, blacksmith shops, and stables for horses. In the year 1860 there were produced 25,000 barrels on Oil Creek; there were then 346 wells producing 435 barrels per day, but only 29 of them were profitable. On the Alleghany river there were seventeen wells, which yielded 314 barrels a day. There were also 567 wells that did not pump, on account of the great fall in price, and a falling off in the yield of oil.

In 1861, by extending the depth of the wells to 400 and 450 feet, still greater wonders were brought to light. Seventy-five wells flowed spontaneously, some of them at a rate that could not be controlled.

As soon as the first paroxysm was past, tubing was introduced, with stop-cocks, and vats provided to receive the oil. In one instance a well discharged three thousand barrels in twenty-four hours. Another discharged twenty-five hundred, and others ranged from one to seven hundred barrels a day. This copious flow put a stop to the working of the pumping wells, of which there are reported to be in Venango and Crawford counties two thousand. At a shilling a gallon, a pumping well does not pay unless it yields five barrels per day.

For several months the daily yield of the flowing wells was five thousand seven hundred and seventeen barrels. Sixty-two of the flowing wells were not discharged at the same time with the seventy-five wells above spoken of. At the present time the daily discharge is about 5000 barrels. The price of crude oil four months since was as low as one dollar per barrel. It is now $6 to $6 50, not including the package. This stimulates the pumping wells into operation again, and they can add to the product 2500 barrels a day. It is next to impossible to state the total yield of the Oil Creek region. At the close of 1861 it is given by the *Oil City Register* as amounting to 1,092,000 barrels. In January, 1862, 80,000 barrels were carried away by the several Northern routes; and in October 1862, 30,000 barrels; 9000 remaining in store. For the week ending Nov. 27, 1862, the *Register* gives the regular shipments by the Alleghany river south as 9351 barrels, and during a recent rise, 75,000.

In 1861 there were twenty-five refineries in Venango county. There are now fifty-three, and in the oil region probably eighty, with a capacity of 8000 barrels per week, refined oil. Several of these works are owned in Europe, where products are carried."

Cleveland, Columbus and Cincinnati R. R.

The annual meeting of this company was held at Cleveland on the 14th inst. The business of the road for the year 1862 is thus stated:

From passengers (11 months)		$407,956 69
" freight "		1,005,004 69
" express "		19,368 82
" mails "		28,550 12
" rents "		75,899 90
" other sources "		533 11
" interest on deposits		2,732 78
" do., uncollected (estimate)		4,470 00
" December earnings—subject to corrections		179,553 38
Total for the year		$1,724,069 49
Expenses (11 months)	$567,462 98	
Expenses December, estimated	80,000 00	
Duties and taxes	33,108 76	
Interest	26,346 88	
Exchange	19 26	
		706,937 88
Net earnings for the year		$1,017,131 61
Cash dividend paid August 1, 1862	$227,310 00	
Cash dividend declared, payable Feb. 2, 1863, 5 per cent., and 5 per cent extra	500,000 00	
		737,310 00
Surplus for the year 1862		$279,821 61
Surplus earnings Jan. 1, 1862	$416,825 79	
Less amounts charged this account in settlement of old claims, and for worthless notes and accounts	32,016 61	
	$384,809 18	
Less stock dividend, Aug. 1, 1862, 5 per cent	237,310 00	
		147,499 18
Surplus Jan. 1, 1863		$427,320 79
Expended during the year for new equipment and for permanent improvement		$125,428 00
Earnings, exclud'g int. on deposits		1,537,313 33 / 179,553 38
Total		$1,716,866 71
Expenses, exclud'g interest, duties and taxes		$567,462 00 / 80,000 00
Total		$647,462 93

Operating expenses 37¾ per cent. of earnings.

Railroad Building.—Payment of Damages to Individual Owners of the Land.

PAYMENT OF LAND DAMAGES IS A CONDITION PRECEDENT TO THE ACQUIRING OF TITLE BY THE COMPANY. BUT WHERE AN OWNER ACQUIESCES IN THE USE OF HIS LAND, UPON A CONTRACT FOR FUTURE PAYMENT, HE CANNOT, ON FAILURE TO OBTAIN PAYMENT, MAINTAIN EJECTMENT.

The following action was brought in the Supreme Court of Vermont, by William McAulay against the Western Vermont Railroad Company, and Myron Clark the plaintiff was owner of certain lands in the State of Vermont taken by the company for the use of their road, and instituted this action, to eject the company, on the ground that he had never been paid the appraised value of the land; the payment of his land damage being a condition precedent to the acquiring of title by the company.

It appears that the land was taken by the company in the summer of 1850, and that their road was completed in 1851. The defendants procured the damages to be appraised by commissioners, in the manner provided by law, on the 4th of Sept. 1851, after the construction of the road on the premises had been commenced. The plaintiff appealed from the award of the commissioners, and on the 24th of May 1853 a re-appraisal took place, by commissioners appointed by the county court as required by law, and the sum of $2,050 was awarded to the plaintiff for his damages. All the preliminary proceedings in the survey, location and recording of the road, and in the appraisal of damages were regular and in conformity with the requirements of the statute.

At the trial the plaintiff introduced evidence tending to show that he had never been paid the damages awarded to him. The defendant thereupon, gave in evidence the following contract in writing, having proved that the same was executed by the plaintiff and accepted by the Railroad Company before the land was taken by them: "We, the undersigned, do hereby agree to and with the Western Vermont Railroad Company, to receive in payment for each of our damages, in consequence of the building of the road of said company through each of our lands, the stock of said company at its par value. January 1, 1850."

The plaintiff claimed that this agreement was obtained by fraudulent representations and concealment in regard to the location of the road, made by Martin C. Deming, who during the survey and construction of the road was a director of the company. At the time of the trial Deming was deceased, and testimony was introduced as to conversations had with Mr. Deming by one Lathrop relating to the location of the road and its effect upon the interests of the plaintiff.

Judgment at the trial was rendered in favor of the plaintiff, and the case now came up before a Special Term of the Court; the defendants contending *inter alia*, that whether the contract was obtained by fraud or not, the action of ejectment could not be maintained against the railroad. As the land was regularly taken, the damages legally assessed and judgment rendered therefor, the road meanwhile having been constructed over the land, with the plaintiff's acquiescence, the license thereby acquired was irrevocable; the remedy of the plaintiff being for the damages, not the land. The Special Term now delivered the following opinion, and reversed the judgment.

REDFIELD CH. J.—The commencement of the construction of the defendant's road was before damages were appraised, which was on the 4th of Sept. 1851. The location and survey of the road was of course before work began, and so is the date of the writing signed by the plaintiff. But it was not, in fact, signed by the plaintiff until about the time of the first appraisal. The construction of the road was completed in 1851, and it immediately went into operation and has so continued until the present time.

The first question which arose in the trial of the action was in relation to the declarations of Martin C. Deming, a director of the Company, as to his knowledge of the claim of the plaintiff, that the road should be located in a particular place, or else he would not take stock for his land damages, and that it had not been so located, and his consequent expectation that he would not accept the stock, the declarations being before the alleged fraud and deception practiced by said Deming, in inducing the plaintiff, as he claims to sign the agreement to accept stock. We do not regard these declarations as mere admissions of the agent of the company. They are facts in themselves, that is knowledge of the location of the road, and that it was in a place where the plaintiff did not desire it, and that if its location there was known to him, he would not accept the stock of the company for damages. If, instead of these admissions or declarations, it had been shown that some person gave Deming notice of these facts near the time of his alleged fraud practised upon the plaintiff, there could be no question of the importance and competency of the evidence. But the real enquiry is whether the fact that at the time he induced the plaintiff to sign the agreement he knew that the road was located where the plaintiff did not desire it, and represented to the plaintiff that it was laid in another place, and where he did desire it, in order to obtain the plaintiff's signature to the agreement, is competent to go to the jury. The most satisfactory evidence of such knowledge is his own declaration to that effect. Some one might have informed Deming of this fact, and he not understand them, or he might possibly understand them precisely contrary to the fact. But there is no possibility that he would state a fact of which he had no knowledge.

II. It being admitted, as it seems to be, that the plaintiff had full knowledge of the proceedings of the company to locate and construct their road upon his land, before and during all the time of the construction, and that he did not interfere in any way to prevent the occupation of the land for the purposes of the road, otherwise than by forbidding the hands working on the road until his damages were paid, and that on a single occasion, it becomes an important inquiry, whether he can now maintain ejectment for the land, by reason of the non-payment of his damages. This is certainly a question of some practical importance, but does not appear to have been distinctly submitted in any form to the jury, although the requests of the defendant's counsel sufficiently point towards the question.

There can be no doubt upon the facts detailed in the case, that the jury must have come to the conclusion that the plaintiff made no objection to having the road constructed, where it was located, except to the workmen upon a single occasion. This is not sufficient objection, for two reasons. First it was not made in the proper quarter to the proper agents of the company. These workmen were in no sense either the agents or the servants of the company; they were the mere servants of the contractor. And in addition to this, being upon a single occasion, it is quite susceptible of the construction, that upon all other occasions the plaintiff not only made no remonstrance, but that he virtually assented to the construction and operation of the road. The fact that no effectual steps were taken either to stop the proceedings of the company, or enforce the payment of land damages, for a great number of years, and even for a considerable period after the final assessment, confirms this view. Under this state of facts the question arises, can the plaintiff maintain ejectment until his land damages are paid, or the company have acquired title by the statute of limitations? This seems to have been the view of the plaintiff in bringing the action and it seems to have been viewed much in the same light at the trial. But we are unable to adopt this conclusion.

It is undoubtedly true that according to our general railroad statutes and the special charters in this state, the payment or deposit of the amount of the land damages, assessed or agreed, is a condition precedent to the vesting of the title, or of any right in the company to construct their road, and that if they proceed in such construction without this, they are trespassers, and this has been repeatedly so held by this court. This may have led to the misapprehension in the present case. But it is certainly a very serious misapprehension. In these great public works the shortest period of clear acquiesence, so as fairly to lead the company to infer that the party intends to waive his claim for present payment, will be held to conclude the right to assert the claim in any such form as to stop the company in the progress of their work and especially to stop the running of the road after it has been put in operation, whereby the public acquire important interests in its continuance. The party of course does not lose his claim or the right to enforce it in all proper modes. He may possibly have some rights analogous to the vender's lien in England, and here, until the legislature cut it off. But it is certain according to English decisions that he cannot stop the works and especially the trains upon the road, if he has in any sense, for the shortest period clearly given the company, either by his express assent or by his silence to understand that he did not intend to object to their proceeding with their construction and operation. And laying the written agreement wholly out of the case, there is a good deal in the case which looks as if the company were fairly justified in supposing the plaintiff did not object, and was therefore willing that they should go forward in the construction of their road, if they would only *agree* to pay him the money for his land damages. He does not seem to have insisted that the first appraisal should be deposited during the pendency of the appeal, and before the work proceeded further. His great desire seems to have been that the damage should be agreed upon and that he should be released from all claim under the written agreement to accept stock. To this extent his remonstrances were loud and sufficiently intelligible. And if it should appear that he also made himself well understood by the company or their proper agents acting on their behalf in these matters, at the time, in regard to insisting upon the payment or deposit of his land damages, according to the statute and before the work proceeded, and that the company understood at the time that they were proceeding in defiance of his remonstrances, and upon their own responsibility merely, from first to last, it is certainly not necessary to assert here that they are not liable now in trespass and ejectment. The English courts, certainly those of equity, do not give much countenance to the idea of stopping the operation of a railway, for any mere informality in the organization of the company, or in the construction of their road, or in taking land. Lord Cottenham, Chancellor, says in Duke of Leeds *vs.* Earl of Amherst. "If a party having a right stands by and sees another dealing with the property in a manner inconsistent with that right, and makes no objection while the act is in progress, he cannot afterwards complain."

In the present case it is not precisely a parol license under which the company claim to have built the road. Their record title to the land would be complete with the addition of the fact of payment, or the deposit of the amount of the appraisal. This is a fact resting always *in pais*. And being so, although a condition precedent, it may be waived by the party in whose favor it exists, and this by parol merely. The waiver may be by parol as well as the performance. And the waiver may be partial as well as total. If there was then a waiver in fact, either express or implied by acquiesence in the proceedings of the company to the extent of not insisting upon pre-payment as a condition precedent, but consenting to let the damages be and remain a mere debt, with or without a lien upon the road bed, as the law may turn out to be, then it is impossible to regard the defendants, in any sense, in the light of trespassers, or liable in ejectment. One might as well expect to assert a mechanic's lien upon railway structures, which cannot be done. In Dunn *vs.* North Missouri Railway Company, it is decided that such lien cannot exist both on account of the nature of the works, and the public interest in them.

Judgment reversed, and case remanded.

AMERICAN AND EUROPEAN RAILWAY PRACTICE in the Economical Generation of Steam, including the Materials and Construction of Coal-Burning Boilers, Combustion, the Variable Blast, Vaporization Circulation, Superheating, Supplying and Heating Feed-water &c., and the Adaptation of Wood and Coke Burning Engines to Coal-Burning, and in Permanent Way, including Road-bed, Sleepers, Rails, Joint Fastenings, Street Railways, etc.—By ALEXANDER L. HOLLEY, with 77 plates. New York, D. VAN NOSTRAND, publisher, 192 Broadway

This is the formidable title of a quarto from the pen of an eminent Engineer, and the prolific press of Van Nostrand. It is a most valuable contribution to the science of Railway engineering, and as immediately practicable to construction, superior to the celebrated work of Dr. Lardner. It is therefore admirably adapted to this country, where our lines of railways are so much more extensive than in any other part of the world, where the numbers of Engineers are so great, where the natural turn of men's minds is so generally towards machinery, invention, and mechanical power.

To give some idea of its character we give from

the introductory chapter, the following five remarks on the material for boilers, which are the heart of the locomotive, and from which all its vitality and powers are derived. It is therefore desirable, says the author:

First.—To decrease the cost of maintenance of boilers. The substitution of coal for wood, as fuel, is materially increasing the wear of fire-boxes, flues, and grates.

Second.—To reduce the weight of locomotives. Without broadly discussing this policy, it is sufficient to mention that the professional opinion and the more enlightened practice of both Europe and America, are unmistakably in this direction. For very high speeds, light-rolling stock is simply indispensable: and for common traffic, whatever weight for adhesion may be demanded, the policy of employing tank-engines, and dispensing with tenders—the locomotive proper being proportionately lightened—will hardly be questioned.

Third.—To meet the demand on the present class of machinery, for more power without a positive increase of weight, since sudden deviation from the standard patterns of locomotives, however desirable, is not to be expected. The maximum size and weight of locomotives appear to have been reached some time since; increasing business will, therefore, be accomodated by a higher steam pressure, at the risk of trouble from the slipping of driving wheels.

It is believed that the extra cost of the occasionally deficient adhesion of light engines, is less than that of the extra repairs of way and equipment due to heavy engines.

Fourth.—By allowing thinner heating surfaces and greater uniformity of strength in boilers, to facilitate the economies of a higher steam-pressure, which are, chiefly, greater expansion, less priming, less boiler space, and less dead weight.

Fifth.—Another most important reason is, to increase the safety of boilers, since explosions are usually the result of insufficient strength of material, as well as of malconstruction.

After considering at length what are the defects of iron plates as now generally used, of copper also, and of steel, the author maintains with justice the superiority of the latter material.

Advantages of Steel.—The advantages of steel for all parts of boilers except fire-plates, are too evident to require special discussion. The leading fact is the superior strength of steel. The result of 150 recent experiments by Messrs. Robert Napier & Sons, on the standard kinds of iron plates, showed a mean strength of 49,215 lbs. to the square inch, while 80 experiments made by the same engineers, at the same time, on steel plates, showed a mean strength of 85,275 lbs. The difference in the weight of iron and steel plates of the same dimensions, is not great enough to be of practical importance. Other things being equal, therefore, a steel boiler is 73 per cent. stronger than an iron boiler. Or the weight of the steel boiler may be decreased in the same proportion, without reducing its strength below that of the iron boiler, or a smaller increase of strength and decrease of weight may be obtained by adopting a medium thickness of plate.

Steel plates of the thicknesses commonly used for iron, are frequently employed in practically testing the new boiler material, and it is as frequently asked, "What is the advantage of stronger material, if we cannot use less of it?" Without discussing the policy of being on the safe side, especially in new enterprises, it may be answered that the economy of a higher steam pressure and an earlier cut-off, or the occasional safe increase of pressure in emergencies, on the one hand, and the reduction of repair expenses on the other hand; or, to some extent, both these advantages, will result from the use of stronger boilers.

The history of steel boiler-plate is too short to throw much light on the subject of repairs, save that it has required no repairs during its limited service of three or four years. With the exception of fire-plates, the conditions of steel in boilers are so similar to its conditions under other uses, that we may safely predict for it that superior resistance to strain, oxidation, crystalization and general "wear and tear," which have characterized it under other circumstances.

The forces tending to destroy locomotive boilers are, first and chiefly, the steam pressure; second, the sudden and excessive strains caused by the lurching and pitching of the locomotive, the boiler being the backbone of the whole structure, stiffening the frame and ultimately receiving all strains not neutralized by the springs; third, the continuous jarring of the vehicle; fourth, the chemical action of water and its impurities. To these may be added the weakening of the material —first, its crystalization by reason of the strain and jarring, an occasional result, and second, the "fatigue of the metal," or the gradual loss of strength under permanent strain. It is not proposed to discuss these latter conditions, since nothing mathematically definite can be said about them. Explosions cannot be definitely traced to these causes, since the original quality of the metal is rarely known; old boilers are usually removed and broken up, not because the iron is weak, for it is often up to the average strength, but because they have so worn and decomposed and blistered as to be too thin for service. On the contrary, many striking instances have been adduced to establish these causes of failure. But since there is no authenticated remedy for these defects in iron, if they are really serious and universal, the employment of steel is the most promising method of avoiding them. Steel is already crystaline in structure, and therefore cannot become weak by becoming crystaline. General practice has not revealed the fact that steel becomes weak from continued use. But general practice has so few definite statistics to show, that nothing besides the more notorious peculiarities of metals is absolutely known. If steel is like iron, in this respect, however, its greater positive strength will the longer resist the strains which cause its deterioration.

To return to the more definite causes of failure, their enumeration at once shows the superiority of steel. It resists steam pressure better than iron, by reason simply of its strength—that distinct quality shown by the testing machine. It resists the sudden strains and the jarring incident to locomotive boilers, by superior elasticity. It better resists the attrition of the circulating water and its impurities, by its superior hardness. That steel corrodes less rapidly than iron, is a notorious fact—how much less in case of boiler steel is not known.

It is evident then, that in case no more steam pressure is carried, the repair expenses of steel boilers, as compared with iron of equal section, will be decreased, not only in proportion to their superior strength, but in a greater proportion, by reason of their elasticity, hardness, granular construction, and resistance corrosion. And if proportionately higher steam pressure is carried, so that the relation of strength to strain is the same as in iron boilers, the repair expenses will still be decreased by reason of the last-named qualities of steel.

What is true as to the expenses of maintenance is true as to safety. Recent discussions and recently compiled facts on the subject of boiler explosions, show quite conclusively that the larger proportion of these casualties result simply from the want of proper strength in the boiler.

Steel, like iron, is liable to one very serious defect, which, however, improved manufacturing processes—the perfection of the Bessemer process—will be likely to remove.

On this, naturally follows the subject of the construction of boilers, which is ably treated in chapter 4, and which we commend to the managers of our great boiler works. Chapter 5 discovers equal intelligence as to the construction of flues, the veins and arteries of the boiler, proceeding further, we find the great and important principle of construction fully discussed, one which has exercised the skill and powers of the most philosophic minds. Under this head, the varieties of fuel are examined and commented upon, the supplies of water, and the idea of super-heating.

The volume next treats of a permanent way which is elucidated in all its forms, both as regards material, economy, stability and relations to traffic. Rails and sleepers are particularly considered, and the information with regard to them is full, satisfactory and valuable.

The text is exemplified by a large number of lithographic plates, well designed and executed, leaving nothing unexplained. We hope to have room at no distant date, to quote more at length from this interesting work. It is impossible to do the author justice in so brief a notice.

The Plans for the Development of National Resources.

The country is now beginning to learn the secret of the prodigious financial strength displayed by the North since the breaking out of the great rebellion, and has already taken the most efficient steps to add to this strength by enlarging the conditions of its development. Our public works in the East may be said to have been completed the very moment that our domestic troubles commenced. They rendered labor highly remunerative in every portion of our wide domain, supplied the basis of a profitable foreign trade to take the place of cotton which instantly, and without warning, disappeared from the channels of commerce, and gave an activity to our internal trade never before experienced. They have enabled us to utilize in the highest degree whatever resources, or natural wealth we possessed, and have been the means of supplying, and in the greatest abundance to our whole population, at a crisis which is usually a period of great distress with other countries, whatever was necessary to a high degree of personal comfort.

The lesson taught has not been lost. If we have been saved by what we had accomplished, the most obvious duty was to prepare ourselves for still greater burdens and trials. The East was already sufficiently provided with railways. But the two extremes of the continent were still unconnected, and the means for the development of a vast interior, now a desert, unprovided. If the Eastern slope is richer than any other country in soil, and in facilities both natural and artificial for transporting its products, the Western is the great seat of deposit, probably for the world, of the precious metals. These deposits are reached as soon as we touch the base of the Rocky Mountains, and extend over an area of more than a thousand miles in every direction. Only a small portion of this immense area can now be worked to profit, owing to its inaccessibility, and to the peculiarities of its climate and soil. From the 100th meridian to the crest of the Sierra Nevada, the country is to a great extent rainless, so that no culture is possible except by irrigation. Lofty mountain ranges provide for the watering of considerable districts, although the area that can be irrigated, bears only a very small percentage to the whole—probably not over two per cent. The deposits of minerals are, however, a full compensation for this lack of agricultural wealth, and vast districts would soon become densely peopled, could the means of sustaining life, and of supplying industry with its necessary aids, be had. For this purpose a railroad spanning the continent is indispensable. It would instantly double our produce of the precious metals, to say nothing of the extent of their ultimate development. But this is only a portion of the benefits it would secure. A railroad across our continent is only wanting to make it the highway for the Old World as well as the New. It would be the indis-

pensable route for all commercial countries. No one could afford to have it interrupted for a moment, and it would in this way become a lasting bond of peace and good will between nations.

For such a highway the most liberal provisions have already been made by the Federal Government. The early commencement of the work of construction is no longer a matter of doubt, and the character of the route is such as to favor, for the greater part of the distance, its most rapid progress. It is a work which the people of the United States are prosecuting for the benefit of mankind, as its advantages will be shared the world over, just in ratio to the energy and enterprize, both of individuals and nations.

Another vast undertaking proposed to the Federal Government is the enlargement of the grand water-way, extending from the Mississippi to the harbor of New York. While the Pacific Railroad is to supply an indispensable condition to the commerce of nations, the enlargement of the great water-way is the indispensable condition to the proper feeding of them. The West has the gift of food as the West Indies have that of sugar, and the South that of cotton. If its products could be got to the consumer at a reasonable cost, it would have a monopoly for feeding the world. But as the best producing districts are 1500 miles inland, we must greatly enlarge our means of transportation before we can utilize to any considerable extent, the natural wealth we possess. Railroads will not accomplish the object. The cost of transporting over them for such a distance is too great. The Erie Canal, in connection with the great lakes, has in one sense, accomplished wonders. It has probably delivered at tide water the past year nearly 100,000,000 bushels of grain. But the amount offering has already so largely increased the cost of transportation, as to defeat to a considerable extent one of the objects of its construction. It is now proposed to enlarge this work by constructing new locks to be 220 feet long by 26 wide, instead of those now existing, which are 110 by 18. This enlargement would treble the capacity of the canal, allowing the passage of boats of 750 tons burden, would carry its capacity up to 15,000,000 annually, would reduce by more than one half the cost of moving breadstuffs between Lake Erie and the Hudson, and would give it a proportionably stronger hold upon the markets of the old world.

In connection with this great work it is proposed to construct one in the West, upon still more magnificent proportions, which is nothing less than the re-opening of the channel through which the waters of the great lakes at some early period, were discharged into the Gulf of Mexico. The depth of the cut to accomplish this, will be only 8 feet. For this purpose a canal 160 feet wide at the bottom, is to be constructed, with locks 350 by 75 feet. After reaching the Illinois river the navigation of this is to be improved by a series of dams, and of locks of the dimensions described. Such lock will pass the first class boats navigating the Mississippi, or its tributaries, and will, for all commercial purposes, change the outlet of that river from the Gulf of Mexico to Lake Michigan. The effect of such an improvement upon the cost of forwarding breadstuffs to market will be immense. It will reduce it to the lowest possible limit, while the capacity for movement, in reference to quantity, will be unlimited. This work in connection with the enlargement of the Erie Canal would accomplish all that is to be desired for the economical transportation of products of the interior to the seaboard. It would double the profits of the producer, while it would greatly reduce the cost to the consumer. Such works, in connection with a railway from ocean to ocean, would treble our financial strength, while they would render other nations still more interested than ourselves in maintaining a perpetual peace.—*Hallett's Financial Circular.*

Exports of Petroleum.

The rapid growth of the trade in petroleum is shown by the quantities exported. During the year 1862 the exports from the three leading Atlantic ports were as follows, in gallons:

Philadelphia,	New York.	Boston.
2,607,203	6,783,563	891,616

To exhibit the progress of the trade more in detail we subjoin the regular statements of the three ports.

MONTHLY EXPORTS FROM PHILADELPHIA.

	No. gallon:	
January	254,505	$53,290
February	3,686	1,785
March	369,094	89,570
April	145,575	25,730
May	192,462	29,519
June	97,375	29,519
July	272,450	11,963
August	156,120	26,088
September	385,904	55,447
October	185,757	33,557
November	264,100	70,977
December	280,905	85,655
Total	2,607,933	$529,575

QUARTERLY EXPORTS FROM BOSTON.

	1862—gallons.	
1st quarter	134,084	$54,631
2d quarter	34,923	18,150
3d quarter	118,963	52,593
4th quarter	603,646	332,475
Total	891,616	$475,859

QUARTERLY EXPORTS FROM NEW YORK.

	1861. No. gallons.	1862. No. gallons.
1st quarter	49,603	1,639,514
2d quarter	71,763	1,464,181
3d quarter	242,499	1,191,428
4th quarter	748,385	2,488,440
Total	1,112,250	6,783,563

The reader will no doubt be surprised to find that 891,616 gallons at Boston are rated so high in value, when 1,607,933 gallons from Philadelphia are worth but little more. The difference is caused by the longer distance it has to be transported to reach Boston. New York has this year monopolized the larger part of the trade, because of the facilities for transport by rail from the oil region to New York while there exists only the river route to Pittsburgh and transhipment by rail to Philadelphia. When the Erie road is opened through, a change will occur.—*Pittsburg Post.*

The Paper Famine.

The excessive rise in the price of paper, seems to us rather the result of combination than necessity. One would think that the waste of cotton material by our armies alone, would have enabled the purchasers of material to gather up all they wanted at least for a year or two to come.

The remedy against the present high rates of paper, is unquestionably a reduction of the duty. It will not do for us to print our books and newspapers on brown paper, as has been done in the confederate states. We are pleased to notice that the Boston *Journal* is printed on paper made of wood. It has good color, consistency and strength, and we see no mechanical or scientific difficulty in the way of its manufacture. The great question is, what is the cost of the new article, and this is what we wish the *Journal* would tell us.

That cotton was a cheap and economical material for paper, no one can doubt, but it cannot be possible that other materials are not to be found. The ingenuity of our countrymen is equal to every emergency, and we have great faith in its having by this time found a fitting substitute.

Let Congress however take off the duty, or at least so reduce it, that the present difficulty may be overcome.

Railroad Earnings--Weekly.

The earnings of the Toledo and Wabash Railroad Company for the 1st week of January, 1863, were $21,700 84
Same week, 1862 ..... 20,068 92

Increase $1,631 92

The earnings of the Chicago and Northwestern Railway for the 1st week of January, 1863, were $13,923 13
Do., 1862 ..... 10,434 09

Increase $3,489 04

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week of Jan., 1863, were $12,218 58
Same week, 1862 ..... 19,719 80

Decrease $7,501 22

The earnings of the Michigan Central Railroad for the 2d week of Jan., 1863, were... $47,269 00
Same week, 1862 ..... 56,886 00

Decrease $9,617 00

The earnings of the Galena and Chicago Union Railroad for the 2d week of January, 1863, were $32,013 84
Same week, 1862 ..... 26,731 25

Increase $5,282 59

The earnings of the Michigan Southern Railroad for the 2d week of Jan., 1863, were... $56,829 00
Same week, 1862 ..... 32,532 00

Increase $24,295 00

The earnings of the Chicago and Rock Island Railroad for the 2d week of January, 1863, were $34,332 00
Same week, 1862 ..... 22,744 00

Increase $11,588 00

The earnings of the Cleveland and Toledo Railroad for the 2d week of January, 1863, were $35,204 00
Same week, 1862 ..... 25,187 00

Increase $10,017 00

The traffic of the Great Western Railroad for the week ending Jan. 9, 1863, was as follows:

Passengers $17,794 25
Freight and live stock 44,820 87
Mails and sundries 1,309 05

Total $63,924 17
Corresponding week of 1862 ..... 62,121 89

Increase $1,802 28

The earnings of the Grand Trunk Railway for the week ending Jan. 10, 1863, were:

Passengers $19,835 65
Freight and live stock 56,367 60
Mails and sundries 4,280 00

Total $80,483 25
Corresponding week, 1862 ..... 85,632 31

Decrease $5,149 06

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds } Under Act 28th June, 1847	$9,415,250	6	1867	90½
Coupon Bonds... }		6	1887	102½
Registered Bonds } Under Act 31st December, 1848	8,908,842	6	1868	96
Coupon Bonds... }		6	1868	103½
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds } Under Act 14th June, 1858	20,000,000	5	1874	91½
Coupon Bonds... }		5	1874	88
Registered Bonds } Under Act 22d June, 1860	7,022,000	5	1871	91½
Coupon Bonds... }		5	1871	94
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	97
Registered Bonds } Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	95½
Coupon Bonds... }		6	1881	95½
Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	102½
Treasury Bonds (coupon) }	53,600,000	7.3	1864	102½
Registered Bonds } Under Act 25th February, 1862; re-	20,000,000	6	1882	100
Coupon Bonds... } deemable at pleasure after 5 years...		6	1882	100
Treasury Notes—				
Under Acts 26 June, '60, and 3 Feb. and 2 March, '61	7,757,600	6	2 y'rs	145½
Under Acts 2 Mar. '61, & 17 Mar. '62 } convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 } y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,900,000	6	1 year	95½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	130
" — " " (War) "	292,242	7	------	----
Connecticut—Conpon War Bonds of 1861	2,000,000	6	1881	109
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,673,750	6	'63-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	107½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	105
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	109
" —University Fund Interest Bonds of 1861	650,000	6	1879	112
" —War Fund Bonds of 1861	2,000,000	6	1879	107
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100½
" — " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " " "	2,054,298	2½	18...	55
" —Canal Preferred Certificates	4,079,500	5	18...	----
" — " " (special) Certificates	1,216,737	5	18...	----
" —Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99½
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	100
" — " (banks)	600,000	5	18...	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	70
" — " " (bank)	5,394,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	669,000	6	'63-'77	107
" —War Loan of 1861	800,000	6	1871	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	72
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	----
" — " " of 1861 "	247,000	6	'68-'72	121½
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	118½
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — "	216,000	6	1878	101
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	66½
" — " "	100,000	6	1862	66½
" — " " (loans to Railroads)	23,800,000	6	'72-'86	87
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — " State Loan $6,756,634	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	120
" — " " —(new) 13,200,000	----------	5½	1865	----
" — " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18...	75
Ohio—Inscribed Certificates	4,095,300	6	1881	115½
" — " "	1,015,000	5	1865	99½
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	113
" — " "	680,835	6	1868	----
" — " "	1,608,905	6	1860	----
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds } (1st January, 1862	37,687,760	5	'61-'82	104
" —Inscribed Certificates }		5	'61-'82	102½
" — " "	400,630	6	1879	105½
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (Internal Improvement)	2,083,666	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	61½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	109½
" —War Loan (1861)	----------	---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	65½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	285,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	105
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	113
" — " " (Bank Stock)	553,966	6	1870	108½
" — " " (Improvement Stock)	4,963,215	6	1890	113
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	111
" —Coupon Bonds (Water)	6,228,787	5	Var.	111
Chicago—Coupon Bonds (Municipal)	880,000	6	18...	98
" — " " "	609,000	7	18...	108½
" — " " (Sewerage)	822,000	7	18...	----
" — " " (Water Works)	1,133,000	7	18...	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	93½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100½
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	110
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	98
" " 2d " " "	3,980,670	6	1882	72½
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	37
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	102½
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	106½
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	105½
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	103
" " " 2d "	1,014,000	7	------	90
New York & Harlem, Preferred	1,020,000	---	------	87
Philadelphia & Reading, Preferred	1,551,800	7	------	59

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,685	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,400	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	220,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	152,459	119,973	121,272	149,242	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,442,218
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	67,610	62,350	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	-------
Chicago and Rock Island:													
1858	72,046	67,307	92,064	92,120	80,595	95,466	82,374	83,585	94,955	92,760	73,883	60,490	987,465
1859	60,058	55,497	68,116	71,782	73,578	72,392	67,076	87,233	120,953	126,090	100,449	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,463	82,895	139,049	134,500	145,889	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,997	153,127	137,408	104,522	1,323,375
Chicago and Northwestern:													
1858	20,447	18,272	25,393	38,525	40,893	43,899	39,924	27,761	37,499	36,333	31,144	22,723	382,823
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,240	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,671	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	56,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	981,157
Cleveland, Columbus and Cincinnati:													
1858	70,492	68,138	88,523	93,872	82,968	85,387	90,372	112,138	114,216	106,055	104,866	84,944	1,101,973
1859	73,072	72,789	91,520	80,025	82,885	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	77,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	132,620	112,606	113,912	114,885	119,984	122,524	131,687	168,834	170,565	172,296	177,410	179,553	1,716,866
Cleveland and Toledo:													
1858	65,211	54,975	90,957	84,149	62,555	57,293	52,385	60,889	83,924	79,458	75,698	71,315	838,809
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,165,504
Cleveland and Pittsburg:													
1861	62,208	59,964	83,408	99,511	101,792	104,167	115,316	85,163	120,977	108,112	107,824	107,175	1,155,617
1862	84,858	78,447	90,300	100,695	116,973	123,000	178,432	126,000	------	------	------	137,563	-------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,068	372,705	419,010	515,948	719,354	734,108	702,077	6,202,048
1862	695,607	603,030	636,615	605,755	575,344	516,190	587,010	609,881	764,448	910,985	903,016	921,867	8,329,748
Galena and Chicago:													
1858	85,320	74,181	103,912	141,334	157,954	210,728	157,285	122,361	161,949	141,653	103,813	87,082	1,547,561
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	106,979	105,423	74,346	90,180	158,194	215,708	190,456	121,199	188,370	208,575	159,530	143,498	1,762,458
Hudson River:													
1858	176,573	163,837	179,423	112,614	128,132	95,219	114,781	139,489	140,872	140,783	137,094	197,981	1,726,748
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,243	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	161,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
Illinois Central:													
1858	130,061	116,470	163,848	179,991	161,090	154,193	124,299	202,953	218,861	184,776	156,038	153,999	1,946,579
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	187,417	186,189	213,080	192,282	217,202	189,548	196,000	233,918	257,634	306,711	141,605	227,310	2,778,333
1861	319,634	370,268	226,966	192,054	199,488	173,941	189,279	268,982	289,862	284,020	243,248	193,787	2,955,768
1862	172,187	150,809	161,801	183,484	192,077	240,566	249,929	334,946	400,436	385,357	369,718	------	--------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	57,920	56,353	125,999	112,000	119,000	123,576	138,152	------	------	------	--------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	150,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,879	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	243,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	188,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,649,169
Michigan Central:													
1858	122,380	107,502	165,936	223,010	185,727	170,847	143,872	176,061	224,574	209,868	156,298	130,108	2,016,183
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,953	322,369	307,475	258,633	2,650,701
New York Central:													
1858	430,376	390,431	537,853	668,425	510,197	432,195	458,664	538,048	653,373	653,661	600,920	510,425	6,384,573
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	745,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,468	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	989,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	--------
New York and Harlem:													
1858	79,124	76,611	93,148	86,000	77,669	82,529	88,582	94,406	81,135	87,349	83,221	93,188	1,022,962
1859	91,990	84,209	88,278	90,617	91,868	89,289	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,649	104,119	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,357	92,602	91,958	89,356	97,858	91,111	90,671	1,110,085
1862	100,923	96,839	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,858
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,860	18,611	25,666	29,531	31,968	35,494	28,958	29,466	302,280
1862	22,060	18,864	24,250	26,748	27,098	30,422	32,495	38,426	40,319	40,087	35,920	------	------
Philadelphia and Reading:													
1858	103,492	116,687	168,102	203,965	216,784	207,573	257,455	247,069	254,740	269,464	242,052	234,876	2,522,259
1859	146,722	156,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,762	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,567	------	--------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	232,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	368,897	3,743,224
Toledo and Wabash:													
1858	45,780	34,743	59,107	91,556	56,531	46,933	76,710	112,024	104,119	95,916	61,981	41,726	827,125
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,839	46,340	737,155
1860	43,867	43,003	64,605	74,167	68,781	68,001	83,836	124,381	103,408	124,394	77,663	50,848	926,903
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,086	92,574	1,172,103
1862	82,235	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,548	109,915	1,373,633

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida :						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Miss. Rivers :						
State (Ala.) Loan	123,171	7				----
Mortgage	109,500	7				----
Alabama and Tenn. Rivers :						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada :						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	---
Albany and West Stockbridge :						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	----
Androscoggin and Kenebec :						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'68	----
Atlantic and Great Western :						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence :						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P.& Bos.	'68-'70	----
Baltimore and Ohio :						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	105½
" " " 1850	700,000	6	Jan. & July.	"	1880	101½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	107½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1887	103
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana :						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	55
2d Mortgage	162,000	7	" "	" "	1870	----
Belvidere Delaware :						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	----
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal :						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	----
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1889	----
Boston and Lowell :						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	----
Buffalo, New York and Erie :						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	380,000	7	May & Nov.	" "	----	86
Buffalo and State Line *						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri :						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	----	----
Cairo and Fulton (Mo.) :						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy :						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	100
Mortgage	800,000	6	"	New York.	1863	----
Mortgage	1,700,000	6	"	"	1875	103½
Sterling (£210,000)	1,008,000	5	"	London.	1864	----
Sterling (£225,000)	1,030,000	6	"	"	1864	----
New Loan (iss'd $537,000)	2,600,000	6	"	New York.	1870	104
Catawissa :						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	----
Cayuga and Susquehanna :						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of Georgia :						
Mortgage	86,067	7			1863	----
Central of New Jersey :						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio :						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	103
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	103
2d Mortgage	800,000	7	June & Dec.	New York.	1865	81
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	----
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	17
Charleston and Savannah :						
1st Mortgage (endorsed)	510,000	6				----
2d Mortgage	1,000,000	7				----
Cheshire :						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	104½
Chicago, Burlington & Quincy :						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	125
" " " inconvertible	2,690,000	8	" "	" "	1883	125
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o.M.	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	----
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	----
" " " Plain	28,000	8	March & Sept.	" "	1876	----
Chicago and Alton :						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	----
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	----
Income Bonds	1,100,000	7	May & Nov.	" "	1882	----
Chicago and Milwaukee :						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	----
Chicago and Rock Island :						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	118
Chicago and Northwestern :						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.	----	110
1st Mortgage (general)	3,600,000	7	" "	" "	----	72½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	----	98
2d Mortgage	2,000,000	6	" "	" "	----	43½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	----	94
Green Bay Extension Bonds	300,000	7	" "	" "	----	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton :						
1st Mort age	394,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	950,000	7	May & Nov.	" "	1880	96
*Cincinn., Wilm. and Zanesville :						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7			----	----
3d Mortgage	158,000	7			----	----
Income	250,500	7			----	----
Tunnel Right	1,000,000	7			----	----
Cleveland and Mahoning :						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	----	103½
2d Mortgage	499,200	7			----	----
3d Mortgage	362,800	8			----	----
Clev., Painesville and Ashtabula :						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	----
Dividend Mortgage	900,000	7			1880	----
Cleveland and Pittsburg :						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	108
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	7	" "	" "	----	83
River Line bonds	20,000	7			1887	----
Clev., Columbus and Cin. :						
1st Mortgage, Coupon	609,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo :						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	----
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	----
C. and T. Income (convertible)	256,000	7	" "		1864	----
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	113
Columbus and Xenia :						
Dividend (due 1860, '61, '62, '66)	115,900	---	June & Dec.	New York.	var.	93½
Connecticut River :						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connectic't and Passump. Rivers :						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley :						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan :						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	----
2d Mortgage	2,700,000	8	" "	" "	1881	----
Dayton and Western :						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware :						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	95
Guaranteed	100,000	6	" "	" "	1875	----
State Loan	170,000	6	" "	" "	1876	----
Delaware, Lackawanna and W'n :						
1st Mortgage	900,000	---	April & Oct.	New York.	1871	120
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	115
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	115
Detroit and Milwaukee :						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8				----
Dubuque and Pacific :						
New Construction	800,000	---				----
Dubuque Western :						
1st Mortgage	344,000	†				----
Eastern (Mass.) :						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	----
East Tennessee and Georgia :						
State, 1st Mortgage	970,000	---				----
Endorsed by State of Tennessee	150,000	---				----
Mortgage (ordinary)	790,688	---				----
East Tennessee and Virginia :						
State, 1st Lien	1,602,000	---				----
Endorsed by State of Tennessee	200,000	---				----
1st Mortgage (after State)	100,000	---				----
Redeemable in Stock	66,950	---				----
Eaton and Hamilton :						
1st Mortgage	757,734	†			var.	----
Erie and North-East :						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida :—						
Internal Improvement (State)	1,655.000	7			1891	----
Free Land, 2d Mortgage	1,500,000	8			1891	----
Florida and Alabama :						
Internal Improvement (State)		7			1891	----
Free Land, 2d Mortgage		8			1891	----
Florida, Atlantic and Gulf Centr. :						
Internal Improvement (State)	800,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'68	114
1st Mortgage (Extended)	22,000	7	" "	" "	1882	120
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	115
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	65
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	139,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	120
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	122
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	112
Convertible	1,002,000	7	" "	" "	1867	107
Illinois Central:						
Optional Right bonds	38,000	7	Jan. & July.	New York.	1868	----
Construction	10,798,500	7	April & Oct.	London.	1875	----
Construction	4,115,000	6	" "	New York.	1875	121
Eight per cent. bonds	326,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			
Income	281,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	85
2d Mortgage	400,000	7	" "	" "	----	85
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			----	----
1st Mortgage	280,000	7			----	----
2d Mortgage (convertible)	1,000,000	7			----	----
3d Mortgage	600,000	7			----	----
Guaranteed by Covington	200,000	6			----	----
Cincinnati (exchanged)	100,000	6			----	----
Keokuk, Ft. D. Moines and Minn:						
City of Keokuk, 20 years	400,000	8†			----	----
City of Keokuk, (special tax)	150,000	10†			----	----
Lee County, 20 years	150,000	8			----	----
Keokuk, Mt. Pleas't and Muscat.						
Lee County	150,000	8			----	----
City of Keokuk	200,000	8			----	----
Henry and Louisa Company's	50,000	8			----	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	31
2d Land Grant (Western Div.)	353,600	†	" "	"	----	31
3d Mortgage (whole road)	1,700,000	†			----	----
Farm Mortgage	1,087,700	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6			----	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	91
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7			1892	----
Mortgages on Land	473,899	7			----	----
Louisville and Frankfort:						
Louisville Loan	174,000	---			----	----
1st Mortgage	248,000	---			----	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6			----	----
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6½			----	----
Mortgage	24,000	7			----	----
Mortgage	10,000	6			----	----
Marietta and Cincinnati:						
Mortgage Bonds	225,789	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7			----	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6			----	----
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6			----	----
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98
1st Mortgage Stg (convertible)	500,000	8	March & Sept	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y & Boston	1869	121
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'o Indiana:						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	900,000	7	Feb. & Aug.	" "	1861	103
Erie and Kalamazoo	300,000	7	March & Sept	" "	1862	----
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	107
Detroit and Toledo	684,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	113
2d General Mortgage	2,572,000	7	" "	" "	1877	104
*Milwaukee and Beloit:						
1st Mortgage	630,000	8			----	----
Milwaukee and Chicago:						
1st Mortgage	400,000	8			----	----
2d Mortgage	200,000	7			----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8			----	----
2d Mortgage	600,000	8			----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	111
1st Preferred stock	1,051,000	8			----	103
2d Preferred stock	1,014,000	7			----	90
Mississippi Central:						
1st Mortgage	1,007,363	7			----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7			----	----
2d Mortgage (S. F.)	400,000	8			----	----
Oskaloosa Division	1,425,000	7			----	----
Land Grant	7,000,000	7			----	65
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6			----	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6			----	----
Tennessee State Loan	674,860	6			----	----
Alabama State Loan	389,410	6			----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---			----	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	103
Muscogee:						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			----	----
Chat. and Clev. Subsc. (endors.)	231,000	---			----	----
*New Albany and Salem:						
Crawfordsville	175,000	7			----	----
1st Mortgage	500,000	10			----	----
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	118,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	85,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5			'63 '78	----
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.						
Louisiana State Loan	641,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	114½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	114½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	114½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds	252,975	6	" "	" "	1883	----
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	110
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	122
B. and N. F. R. R. (S. F.) Bond	79,500	6	May & Nov.	" "	1893	107
New York and Erie:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000,000	7	March & Sept	" "	1879	117
3d Mortgage	6,000,000	7	" "	" "	1883	120
4th Mortgage	1,900,000	7	April & Oct	" "	1880	112
5th Mortgage	1,792,500	7	June & Dec	" "	1888	107½
Buffalo Branch	200,000	7	Jan. & July	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York	1873	115
2d Mortgage	1,000,000	7	Feb. & Aug	" "	1864	107½
3d Mortgage	980,300	7	Jan. & July	" "	1867	104
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec	New York	1866	94
Mortgage Bonds, Coupon	978,000	6	April & Oct	" "	1875	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Real Estate	35,910	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	99
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	100½
2d Mortgage	3,077,000	7†	" "	" "	1861	14½
North Missouri:						
State Loan (30 years)	4,350,000	6			------	87
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91½
Chattel Mortgage	360,000	10	" "	"	1887	105
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	---
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1868	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1870	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6			------	87
State Loan (S. W. Branch)	1,268,000	6			------	----
Construction	3,235,000	6			------	----
Panama:						
1st Mortgage Sterling	1,260,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,421,000	6	April & Oct.	"	1875	111
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	100½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	750,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	----
Loan of 1852	100,000	6	June & Dec.	"	1893	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,900	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	105½
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	111
" 1844, (convertible)	863,000	6	" "	"	1880	111
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	100½
" 1857, "	3,586,500	6	" "	"	1886	104
" 1856, "	1,475,000	7	" "	"	1886	104
Bonds and Mortg's—real estate	592,200	---			------	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	107
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000	---			------	----
Alleghany Co. "	750,000	---			------	----
Connellsville "	100,000	---			------	----
Mc'Keesport "	100,000	---			------	----
Baltimore City "	94,000	---			1886	----
Baltimore City Stock	906,000	---			1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Real Estate Bonds	100,000	---			'68–'83	----
P ttsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1911	114
2d Mortgage	5,160,000	7	" "	" "	1911	105
3d Mortgage	2,000,000	7	" "	" "	1911	86
Bridge Bonds, O. & P. R. R. Co.	188,000	7			1876	----
Chicago Depot Bonds	337,173	6			1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	------	----
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	---
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	52
2d Mortgage	937,500	7	" "	"	1863	6½
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	---
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	122,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1868	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---			------	----
2d Mortgage	450,000	---			------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	---			------	60
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	108
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	109
" " (series B)	1,100,000	7	April & Oct.	"	1894	109
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	90½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	90½
" " Income (series E)	1,600,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	230,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	110
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	110
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	91
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	91
Interest Bonds	111,895	7			------	92
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	33½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	4
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1894	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7			1880	87½
2d Mortgage	25,000	7			1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, &c	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,652	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,032	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.5	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,000	777,777	240,485	2,476,023	109 6	.....	297,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	...	...	.....	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,694	—	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,302,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,058	300,412	97,999	—	....
31 Aug. '62	61.4	1.8	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,588	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11½	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,500	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	40.0	8.8	4.9	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	459,850	808 060	301,979	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	238,512	106,626	—	83
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
.. .. '62	100.0	3.9	10.0	158.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	753,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	28.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	.....	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,178	229.0	879,465	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,168	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212.676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,356,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '62	138.0	—	28.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405.998	4,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	—	110
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,369	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	96¾
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,316	261.3	1,123,454	1,720,396	811,185	5	96¾
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,497,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,028	2,965,758	1,150,903	—	95
.. .. ..	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	.....	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	...	...	.....	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	.....	....
31 Dec. '61	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	.....	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,257	208.5	.....	823,767	.....	—	35
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	.....	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	.....	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	369,122	400.397	133,009	—	50
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,889	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	57
31 Dec. '61	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11.066	2,082,545	84.0	.....	331,813	165,939	—	....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	78.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	78 0	325,707	377,692	216,184	10	125
								IOWA.													
31 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,054	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,759,300	47,535	—	2,469,777	—	287,143	2,870,015	111.0	107,646	209,160	81,779	—	....
.. .. ..	—	—	—	438.0	...	...	.....	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	.....	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,992	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper.by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	....
30 Jun. '61	65.1	—	....	—				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	80
1 Oct. '60	186.0	84.0	16.0	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	66
.. .. '59	18.8	—	....	70.2	...	...	.....	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750.666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,856,320	80.0	180,204	481,922	228,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,824	555 434	—	....
31 Aug. '60	53.7	—	....	125.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in Progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,333	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59				14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,478	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	113
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	29,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	2,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	85½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,250,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	36
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	110
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,908,723	119.3	599,048	752,427	290,466	6	132½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	.....	61.8	.....	588,871	272,429	8	136
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	137
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	111
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,986,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	107
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	121
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,656	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	282,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	125
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	81½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	254,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	184
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308.228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150 000	2,768	.....	11.5	.....	50,155	11,578	—	8½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,848	95,739	—	25½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	158
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	66
								MICHIGAN.													
1 Jan. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G.T. June.	built and	equipped by G	r. T'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,590	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	.....	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '62	284.5	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,784	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	98
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	66
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,435	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,124	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,436,705	7,003,000	402,193	19,550,960	189.0	.....	417,357	457,184	103,205	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,060,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	20
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	25½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	15,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	65
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	120
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	107
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,660	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	38,577	8	120½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,360	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	137.136	4	74
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,563	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166.000	.....	12,171,200	124 2	.....	2,058,939	913,829	12	155½
31 Dec. '61	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,833,925	*	—	899,363	1,037.376	92,211	2,028,950	60.2	.....	99,433	*0,076	—	12
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,264,576	504,500	—	3,680,000	3,000,000	29,057	5,970 496	64.0	662,393	1,201,895	673,443	10	155
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	——	Leased	to Erie	Co.	—	.....
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,891	53.0	.....	210,984	89,035	7	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,602,089	400,378	1,249,621	4,397820	688,000	—	5,628,931	33.8	.....	992,767	579,991	10	145
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,926	*	—	156,860	200.000	70,786	427,636	21.2	.....	89,504	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	63,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,600	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	6½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876.713	24.0	.....	220,827	105,997	6½	98
31 Dec. '61	38.5	—	.....	17.0	—	—	—	West Jersey	780,455	—	—	556,370	—	23,076	789,946	—	—	84,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Siding.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,000	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r. by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,450	97,690	750,220	23.8	677,657	122,102	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,600	30,000	1,204,600	55.2	2,862,022	514,891	125,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	155,547	3,682,852	176.0	609,076	823,425	275,486	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	100
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,752	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.5	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,446	—	2,758,466	9,137,000	773,411	13,668,877	256.0	1,116,758	1,989,013	566,461	—	97½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	204
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782 580	24,000,000	14 279,583	—	41,866,835	654.9	5,268,772	9,350,828	3,749,077	6½	119½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,625	—	11,000,000	25,326,565	2,074,795	38,401,360	861.0	3,817,175	5,911,611	1,979,108	—	81
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,095	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	45,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	48
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	59 061	—	—
30 Sep. '61	85.9	—	2.2	—	6	19	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	102,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	207,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,859	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	5	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	76,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,170	1,645,153	112,739	2,957,922	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	—	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,005	327,804	—	1,499,000	730,500	101,947	2,330,947	107.7	216,453	353,441	164,672	6	81
								NORTH CAROLINA.													
31 May,'60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- --	'58 223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- --	'59 97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- --	'58 —	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	—	404,533	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	17
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	120
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May,'59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	—	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,738	637.216	563,566	4,746,200	510,000	—	5,917,359	141.2	707,160	1,263,253	704,819	10	175
31 Dec. '61	67.0	—	—	18.0	12	6	285	Cleveland and Mahoning	2,565,666	277,752	301,487	1,167,474	1,712,000	289,675	3,341,020	67.0	246,620	375 791	233,174	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.0	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,694	*	—	3,832,712	4,324,605	94,329	8,251,646	208.5	—	1,436,317	552,800	—	72½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,028,820	188.6	610,292	1,003,687	543,488	3	95½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	50
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	206,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,937	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,961	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	128,170	33,412	—	—
-- --	'59 36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	800,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	18.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10.460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	514,908	1,336,991	632,114	8	130
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '62	153.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,255	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '61	116.0	9.0	—	—	10	10½	237	Sandusky, Mansfield & New'k	2,309,279	*	—	848,770	1,375,350	105,510	2,603,120	125.0	215,280	171,712	37 610	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,004,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	50
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55,029	—	—
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,661	—	1,816,150	1,500	—	1,817,650	24.5	174,388	345,505	194,589	10	67½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,078,000	305,000	—	3,350,000	34,000	52,359	3,472,746	146.0	269,137	219,548	22,490	—	8½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	156,581	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	135
30 Nov. '61	35.8	—	2.3	—	6	3	74	East Pennsylvania	660,319	94,610	—	490,700	598,400	27,612	1,116,712	35.8	—	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	56,295	2,214,873	78.0	252.639	307,496	130,149	—	35
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14½	60½
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	173,941	62,397	—	15
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	74
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R.R.Co.	—	45
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	—	—	—	—	—	56
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,698	278,337	—	3,248,600	—	—	3,248,600	130.0	293,692	619.043	335,671	11	56
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,389	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	292,124	—	12
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447.522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,569	423.0	4,413,036	7,300,001	2,646,938	6	65½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,687	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	235,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,965	110,387	7	58
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,800	—	25,225,483	151.4	1,795,927	2,905,838	1,412,905	—	46
30 Nov. '61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	990,200	250,000	—	1,249,200	28.0	oper. by	Cam. &	Amboy	8	16

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—		32	109	565	Phila., Wilmington and Balt.	7,021 713	744,423	142,849	5,600,000	2.475.500	140,993	8,742,000	200.5	439,780	1,516.985	675,484	6½	62½
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1.756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,21	—	—
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 551	467.5	2,434,641	3,031,787	1,299,721	—	75
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	—
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*	—	576,950	—	—	573,616	24.5	oper. by	Ph. & R	eading.	5	—
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822,117	5,435	1,327 552	—	—	105,568	55,143	—	30
30 Sep. '61	148.0	—	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,325	341,582	149 082	—	47½
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	713,918	77,999	—	367,366	396,500	65,726	—	29.6	68,543	101,499	64,270	6	—
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	—
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	—	62.0	240,442	331,522	105.782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4.7,. 17	8,500	—	—	13.6	—	26,454	6,914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,789	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,668	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	325,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.5	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,269	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	360,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Colr'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	75o)	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.3	3	8	184	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,706	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	8	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	29	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	130
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45 930	8,522	—	—
31 Aug. '60	54.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,802	43,062	—	—
30 Sep. '55	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '54	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	3
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	580,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,758	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,330	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,526,800	2,467,000	58,549	8,036,604	234.4	—	1,108,354	436,039	—	47½
— — '57	50.0	—	—	86.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May, '61	104.0	—	—	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,035,328	5,692,471	104.0	228,627	22 ,850	68,438	—	—
— — '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '62	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (£ y)	11,633,000	*	—	11,750,000	138,000	—	11,938,000	16.10	—	235,420	55,495	—	—
— — '62	49.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	49.0	—	—	—	—	11
— — '62	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	824.3	137.0	—	78.0	204	130	2,399	Grand Trunk	46,851,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '62	229.0	128.0	—	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	29,120,440	—	26,104,725	357.0	—	1,221,145	585,385	1½	—
— — '62	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	—	—	—	—	—
31 Dec. '61	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	—
— — '61	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	—	—	—	—	—
— — '61	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
31 Oct. '61	109.0	0.9	12 0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	103 0	—	130,678	36,432	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,492,748	102,388	—	1,380,000	13,100	186,000	1,799,232	60.0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	—	60.1	—	—	—	Nova Scotia	4,268,717	*	—	—	—	—	—	61.5	—	120,918	26,803	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,853	5,000,000	3,375,000	—	10,763,725	48.7	—	1,743,291	1,013,444	12	184)

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20	W.21.
State Stocks:—						
California 7s	130	127	127	130	----	130
Georgia 6s	----	----	----	----	----	----
Illinois War Loan	107	----	----	106	----	----
Indiana War Loan	96½	----	96½	97	99	99½
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	90	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	63	64	65	66½	66	66½
Do.iss. to H.&St.J.R.	85	----	85	85	87	87
New York 5s, 1874	----	----	----	----	----	----
North Carolina 6s	73	78	73½	73½	75	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s, 1881	114	115	115½	----	----	----
Tennessee 6s, 1890	61½	----	62½	61½	62½	61½
Virginia 6s	65	64½	65	65½	65½	----
Railroad Shares:—						
Buffalo & State Line	----	190	----	----	----	----
Chicago, Burl. & Q.	103	102	103	105½	106½	110
Chicago & Rock Isl.	89½	88½	91	96½	95	96½
Clev., Col. and Cin.	116	----	----	170	171	175
Clev. and Pittsburg	66	65½	68½	69½	72	72½
Clev. and Toledo	88½	93½	97	95½	95½	95½
Del., Lack. & West.	----	----	----	----	----	----
Galena and Chicago	89	89	92	96½	95½	95½
Hudson River	93½	93½	94½	95½	96½	97½
Illinois Centr. (scrip)	91	98½	92	94½	95	95
Michigan Central	95½	95	96	98	98	98
M. S. and N. I.	51	51½	53½	58½	60½	66
M. S. & N. I. guar'd.	98	98	99½	105½	106	105½
Mil. and P. du Chien	42	46	47½	----	47½	47½
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	89	----	----	90	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	117½	116½	118	119½	121	119½
Erie	74½	73½	75½	78	79	81
Erie pref.	102½	103	105½	105½	106½	106½
Norwich & Worcest'r	82½	81	80	81x	82	83
N. York & Harlem	36	35½	76½	38½	41	48
N. Y. & H. "pref."	71	70½	73½	76	80	87
Panama	181	182½	----	----	----	184½
Phila. and Reading	93½	92	94½	96x	92½	92
Pitts. Ft.W.&Chicago	67	65	67	68½	69	75
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
Railroad Bonds:—						
Buff., N.Y.&Erie 1 M.	102½	103	104	105	107	108
Ohio. & N. W. 1st M.	----	----	69½	69½	70½	72½
" " 2d M.	40½	39½	41	41½	42½	45½
" " S. F.	----	110	----	----	----	----
" " A. B.	69½	----	----	----	----	----
" " L. B.	----	97	----	----	98	98
" "Ap.Ext'n.	----	----	----	----	----	----
" "G.B.Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	110	108	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	100	----	100	100	----
" 4 M.	80	79	80	81	82	83
Cl. & Tol. S. F. 7 p. c.	----	110½	----	----	112	113
Chi., Bur. & Q. 8 p. c.	122	----	123½	125	125	125
Chi. & R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p. c. '71-5	----	----	----	----	----	----
" 2 M. 8 p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7 p. c. '63	----	----	----	----	----	----
" 2 M. 7 p. c. '75	----	115	----	----	----	115
" 1 M. Ex. '82	----	120	----	----	120	----
Hann. & St. J. bonds	62	63	----	65	63	----
Huds. R. 1 M. 7 p. c. '69	----	----	----	----	----	----
" 2 M. S. F.	120	----	----	----	----	122
" 3 M. 7 p. c. '75	111	112	----	----	----	----
" conv. bonds	106½	107	----	107	----	----
Illinois Central bonds	----	122	122	121	121½	121
La Crosse & Mil. L. G.	----	----	----	----	----	31
Mil. & P. du C. 1st M.	----	----	111	111	111	----
Mich. Cen. S F. 8 p. c. '82	----	----	125	126	126	----
" conv. 8 p. c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	111	112	112	112½	113	113
" " 2 M.	101	101½	101½	102	104	104
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p. c. certif. '83	----	----	----	----	114	114½
" 1 M. 7 p. c. '64	----	----	----	----	----	----
" bonds 1876	----	122	----	----	----	----
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	----	----	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7 p. c. '83	120	----	----	----	----	----
" 4 M. 7 p. c. '80	109½	109½	110	112	112	112
" 5 M. 7 p. c. '88	105½	----	107	107½	----	----
N. Y. & H. 1 M. 7 p. c. '78	----	----	----	----	116	----
" 2 M. 7 p. c. '64	107½	----	----	----	----	----
" 3 M. 7 p. c. '67	----	----	----	----	----	104
Pitts., Ft. W. & Ch. 1 M.	111½	111	----	112	113	114
" " " 2d M.	101	100	101	102	103½	105
" " " 3d M.	----	78	79	82	80½	86
Chicago & Alton, 1 M.	----	----	----	----	----	----
Alton & Terre H. 1 M.	----	107	108	108	109	----
" " 2 M. pref.	90	89½	90	91	91	91½
" " Inc. b'ds.	78½	78	78	79	79	82
Toledo & Wab. 1 M.	106	106	106½	110	110	----
" " 2 M.	87½	88	89	90	91	92
" " Int. b'ds	----	----	----	----	92	----
Miscellaneous:—						
Del. & Hud. Canal	127	130	128½	129½	130	130½
Penn'a Coal Co.	128	----	128	129	----	----
Pacific Mail S.S. Co.	156½	155	156	156½	165	166

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 21.

	Th.15.	F.16	Sat. 17.	M.19.	Tu.20.	W.21.
Federal Stocks:—						
U. S. 5s, 1871, coup.	85	----	----	----	----	----
U. S. 5s, 1874, reg.	----	87½	----	----	----	----
U. S. 5s, 1874, coup.	89	89	----	88½	88½	88
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	93	94½	95	95½	95	95
U. S. 6s, 1881, cou.	94	96	96½	96	96½	95⅞
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " Ly.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	92	----	----	94½	----	----
U. S. 6s, 1868, "	----	----	----	96	96½	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	95	95½	96	96½	95⅞	95⅞
U. S. 6s, 5-20s, coupon	91	----	----	----	----	----
Treasury 7 3-10 Notes	101½	102½	103½	102	102	102½
U. S. Demand Notes	144	143	143	145	145½	145½
American Gold	143½	147	148½	145½	148½	148½

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	127½	130	130½	130	132½	132½
Boston and Providence	----	156	----	----	----	----
Boston and Worcest	134	----	----	137	----	----
Connecticut River	113	----	113	106	111	111
Eastern, Mass.	99	100½	102	105½	107	----
Eastern, N. H.	----	----	101½	----	----	107
Fitchburg	----	119	120	----	----	121
Manchester & Lawr'ce	120	----	----	120	120½	120½
Michigan Central	96½	----	95½	97	97½	96½
Northern, N. H.	----	73	73	----	74	----
Old Colony and Fall R.	134	133½	133½	134	133½	134
Ph., Wil. & Baltimore	62	61½	----	----	61½	62½
Portl'd, Saco & Ports.	----	----	----	112	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	23	24½	25	24½	----	25½
Western	----	151	151½	----	----	158
Cambridge (Horse)	----	----	----	121	----	122½
Metropolitan "	----	70	70	76	75½	----
Middlesex "	107½	110	110	112	113	----
Central Copper Co.	30	30½	31	32½	32½	----
Franklin Copper Co.	48½	46½	----	----	----	48½
Isle Royale "	20½	21½	----	----	----	23
National "	----	----	----	----	----	----
Minnesota "	----	72½	----	73½	73½	----
Pewabic "	47½	48	----	----	----	75
Pittsburg "	----	70	----	74	74½	----
Quincy "	66½	66½	----	----	----	70
Rockland "	----	18	----	----	----	18

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.
Beaver Meadow	----	65	----	67½	67½	----
Cattawissa	9	9½	8	8½	----	8½
" preferred	27½	28½	26½	26½	26	26½
Camden & Amboy	----	----	----	----	----	----
" " 6s, '67	----	105	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	105½	----
" " 6s, '89	----	----	----	----	----	----
Elmira & W'msport	34½	34½	35	----	----	----
" " pref.	----	45	----	----	----	----
" " 7s	----	106½	----	----	----	----
" " 10s	----	----	65	----	----	----
Harrisburg	----	----	----	60½	----	60½
Lehigh Navigation	57	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " scrip	----	----	32½	----	----	33
Lehigh Valley R. R.	----	----	----	73½	74	----
" " scrip	----	----	----	----	----	----
" " 6s	----	110½	----	111	----	----
Little Schuylkill R. R.	46½	46½	45½	43½	----	45
" " 7s	----	----	----	----	----	----
Long Island	----	26	26	----	26	26½
" " 6s	----	101	----	----	----	----
Minehill	----	52	52½	----	----	56
North Pennsylvania	12½	----	12	----	----	12
" " 6s	92	----	----	91½	91½	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	64½	----	64½	65	65	65½
" 1st m.	115	----	----	----	----	----
" 2d m.	110	110½	----	111	----	----
Penn. State, 5s	----	----	102½	----	102½	102½
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	105½	----	----	106	105	107
" " new	110	110½	110½	111	----	----
Philad., Germ. & Nor.	58	58½	----	----	----	58
Phila. & Reading	46½	47	47½	47½	46½	46½
" " 6s, '86	113½	104	104	----	104	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie, 6s	106½	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	110	----
Sunbury and Erie, 7s	110	----	----	----	----	----
Arch street, (Horse)	28	----	----	----	28	----
Chestnut & Wal. "	----	----	51	----	----	51
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	37½	38	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	17½	18½	----	17½	----	----
13th & 15th sts., "	----	----	----	----	----	----
West Philad., "	----	----	----	----	----	----
10th & 11th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sales Prices for the week ending Jan. 19.

	Tu.13,	W.14.	Th 15.	F.16.	Sat.17.	M 19.
Baltimore City 6s, 1875	----	----	----	----	112½	113
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	111	111½	111½	----	112½	113
Balt. and Ohio	84½	85	84½	85	85½	85½
" " b'ds, '62	85	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	104	----	----	----	107½
" " " '80	----	----	----	----	----	----
" " " '85	----	101	103½	105½	106	105½
Northern Central	----	36	----	----	----	----
" " b'ds, '85	----	----	101	101	102	----
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

American Railroad Journal.

Saturday, January 24, 1863.

Stock Exchange and Money Market.

The rise in Railway securities has continued during the past week as will be seen by our daily quotations, and the transactions continue large. Money is plentiful and at moderate rates. Gold is not so active as it was, standing after various movements upwards and downwards, at 148½. It is said that the fortunate holders of this prime article are beginning to invest largely from their profits in property of a more fixed character, and are purchasing real estate, bonds and mortgages, and other things likely to survive the vicissitudes of the day. They evidently fear that the inflation of the currency will raise the price of other articles as well as gold, and that these profits will then disappear in the exchange if they do not make haste. Other people may ask as much for their property, as the former do for theirs. Of this they are sensible, and there is no fact better understood among political economists, than that a general inflation equalises the prices of commodities, and this repairs the mischief which is effected by an undue rise in any one of them. It is only measuring our cloth by a longer yard stick.

The President's special message in which he deprecates an undue issue of paper gives great encouragement to that class of bankers who look upon it as the greatest of all evils. The financial measures for the support of Government before Congress are at last getting into some shape. Amendments have been introduced authorising the Secretary of the Treasury to borrow from time to time on the credit of the United States a sum not exceeding three hundred millions for the current fiscal year, and six hundred millions for the fiscal year following, and to issue therefor conpon or registered bonds, payable at the pleasure of the Government after twenty years from date, and of such denominations not less than fifty dollars, as the Secretary may deem expedient, bearing interest at a rate not exceeding 6 per cent per annum, payable semi-annually in coin. This is a movement in a good direction and is in the spirit of the proposition we have advocated in this Journal, that the public loans should be brought within the reach of all persons even those of moderate means. There is scarcely a laborer, mechanic, tradesman, shop keeper, or employee of any description who is not able to take some small portion of these Government loans. A successful result might be obtained if their patriotism was appealed to, in the same spirit with which they were called to arms. Deny it who may, there is more money afloat, as well as hoarded at this moment in this country than there ever was before. Eight or nine hundred

millions are now in the pockets of the people, paid to them for their labor, or goods. Can it be possible they will not lend back to the Government some small portion of their profits? We have an idea, that there is not a soldier in the army who would not allot some portion of his wages as a subscription to this loan, the very best disposition he could make for his own future, or that of his family. A call on them from the Generals in command to this effect, would we believe be responded to, at once and cheerfully. If we have 800,000 men in the field, an allotment to take up one Bond of fifty dollars each would produce the enormous sum of forty millions of dollars, or in other words save the Government the necessity of issuing currency to that amount to pay their wages.

Another proposition is before Congress to permit the receipt of coupons of the public debt in payment of duties at the Custom House at any time within sixty days of maturity. This, says a cotemporary, if adopted would add practically twenty five millions to the quantity of Custom House notes afloat. We see no objection whatever These coupons are to be paid in gold, and if they are received at the Custom House will save the trouble of the Government's going into market to purchase that article, when the coupons fall due. It is evident that our system of taxation is to prove a great success, and the interest of the public debt is not only sure to be promptly paid, but a sinking fund can be provided for its final extinguishment at no distant period. We are therefore inclined to take a favorable view of the financial power of this country, and its ability to carry itself through its difficulties. Its actual known wealth by the census appears to be thirty thousand millions of dollars, exclusive of the public lands, and our inexhaustible mineral regions. The foreign immigration during the past year has been large, our exports are on the increase and have exceeded our imports, products for products by eight to ten millions. Our receipts of gold from California, Oregon and Colorado are large and regular, and in the aggregate increasing. There is not the least reason therefore to despond, and especially when we reflect, that the money which the Government is expending to put down the rebellion, will practically act so as much capital, used for the purpose of increasing the field of enterprise and industry, in countless forms, rapidly becoming visible throughout the North and West.

If the South can be brought back, as its sympathizing friends in the North say it can, not by foreign intervention, but by kindness and magnanimity on our part, the experiment can very soon be tried. The President, we are assured on high authority, will call the next Congress together in the beginning of March, and then a formal resolution offering peace on honorable terms, with submission to the constitution and the flag, can be adopted if thought expedient, and presented to the rebel Congress. This can all be done in ninety days.

Let the Money Market and Stock Exchange therefore make their hay while the sun shines. Great principles finally smother all the arts of discounters and money lenders. They are in this view of the subject, but dust in the balance and flies on the wheel of events.

We elsewhere give some interesting tables of the imports and exports of the port of New York for the years 1859, 1860, 1861 and 1862, showing the vast amount of its commercial transactions. It appears from these that our total imports were as follows, (including specie):

1859	$245,165,516
1860	238,260,460
1861	162,768,820
1862	174,652,317

In 1861, the specie included in the above stated amount, was $37,088,413.

Our exports (including specie,) for the same periods were:

1859	$137,696,187
1860	145,683,451
1861	142,831,151
1862	216,371,843

The specie exports were:

1859	$69,715,866
1860	42,191,171
1861	4,236,250
1862	59,437,021

So that excluding specie, our exports of products other than that would stand

1862	$156,934,822

against those of 1861, $148,594,901, or a gain in the amount of exported products of $88,339,921, which by the laws of trade would on that basis be in our favor, and should come back in gold. When we add to our exports the amount of specie exported the last year of nearly sixty millions, we confess we cannot account for this result except by supposing that the specie exported, while the balance of trade is in our favor, has gone out as proceeds of sales of our stocks held abroad.

We find the views which we have taken of the resources and power of this country fully sustained by the admirable leader in the *Financial Circular* of Samuel Hallett & Co., which we give entire in another column.

The following quotations of sales are in addition to those given elsewhere in our columns:

New York.—Illinois Canal reg. bonds, 1860, 100½; Illinois coupon bonds, 1862, 101¼; do., 1869, 105; do., 1870, 107½; do., 1877, 109; do., 1879, 110; Miss. and Mo. R. R. 7s, assorted, 65½; do., L. G., 66; Lackawanna and Western bonds, 115; Alton and Terre Haute shares, 35; do., pref., 67½; Illinois Central full paid stock, 87½; Cincinnati, Hamilton and Dayton, 120; Rome and Watertown, 81; Pacific R. R. 7s, 60; Cumberland Coal pref., 25; Canton Co., 28.

Boston.—Mass. 6s, 130; Rhode Island 6s, 112½; Bath, Me., 6s, 1870, 108; Lynn 6s, 1883, 102½; Roxbury 5s, 104; Brooklyn City 6s, 1881, 110; Portland City 6s, 1871, 108¼; Eastern R. R. 6s, 1874, 110; Northern (Ogdensburg) 1st mort., 104; do., 2d mort., 14⅝; Rutland and Burlington 1st mort., 55; do., 2d mort., 7; Vt. and Mass. 6s, 103½; Vt. Central 1st mort., 30½; do., 2d mort., 3; Cheshire R. R. 25½; do., 6s, 104¼; Troy and Greenfield, guar., 7 per cent. 57¼; Malden and Melrose, 19; do., 6s, 100; Copper Falls Mining Co., 9¼; Hancock, 9⅜; Mesnard, 8¼; Petherick, 3; Pontiac, 4; Acton, 5¾; Columbian, 2⅞; Superior, 5½; Toltec, 3¼; Huron, 9¾.

Philadelphia.—Reading 6s, 1843–'80, 111; do., 1844–'80, 111; Camden and Atlantic, pref., 11¼; Huntington and B. T., 15; do., 2d mort., 75; N. Penn. mort., scrip, 82; Allegheny Co., 6s, 47; Delaware road mortgage, 100½; Ph. and Erie shares, 30; 17th and 19th streets R. R. 10¼; Ridge Avenue 7s, 100; Susq. Canal, 7; Sch. Nav., 5½; do., pref., 15½; do., 6s, 1882, 72⅛; do., 1872, 98; Schuylkill Canal 6s, 1882, 78; Union Canal 6s, 23; Morris Canal, 57; do., 1st mort., 110; Del. Div. Canal, 43.

Baltimore.—Western Md. bonds, 78½; Md. 6s, coupon, 117; N. W. Va. 1st mort., 105; Central Ohio 1st mort., 103; do., 2d mort., 81; do., income bonds, 19; Balt. and Cuba stock, 99.

Chicago and Alton Railroad.

The Chicago and Alton, (late Chicago and Mississippi Railroad Company,) has been reorganized under a special charter enacted by the legislature of Illinois. Mr. James Robb, (late receiver of the old corporation,) has been elected president, and Joseph Price, Secretary and Treasurer.

The bonds and shares of this company, when the issue is full, and which, we understand, is now near completion, will be as follows:

First—First Mortgage Preferred Sinking Fund Bonds, bearing 7 per cent. interest, redeemable within fifteen years by an annual Sinking Fund of $30,000, interest payable 1st of April and 1st of October	$600,000
Second—First Mortgage Bonds at thirty years, bearing 7 per cent. interest, payable 1st of July and 1st of January.	2,400,000
Total	$3,000,000

The foregoing issues of bonds are secured by a trust deed to Samuel J. Tilden and Lewis H. Meyer, Trustees, on 220 miles of road and the entire rolling stock and property of the Company, being an average of $13,636 per mile.

Third—Income Bonds at 20 years, bearing 7 per cent. interest, payable 1st of May and 1st of November	1,100,000
Total mortgage and income debt. —averaging $18,636 per mile.	$4,100,000
Fourth—Preferred Stock when the issue is complete, estimated	2,350,000

This Stock is entitled to a Preferred Annual Dividend of 7 per cent. out of the net profits of the Company, but is not accumulative if the profit is not earned.

Fifth—Common Stock when the issue is complete, estimate.	1,750,000
Total Debt Capital.	$8,200,000

The Common Stock is only entitled to Dividend out of the excess of profits of the Company remaining after payment of Dividend on Preferred Stock, but in case the profits of the Company should exceed 7 per cent. on the Preferred and Common Stock, then they are to share equally in their division.

The receipts of the road, under the management of the late receiver were $938,000 in 1860; $1,098,000 in 1861, and will exceed $1,230,000 for 1862. These receipts are less in amount than was practicable to have been earned, if the rolling stock of the road in previous years had been equal to the demands of business, and the wants of the country on its line. This want will be soon overcome, as extensive improvements are being made in this department, and we are officially informed that provision to the extent of nearly $400,000 exists under the present organization to cover the cost of these improvements, and the renewals of the road, independent of any appropriation out of its receipts, being sufficient to advance its general condition to that of a first class American road.

The title of the new Company to the railroad was acquired by purchase under foreclosure and sale of the first and second mortgages of the Chicago and Mississippi Railroad Company, and confirmed by decrees and orders of the Circuit

Court of the United States for the Northern District of Illinois.

An agreement, proposed by the Joliet and Chicago Railroad Company for a perpetual lease of its road, from Chicago to Joliet, thirty-seven miles, and accepted by the trustees of the bondholders, fixes the compensation for its use, on the basis of a *pro rata* division of receipts and operating expenses, in the proportion of 220 and 37, being the mileage of each road, each corporation maintaining at its own separate cost the expense of maintenance of all bridges, stations and fencing of their respective roads.

The Capital Stock of the corporation under its charter, restricts its increase subject to the written consent and approval of three-fourths of its stockholders, and the same restriction exists as to the creation of debts and liabilities, except those incurred for supplies in operating the road. The charter of the corporation gives to its President and Directors the privilege of fixing the rates of toll in the transportation of freight and passengers; this being a vested right, it cannot be impaired by any future intervention on the part of the Legislature.

The office for the transfer of the shares of the Company is now open at No. 27 William street, H. F. Taintor, acting as temporary Transfer Agent.

New York and New Haven Railroad.

The earnings of this road for the year ending September 30, 1862 were:

From passengers		$756,925 36
" freight		165,805 42
" other sources		72,521 09
		$995,251 89
Operating road	$300,019 57	
Maintaining road	110,820 93	
Repairs, etc.	130,540 70	
		541,381 20
		$453,870 67
Harlem share of receipts	$97,951 73	
Loss on "Canal road"	23,842 40	
		121,794 13
		$332,076 54
Interest	$125,820 00	
Dividends	180,000 00	
		305,820 00
		$26,256 54
Capital stock, as by charter		$3,000,000 00
Capital stock, paid in		2,980,839 33
Funded debt		2,000,000 00
Floating debt		69,136 42
Cost of road and equipment		$5,419,524 70
No. of passengers carried in cars		1,047,947
No. of tons of freight do.		70,782

Shipments of Gold from California.

The following table shows the amount of treasure brought from California since the commencement of the year 1855:

1855	$41,682,524
1856	40,319,929
1857	84,222,903
1858	86,179,344
1859	89,975,750
1860	83,499,400
1861	84,379,547
1862	24,882,846

The Iron Horse Analyzed.

This wonderful structure, the work of man's ingenuity, may, by a slight stretch of the imagination, be compared to him. Thus, the boiler is the heart, which gives vitality and power, the water is its blood, the coal is its carbonaceous food, the grate is its teeth, the flues are the arteries and veins, the steam is its breath, (it is often troubled with a cough,) and the wheels are its legs. If it were a responsible being, we might warn it against being too fond of the whistle.

Pittsburg, Ft. Wayne and Chicago Railway.

The approximate earnings of the Pittsburg, Fort Wayne and Chicago Railway Company during the month of December ult., compared with the same period of last year, were as follows, viz:

	1862.	1861.
From freights	$249,660 81	$211,925 62
" passengers	96,194 49	71,637 80
" express matter	7,166 77	2,600 00
" mails	7,825 00	7,825 00
" rent of railway	7,084 33	7,083 33
" miscellaneous	966 49	886 20
Total	$368,896 89	$301,957 95
Earnings from Jan. 1, to Nov. 30	3,374,327 02	2,729,829 56
Total to Dec. 31	$3,743,223 91	$3,031,787 51

Increase for December, $66,938 94, or 21.6 per cent.; increase to December 31, $711,436 40, or 23½ per cent.

Brooklyn City Railroad.

The receipts of this road for the year ending September 30, 1862, were

		$491,629 34
Maintaining road	$10,961 96	
Operating road	362,277 18	
		373,239 14
		$118,390 20
Interest	$14,544 99	
Dividends	80,000 00	
		94,544 99
		$23,845 21
Capital stock paid in		$1,000,000 00
Funded debt		170,000 00
Floating debt		10,000 00
Cost of road and equipment		$1,332,505 59
Number of passengers carried in cars		9,985,504

Spanish Railways.

The great chain of the Pyrenees has at last been crossed by a railroad. The entire distance is 66 miles. South of Bilbao the mountains rise very abruptly, and there occurred all the engineering difficulty in crossing. The summit is at an elevation of 2,163 feet above the tide level, and this has been obtained by a maximum grade of 76 feet to the mile. On the Bay of Biscay, at its termination, a pier one mile long is being constructed, giving that place the best harbor on the northern coast of Spain.

Finances of Maine.

From the recent Annual Message of the Governor of Maine to the Legislature, we have compiled the following:

The total receipts into the Treasury from all sources for the year 1862, amounted to $659,812 03, and the expenditures were $633,893 12, leaving a balance of $94,358 54 in the Treasury on the 1st of the present month. The State tax, although much larger than formerly, is far from oppressive, being at the rate of two and a half mills to the dollar, whereas the tax assessed in the various towns for local purposes range from 9 to 13 mills. During the present year $50,000 of the State debt will mature, and the Governor earnestly advises that it be paid, and not renewed. The State debt, other than that contracted on account of the war, all falls due between this and the close of the year 1877, in annual sums varying in amount from $30,000 to $81,000, averaging precisely $44,600 per year. The whole of the war loan thus far negotiated ($800,000) matures in 1871, and a large portion of it may be provided for by creating a sinking fund of the sum reimbursed by the Federal Government. It is suggested that in raising loans the interest be fixed at the rate of five per cent. Rigid economy in all appropriations is recommended by the Governor.

The State expenditures have been increased by the war, but not in such a manner as to embarrass the Treasury, oppress the people or affect our credit. Indeed, at no previous period have Maine State bonds commanded so high a premium in the market as they have during the past year. At the outbreak of the rebellion the State debt amounted to $699,000, of this sum $250,000 was on account of the Massachusetts lands, purchased in 1853, and the remainder was incurred during the Aroostook war and in the years anterior thereto. During the year 1861, war loans were negotiated to the gross amount of $800,000, while in March last the maturing installment of the old debt, amounting to $30,000 was paid. The precise bonded debt of the State at this time, therefore, is $1,469,000. The total outlay from the Treasury on account of the war, up to the close of the past year, amounts to $1,127,767 52. Primarily the whole sum thus expended constitutes a claim against the United States, and up to this time accounts in detail to the amount of $1,091,069 61 have been presented to the Federal Treasury for auditing and liquidation, leaving a balance of $36,697 91 yet to be presented. On these accounts the Secretary of the Treasury has paid $320,000. He has further ordered the State to be credited with the payment of its share of the direct tax, under the twenty million bill of August 5, 1861. This tax, after the deduction of 15 per centum for the State's assumption of its payment, amounted to $357,702 10, and its credit to us together with the $320,000 just named, make an aggregate payment to us from the Federal Treasury of $677,702 10 on account, leaving still a balance in our favor of $450,065 42, to be farther increased, as just mentioned, by the sum of $36,697 91. Of this sum it is entirely probable that the amount paid as bounties to the first ten regiments, viz: $196,897 41, will not be allowed, and hence the amount to be expected from the General Government is $289,865 92. The exigencies of the past year in raising troops required the payment of large sums for bounties, which were advanced by the banks, and the Legislature is requested to provide for its payment. The amount is $340,000. A further use of State credit will be called for in carrying out the law by which the State assumes the expenditures made by towns to aid the families of volunteers.

The attention of the Legislature is called to the expediency of renewing the act permitting the suspension of specie payments by the banks, which expires by limitation on the 10th of this month. The banks were rarely, if ever, in a sounder condition. The report of the Land Agent shows that the proceeds in cash paid into the Treasury of the past year amount to $20,777 27. The State owns at the present time about two million acres of land, of which only about one-fourth at the most, can with any propriety be called timber lands. The other three-fourths pass under the name of "settling lands," though a considerable portion thereof is rocky, sterile and uninviting. The best portion of the public lands were granted to aid the construction of the Aroostook Railroad, provided the city of Bangor would loan its credit to the enterprise, but the citizens

having refused to do so the lands reverted to the State. It is greatly to be hoped that the effort to construct this important line of railroad will not be permanently abandoned, and the Governor suggests an appeal to the Federal Government to engage in its construction as a matter of military consequence. The great national advantages to be derived from the establishment of a naval and military station at Portland are adverted to, and the act passed last winter for reorganizing the militia of the State is commended. The scientific survey of the State is approvingly spoken of, and commended to the attention to the Legislature as a matter of essential importance to the prosperity of the State. The acceptance of the profier by Congress of a munificent grant of lands for the establishment of a State agricultural college is earnestly advocated. A renewed expression of the opinion enunciated by the last Legislature, that the reciprocity treaty with the British Provinces should be annulled, is recommended. The Governor remarks: "The treaty seems precisely adapted to the free admission of all the products of the provinces which come into injurious competition with similar products of our own; while all the articles which we might profitably export, are met at the provincial line with customs charges which strip us of all possible advantage in their markets."

Inter-colonial Railway.

We learn from the Morning *News* of St. John's N. B., that the Colonial Commissioners have returned home after a successful mission to the Mother Country in aid of the Inter-colonial railway. The plan is for Canada to assume 5-12ths of the responsibility, and the two lower provinces New Brunswick and Nova Scotia 7-12ths. The sum negotiated with the British Government is £3,000,000. The respective Governments are to build the road by commissioners, or grant a subsidy to some company to build it. Preliminary to the commencement of operations, the British Government is to appoint one surveyor, and the three provinces jointly two surveyors to examine the respective routes and determine which is the most feasible. The *News* says:

The Lords Commissioners of the Treasury are to take upon themselves to raise money upon debentures to be issued by them. By this arrangement the money, as it is well understood, can be obtained at 3½ per cent interest, which is one half per cent less than if the responsibility was with the Provinces; and therefore a saving will be effected of £15,000 to the Provinces, on the whole amount; and instead of New Brunswick and Nova Scotia being liable for £35,000 a year each, as was calculated upon at Quebec, it will not exceed £31,000. This is a great gain, and shows the interest which the British Government takes in the work, it being desirous that the cost to us shall be as small as possible. Another advantage to us will be that no commissions (one per cent being the usual charge) will require to be paid to Agents in England to float our paper. If there is any cost it will not exceed 1-8th per cent, the usual Government allowance to the Bank of England. Thus, in this way, a saving of £30,000 will be effected. The interest upon Colonial Debentures will be made payable at the English Treasury semi-annually. The interest on £3,000,000, at 3½ per cent, will be £105,000; and the saving, in the absence of commissions, will be £1050 annually. The guarantee to Canada by the English Government in 1842 was for £1,500,000—a portion of which sum was to be repaid in eight years from that date, and the balance was secured by a sinking fund of 4 per cent. per annum, and to be repaid in twenty years thereafter. Canada lost a great deal by this stringent regulation. Now, far more advantageous terms appear, the railway loan is to be repaid as follows:—

£250,000	in	ten years;
500,000	in	twenty years;
1,000,000	in	thirty years;
1,250,000	in	forty years.

But this sinking fund is not to commence until ten years after this, in the year 1873. The Delegates contended for this length of time, although much opposed by the Chancellor of the Exchequer and the Duke of Newcastle, inasmuch as there was no precedent for the English Goverment to grant a longer time than twenty years, whenever they have made a guarantee. The concession, however, was made through the indefatigable exertions of the Delegates.

The British Government have entered into the undertaking with heart and zeal, and the Chancellor of the Exchequer has not the least doubt of carrying it through Parliament. The Surveyors are to be sent over the ground immediately after the Provinces have decided, as the British Government require the surveys preparatory to submitting the measures to Parliament, in order to have the proper data to govern them in fixing the exac cost.

We believe that the English Government are for the shortest routes that can be found, so long as there are no engineering difficulties in the way. But whatever route is chosen we believe that this road will, as we stated on a former occasion, embrace a communication with the North as well as the South, by means of steamboats running on the Restigouche, the Miramichi and other large streams—for should the road take a central course, it must run across the head waters of these rivers. As the central route has been spoken of out of doors, we might offer a few remarks upon that. Taking St. John as the starting point, we proceed up the present line until we come to Anagance, situated a few miles above Sussex Vale—than run in a North Westerly direction for Boiestown, situate at the head of the Southwest branch of the Miramichi—run near or through Campbellton—through Carleton and Victoria Counties and so on to the Riviere du Loup. But whatever one is chosen the three important sections of the Province—East, North and South—must be benefitted from the construction of this road, as it will bring them all into direct communication with each other, which can never be the case by any other means.

Commerce of the Port of New York, for 1862.

Exports from New York to foreign ports during the years 1859, 1860, 1861, and 1862:

	1859.	1860.	1861.	1862.	SPECIE AND BULLION.
	DOMESTIC PRODUCE.				
January	$3,762,192	$5,299,142	$10,277,925	$12,053,477	$2,305,698
February	3,283,592	5,699,357	10,236,820	10,078,101	2,371,427
March	5,377,840	6,998,687	10,580,907	8,986,176	3,343,677
April	5,950,921	6,638,682	9,255,648	9,409,783	6,269,167
May	5,180,662	5,812,190	10,855,769	9,837,693	11,421,032
June	4,880,395	8,307,774	10,270,430	10,048,832	5,344,159
July	4,988,065	7,525,713	9,552,769	14,050,437	4,383,123
August	5,150,710	8,012,814	8,652,301	13,046,389	2,082,129
September	4,946,612	9,232,931	9,977,909	14,734,993	
October	4,752,779	10,067,330	12,904,380	19,476,947	
November	5,323,611	11,262,701	14,109,763	14,080,340	
December	6,382,172	10,610,945	13,661,444	14,805,112	
Total	$59,929,531	$95,468,926	$131,235,995	$149,179,591	
	FOREIGN DUTIABLE.				
January	$232,337	$399,317	$165,978	$149,493	
February	263,831	631,489	429,537	208,757	
March	297,382	844,716	839,415	458,917	
April	382,269	482,469	231,764	607,678	
May	426,002	248,270	567,872	752,797	
June	187,522	496,228	903,877	372,561	
July	232,527	232,552	260,866	449,948	
August	790,646	191,270	176,532	256,660	
September	635,132	620,394	284,163	572,572	
October	482,440	394,753	192,196	434,265	
November	639,538	460,218	377,170	284,813	
December	431,263	833,578	494,514	352,902	
Total	$5,050,909	$5,765,274	$5,203,959	$4,901,883	
	FOREIGN FREE.				
January	$119,469	$324,003	$399,940	$27,193	
February	188,210	344,994	137,950	49,066	
March	200,779	285,351	109,270	65,388	
April	441,489	254,742	209,573	56,350	
May	303,096	309,921	180,114	76,971	
June	196,255	200,464	648,482	43,368	
July	380,782	140,949	203,325	1,117,193	
August	374,707	76,083	57,965	417,100	
September	188,072	46,620	30,013	667,987	
October	252,878	94,175	60,868	179,205	
November	177,288	81,167	41,973	45,539	
December	241,836	97,241	75,474	108,469	
Total	$2,999,881	$2,253,710	$2,154,947	$2,863,849	

	1859.	1860.	1861.	1862.	SPECIE AND BULLION.
January	$6,419,696	$9,876,024	$11,202,737	$14,888,437	$853,562
February	6,107,060	7,652,679	11,907,233	14,112,843	977,109
March	9,219,078	10,510,417	11,831,394	11,960,714	301,802
April	13,033,866	10,371,415	11,109,679	12,703,797	1,412,674
May	17,335,782	11,900,317	11,732,595	15,832,097	5,164,636
June	12,691,153	17,836,546	12,067,031	20,382,375	9,867,614
July	15,602,393	14,463,199	10,029,000	23,694,915	244,242
August	12,725,846	15,734,980	9,980,448	17,433,701	11,020
September	14,037,497	13,653,679	10,187,846	19,061,471	8,067,337
October	10,832,256	12,662,553	13,172,452	26,797,936	3,713,532
November	10,523,560	12,272,177	14,377,291	20,603,942	3,600
December	9,167,400	11,744,165	15,124,443	18,939,616	15,756
Total	$137,696,187	$145,683,451	$142,831,151	$216,371,843	3,758,734
					3,058,919
	Foreign imports entered at New York during the years 1859, 1860, 1861, and 1862.				6,707,519
					6,213,261
					893,013
					3,673,112

	1859.	1860.	1861.	1862.
	ENTERED FOR CONSUMPTION.			
January	$15,556,727	$16,521,174	$9,173,837	$6,763,396
February	15,231,446	14,467,040	7,003,399	7,058,174
March	15,314,023	16,163,698	6,700,091	10,312,669
April	15,595,741	10,407,966	5,393,809	7,141,197
May	15,222,311	10,515,411	2,889,589	9,091,120
June	14,909,315	10,870,400	1,828,563	7,278,153
July	21,681,460	18,759,905	3,200,963	13,799,505
August	13,416,207	19,564,675	3,359,695	10,289,427
September	12,470,440	11,516,139	3,106,298	11,890,711
October	9,345,609	10,974,428	3,638,580	8,462,554
November	9,978,720	8,525,416	4,614,962	6,565,185
December	13,043,410	5,374,216	4,342,766	6,831,073
Total	$176,765,309	$154,660,498	$54,254,261	$104,483,964

ENTERED FOR WAREHOUSE.

	1859.	1860.	1861.	1862.	1859.	1860.	1861.	1862.	TOTAL.
January	$1,201,707	$2,744,411	$5,560,680	$3,141,725	$19,447,962	$21,756,273	$26,827,411	$12,620,829	
February	1,264,502	1,526,772	3,751,678	3,370,486	18,846,370	19,356,379	16,341,707	13,872,140	
March	2,804,413	3,592,093	3,094,187	4,841,946	20,820,456	23,560,126	18,204,381	18,719,866	
April	3,751,895	4,127,857	4,187,678	3,863,218	22,425,619	16,971,386	14,886,393	13,252,862	
May	4,746,614	4,436,660	5,842,313	4,600,920	23,552,646	16,893,151	14,949,281	14,248,521	
June	5,494,253	4,487,109	3,245,504	3,874,127	24,069,621	19,160,789	12,649,733	12,336,995	
July	3,943,374	4,462,475	1,769,636	4,502,764	27,286,120	19,356,379	14,938,851	20,353,202	
August	4,964,044	4,182,764	2,660,457	2,939,721	24,649,591	25,938,651	6,885,926	14,304,643	
September	2,177,966	2,835,791	1,390,766	4,351,084	16,643,565	16,260,450	7,305,461	18,147,917	
October	2,194,253	2,817,461	2,082,381	3,689,806	13,619,946	16,787,242	8,523,741	13,413,966	
November	2,794,108	3,961,652	2,150,561	2,108,009	14,895,002	15,421,156	9,639,012	10,309,388	
December	3,534,930	7,566,147	2,346,367	4,212,725	13,903,398	21,953,033	9,616,921	13,072,618	
Total	$36,875,051	$46,741,165	$41,072,228	$45,486,431	$245,165,516	$238,260,460	$162,768,820	$174,652,317	

SPECIE.

	1859.	1860.	1861.	1862.	1859.	1860.	1861.	1862.	TOTAL.
January	$71,308	$228,050	$7,262,229	$3,141,725	$19,447,962	$21,756,273	$26,827,411	$12,620,829	
February	92,200	190,175	2,274,067	3,370,486	18,846,370	19,356,379	16,341,707	13,872,140	
March	81,665	85,094	5,546,406	4,841,946	20,820,456	23,560,126	18,204,381	18,719,866	
April	272,441	49,166	1,953,001	3,863,218	22,425,619	16,971,386	14,886,393	13,252,862	
May	122,436	96,060	3,486,812	4,600,920	23,552,646	16,893,151	14,949,281	14,248,521	
June	435,592	38,372	5,387,153	3,874,127	24,069,621	19,160,789	12,649,733	12,336,995	
July	176,139	64,351	6,996,498	4,502,764	27,286,120	19,356,379	14,938,851	20,353,202	
August	346,410	140,750	1,049,552	2,939,721	24,649,591	25,938,651	6,885,926	14,304,643	
September	164,553	255,695	1,231,012	4,351,084	16,643,565	16,260,450	7,305,461	18,147,917	
October	630,646	1,083,838	639,328	3,689,806	13,619,946	16,787,242	8,523,741	13,413,966	
November	167,067	446,798	908,825	2,108,009	14,895,002	15,421,156	9,639,012	10,309,388	
December	184,634	6,174,061	353,530	4,212,725	13,903,398	21,953,033	9,616,921	13,072,618	
Total	$2,816,421	$8,852,830	$37,088,413	$41,072,228	$245,165,516	$238,260,460	$162,768,820	$174,652,317	

FREE GOODS.

	1859.	1860.	1861.	1862.	1859.	1860.	1861.	1862.	TOTAL.
January	$2,618,220	$2,262,638	$2,825,665	$7,262,229	$19,447,962	$21,756,273	$26,827,411	$12,620,829	
February	2,260,222	3,172,392	3,312,563	2,274,067	18,846,370	19,356,379	16,341,707	13,872,140	
March	2,620,354	3,739,241	2,873,697	5,546,406	20,820,456	23,560,126	18,204,381	18,719,866	
April	2,602,542	2,386,349	3,361,905	1,953,001	22,425,619	16,971,386	14,886,393	13,252,862	
May	3,461,285	1,845,020	2,730,568	3,486,812	23,552,646	16,893,151	14,949,281	14,248,521	
June	3,180,361	2,765,008	2,191,513	5,387,153	24,069,621	19,160,789	12,649,733	12,336,995	
July	1,486,147	1,594,918	2,972,054	6,996,498	27,286,120	19,356,379	14,938,851	20,353,202	
August	2,920,921	2,050,665	1,816,224	1,049,552	24,649,591	25,938,651	6,885,926	14,304,643	
September	1,810,626	1,652,832	1,577,365	1,231,012	16,643,565	16,260,450	7,305,461	18,147,917	
October	1,447,433	1,911,515	2,163,462	639,328	13,619,946	16,787,242	8,523,741	13,413,966	
November	1,955,087	2,137,290	1,964,644	908,825	14,895,002	15,421,156	9,639,012	10,309,388	
December	2,145,534	2,136,579	2,574,248	353,530	13,903,398	21,953,033	9,616,921	13,072,618	
Total	$28,708,732	$33,003,447	$30,353,918	$37,088,413	$245,165,516	$238,260,460	$162,768,820	$174,652,317	

CASH DUTIES—1859, 1860, 1861, AND 1862.

	1859.	1860.	1861.	1862.	1859.	1860.	1861.	1862.	TOTAL.
January	$2,552,050	$3,478,471	$3,899,106	$2,024,193	$2,964,024	$2,543,273	$4,504,056	$4,356,252	
February	3,381,473	3,323,680	3,378,043	4,504,056	2,167,998	2,338,649	5,781,728	3,466,641	
March	3,476,004	3,164,011	3,477,546	4,851,247	1,718,237	2,200,117	5,117,144	3,039,567	
April	2,232,315	3,212,061	2,444,268	4,243,010	1,513,561	2,069,423	1,761,245	4,405,418	
May	1,446,093	3,014,530	2,466,463	4,496,243	1,828,434	2,475,067	1,606,664	3,730,232	
June	1,122,092	2,024,193	4,504,056	2,069,591	2,369,231	2,268,377	1,963,842	5,064,106	
July	1,831,932	4,851,247	4,504,056	7,211,818	2,595,063	3,593,993	6,622,454	6,102,033	
August	982,992	4,243,010	4,496,243	4,762,682	3,296,084	3,325,105	2,614,652	2,435,904	
September	1,784,504	2,906,510	1,558,824	5,239,045	2,693,441	4,007,272	2,938,814	2,715,630	
October	1,004,670	2,318,751	2,632,078	4,309,420	2,740,892	3,018,393	2,516,060	3,109,386	
November	1,526,496	2,157,155	1,794,719	3,003,270	1,970,134	1,597,301	1,987,625	1,914,963	
December	1,950,504	2,943,398	1,171,803	2,664,594	1,840,754	1,246,203	3,561,397	1,282,908	
Total	$23,291,624	$36,834,243	$35,327,481	$52,254,117	$26,857,089	$31,103,924	$39,717,609	$41,613,054	

WITHDRAWN FROM WAREHOUSE.

	1859.	1860.	1861.	1862.	1859.	1860.	1861.	1862.	TOTAL.
January	$2,088,270	$2,964,024	$2,543,273	$4,356,252					
February	2,167,998	2,338,649	5,781,728	3,466,641					
March	1,718,237	2,200,117	5,117,144	3,039,567					
April	1,513,561	2,069,423	1,761,245	4,405,418					
May	1,828,434	2,475,067	1,606,664	3,730,232					
June	2,369,231	2,268,377	1,963,842	5,064,106					
July	2,595,063	3,593,993	6,622,454	6,102,033					
August	3,296,084	3,325,105	2,614,652	2,435,904					
September	2,693,441	4,007,272	2,938,814	2,715,630					
October	2,740,892	3,018,393	2,516,060	3,109,386					
November	1,970,134	1,597,301	1,987,625	1,914,963					
December	1,840,754	1,246,203	3,561,397	1,282,908					
Total	$26,857,089	$31,103,924	$39,717,609	$41,613,054					

INTERIOR TRADE OF NEW YORK—1859, 1860, 1861, AND 1862.

	1859.	1860.	1861.	1862.	1859.	1860.	1861.	1862.	TOTAL.
January	$3,478,471	$3,899,106	$2,059,202	$3,351,657					
February	3,323,680	3,378,043	2,528,737	3,565,064					
March	3,164,011	3,477,546	3,458,926	5,626,863					
April	2,212,061	2,444,268	1,643,262	4,149,952					
May	3,014,530	2,466,463	979,145	4,704,927					
June	2,024,193	4,504,056	586,062	4,664,925					
July	4,851,247	4,504,056	2,069,591	7,211,818					
August	4,243,010	4,496,243	1,558,824	4,762,682					
September	2,906,510	3,038,903	1,642,563	5,239,045					
October	2,318,751	2,632,078	1,672,617	4,309,420					
November	2,157,155	1,794,719	1,861,365	3,003,270					
December	2,943,398	1,171,803	2,334,847	2,664,594					
Total	$35,834,243	$35,327,481	$21,714,981	$52,254,117					

Interest and Dividends.

The New Jersey Railroad and Transportation Company has declared a semi-annual dividend of 5 per cent., free of Government tax, payable Feb. 2.

The Delaware and Raritan Canal and the Camden and Amboy Railroad Companies have declared a dividend of five per cent., clear of United States tax, out of the profits of the last six months, payable on and after the 21 inst.

The Oswego and Syracuse Railroad Company have declared a semi-annual dividend of 3½ per cent, payable on and after February 20.

The transfer-books of First Mortgage Bonds of the Hudson River Railroad Company, will be closed on and after 20th Jan. till 1st February, at which date interest will be paid.

The stock transfer books of this company will be closed from the 25th instant till the 10th February inclusive, on which latter day the dividend of three per cent. will be paid.

The Illinois Central Railroad Company have declared a dividend of two per cent, on the full paid and scrip shares and cancelled bonds scrip, payable on the 2d of February, free of Government tax. The payment on the full paid shares is in anticipation of the coupons of two per cent. due on said shares under the Deed of Trust, payable 1st July next.

The Norwich and Worcester Railroad Company have declared a dividend of two and one-half of one per cent. on the Preferred Stock of this Company (free from government tax) payable on the 29th instant, at the office of the Farmers' Loan and Trust Company, (Transfer Agency), 56 Wall street, New York.

The Receiver will pay at his office Zanesville, Ohio the coupons on the First Mortgage Bonds of the Central Ohio Railroad Company, falling due November 1st 1859, and February 1st, 1860, in current funds of exchange or New York.

The Quincy Mining Company has declared a semi-annual dividend of 4 per cent, free of Government tax, payable February 2.

The coupons on the Preferred Sinking Fund bonds, Appleton Extension and Green Bay Extension bonds of the Chicago and North Western Railroad Company, will be paid at the office, No. 12 Wall street, February 2.

TRIPS IN THE LIFE OF A RAILROAD ENGINEER. J. Bradburn. Publisher, 49 Walker street. 1862.

This is a very interesting volume, containing the singular experiences of an American locomotive engineer, and we have had great pleasure in its perusal. Among the contents are, Running in a Fog, A Collision, The Conductor, The Brakeman, Forty-two miles an Hour, Explosions, The Duties of an Engineer, &c., all illustrating the management, incidents, accidents, and requirements of the rail. The passenger rarely thinks as he glides along like lightning, what immense responsibilities and anxieties exist on the part of Engineers, conductors, and even brakemen. This little book gives a most lively and graphic account of them, as they are experienced by a conscientious and competent employee. It should be in the hands of all railway officials and travelers, that they may better know their relations to each other. We copy in full the concluding chapter "on the Duties of an Engineer."

Those unacquainted with the duties of an engineer, are apt to think that they are extremely light, and require him simply to sit upon his seat and, shutting off or letting on the steam, regulate the speed of his engine. Although this is a part of the duty, still it is but a small portion, and for the benefit of those of my readers who are not posted on the matter, I will briefly state a few of the things he has to think of.

Say we take the engine lying in the shop cold, and an order comes for him to go out on the road. There is no water in the boiler; he must see that it is filled up to the proper level, and that the fire is started. He must know beforehand that no piece of the machinery is broken or loosened, so as to endanger the engine. To know this, he must make a personal inspection of every part of the engine—trucks, wheels, drivers, cranks, rods, valves, gearing, coupling, flues, scales, journals, driving boxes, throttle gear, oil cups; in short, every thing about the engine must be seen to by him personally. He must know that every journal, every joint on the whole machine is in proper order to receive the oil necessary to lubricate it, for they will each and all receive a pretty severe strain in his coming ride, and, unless well oiled, will be pretty apt to get warm. He must know whether the flues are tight, or whether there are any leaks in the boiler to cause him trouble, or render it necessary for him to carry a light pressure of steam. He must see that there is water in the tank, and wood upon the tender; that he has upon the engine the tools usually necessary in case of a breakdown, such as hammers, chisels, wrenches, tongs, bolts, nuts, coupling-pins, plugs for the flues in case one should burst, chains, extra links, jack-screws, crow, and pinch bars, an axe or hatchet; waste or rags, oil, tallow for the cylinders, and material for packing any joint that may give out. All this he must see to and know before he starts. And then, when steam is up, he can go. Now he must closely watch his time-card, and run so as to make the various stations on time. He must know that his watch is correct and in good order. He must see closely to his pumps that they work right, and that the water keeps at the proper level in the boiler. He must watch the scales that the pressure of the steam does not get too great, also the working of his engine. To the exhausts of the steam his ear must be as sensitive as a musical composer would be to a discord, for by it he can tell much of the condition of his engine, the set and play of the valves, and the condition of the many joints in the working machinery. At the same time he must keep the strictest watch of the track ahead of him, ready-nerved for any emergency that can possibly arise; it may be a broken rail, cattle on the track, some stubborn, hasty fool striving to cross the track ahead of him, a broken bridge, washed out culvert, a train broken down; or it may be some

stranger frantically swinging his hands, and, in every manner possible, endeavoring to attract his attention. Something may happen to his train or his engine, and he must keep the strictest watch of both; his hands must be ready to blow the whistle, shut off steam or reverse his engine, on the instant intimation of danger, for his engine gets over the ground at a rapid rate, and nothing but a cool nerve and stout arm can stop it, perhaps not these. And if any thing does happen rendering it necessary for him to stop, he cannot say to anybody, "Here, do this;" he must go at it himself; and oftentimes, though it be but a trivial thing, it will tax his ingenuity to the utmost to repair it. Thus he goes on every day, be it clear or cloudy, whether summer breeze fill the air with balm, or the chill of winter make the road-bed solid as the rock, and the iron of the rails and wheels as brittle as glass; whether the rain, pelting down, makes of every tiny brook a torrent or the drifted snow blockades the track, and his engine has to plunge into the chilly mass; through it all his eye must never cease its vigil, nor his arm lose its cunning. In cold weather he must watch the pumps that they do not freeze while standing at the stations, or the wheels get fractured by the frost; and, in cold or warm weather, he must keep watch of every place where there is the slightest friction, and keep it well oiled. At every station where time is allowed, he must give the whole engine a close inspection, lest some little part be out of order, and endangering some larger and more important piece of the machinery. At last, after this his journey for the day is ended, his work is by no means done. He must again inspect his engine, and if there is any thing out of order, so much that he cannot without ass stance repair it, he must apply at headquarters for the necessary aid.

But there are a hundred little matters that he can attend to himself; these he must see to and do. The friction and enormous strain necessarily wears the brasses of the journals, and creates what he calls "lost motion," that is, the journal moves in its box loosely without causing the required motion in the part of the machinery with which it is connected; this he must remedy by various expedients. The spring-packing of the piston may have worn loose, and require to be set out; some one of the numerous steam joints may be leaking, and these he must repack. Some of the flues may also be leaking; if so, he must tighten them; or there may be a crack in the boiler that leaks which can be remedied by caulking; this he must do. The grate-bars may be broken or disarranged; he must enter the fire-box and arrange them. The packing in the pumps may have worn so as to render their operation imperfect, or the valves may be out of order, or the strainer between the tank and the pump may be clogged; if either or all be the case, he must take down the pump and rectify the matter. The smoke-stack also may be clogged with cinders, or the netting over it may be choked so as to impede the draught; if so, he must remedy it, or see that it is done. Some of the orifices through which oil is let on to the machinery may be clogged or too open; these he must see to. One or more of the journal-boxes of the wheels may need repacking, and he must do it. An eccentric may have slipped a little, or a valve-rod been stripped, or a wheel be defective, or a tire on the driving-wheel may be loose, and have to be bolted on or reset. A guage-cock may be clogged, a leaf of a spring broke, or the boiler may be very dirty and want washing out. Any of these things or a hundred others may have happened, and require his attention, which must on all occasions be given to it; for each part, however simple, goes to make up a whole, that, if out of repair, will render imminent a fearful loss of life and limb. Thus the engineer rides every day, having the same care, and facing the same dangers, with the same responsibility resting on him. Who then shall say that, though he be grimy and greasy, rough and uncouth, given to tobacco-chewing, and sometimes to hard swearing he is of no consequence to the world? Who shall blame him too severely if sometimes he makes an error?

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Jan. 15, 1863.

DIVIDEND.—*Resolved*, that the Treasurer be directed to announce that a Dividend of Two per cent. be paid on the full paid and scrip shares and Canceled Bonds Scrip of this Company on the 2d day of February next, free of Government tax; that the same be paid on all shares on which the calls shall have been duly paid, and that this payment on the full paid shares shall be in anticipation of the coupon of Two per cent. due on said shares under the Deed of Trust, payable 1st July next.

Resolved, That the transfer books of this Company be closed on the 22nd inst., and be re opened on the 2d day of February.

By order of the Board,
THOMAS E. WALKER, Treasurer.

BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN

RAILROAD AND CAR

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AND MACHINERY

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LOCOMOTIVE AND HAND LANTERNS,

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2m3 Prof. CHARLES DROWNE, Director.

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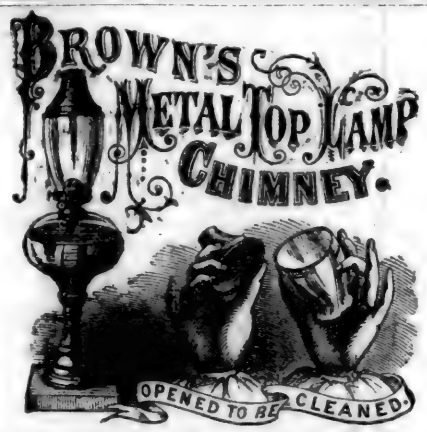
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A Kerosene Lamp Chimney, Easily Cleaned

AND WHICH

WILL NOT CRACK OR BREAK

FROM SUDDEN CHANGES OF

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THE CHIMNEY in common use breaks from unequal expansion and contraction, caused by the upper portion becoming much more highly heated than the lower portion. This constant liability of the Chimney to be broken by being suddenly cooled or "over-heated," is entirely removed by a unique and beautiful invention, BROWN'S METAL TOP LAMP CHIMNEY, which, being made in accordance with the simple law of expansion and contraction, is found to be almost "fire-proof," as far as heating by the flame of the lamp is concerned.

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Price (with a small SHADE for common size,) Zinc-top, **25** cents, Brass, **31** cents, Silver-Plated, **50** cents.

Dealers will be furnished, per Express, with a SAMPLE BOX containing one-half dozen Chimneys, assorted styles and sizes, with circulars, colored show cards, Price list, etc., on receipt of **$1.25.**

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The New National Loan.

U. S. FIVE-TWENTY BONDS.

THE interest on these Bonds is at the rate of Six per cent. per annum, and is payable 1st of May and November, in GOLD. They are called "FIVE-TWENTIES," because redeemable at the option of the Government after five or within twenty years.

The Coupon Bonds are issued in denominations of $50, $100, $500, $1,000, and the Registered Bonds in denominations of $50, $100, $500, $1,000, $5,000 and $10,000.

To facilitate investment in these Bonds, and make them more accessible to the public, we have made arrangements to keep on hand a constant supply of all denominations for sale, at the same rate at which they are issued by the Government, viz: PAR; INTEREST TO COMMENCE FROM THE DATE OF PURCHASE.

We are thus enabled to save parties all trouble and delay in funding Legal Tender Notes, or otherwise investing in these Bonds.

Orders or enquiries by mail will receive prompt attention, and the Bonds will be sent to any address by mail or express as desired. Payment may be made in Current Bank Notes, Drafts on City Banks, or U. S. Legal Tender Notes.

These Bonds are the CHEAPEST GOVERNMENT SECURITY NOW IN THE MARKET, and pay the LARGEST INTEREST on their cost.

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The operation of the National Tax Law, which it is now certain will produce double the income originally anticipated, will make the issues of the United States Government the safest and most desirable investment in the world. They are in reality a First Mortgage upon everything in the country, as no Railroad or Corporation of any kind can pay a dividend, or the interest on its own issues, until it has contributed out of its gross income, through the operation of the Tax Law, to the support of the National Credit.

These are the Bonds upon which the Government now relies, THROUGH THE CONFIDENCE AND PATRIOTISM OF THE PEOPLE, for continued financial support.

We keep them for sale to encourage investment in them, and to aid the Government, by promoting their rapid absorption; and the money invested in them through us, contributes to the direct and immediate support of the National Treasury.

Banks, Bankers and Brokers, receiving orders for the funding of Legal Tender Notes, or the purchase of these Bonds, can obtain them at our counter without trouble or delay.

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$50, $100, $500, $1,000 and $5,000.

Interest will commence from date of subscription, and is payable in Gold at the Mint or any Sub-Treasury or Depository of the United States on the first days of May and November of each year. At the present premium on Gold, the Bonds yield about eight per cent. per annum. The ample provision made by Custom Duties, Excise Stamps and Internal Revenue for the payment of Interest and liquidation of the Principal, makes an investment in this loan safe, profitable, and available at all times.

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THE subscriber is prepared to sell AMERICAN and ENGLISH **RAILROAD IRON, CHAIRS, SPIKES, CARS** and **LOCOMOTIVES**, at the lowest market price, and securities taken in part payment.
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Suitable for Axles, Shafts, Rolls, Tools, Dies, Needle and Music Wire, Fine Cutlery, etc.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, January 31, 1863.

Manufacture of Paper from Wood.

An interesting statement appears in the Boston *Journal* of the 21st inst., communicating further particulars as to the successful experiment which has been recently made of manufacturing paper from wood. Two facts are stated which go a great way to secure its general use, that the cost of the article will be much less than that made from linen or cotton rags, and that it requires less ink than the ordinary paper. We have not from the first supposed the plan impracticable, since from the earliest times wood has been a favorite material. The most ancient paper was made from the white pellicle or inner coat found in many trees between the bark and the wood, and those commonly used were the maple, the plane tree, the elm, the beech, the mulberry and the linden.

The Chinese have for many hundreds of years manufactured paper out of the stems of bamboos, a kind still in use among engravers for obtaining the most perfect and beautiful impressions of their plates. The Japanese print their books from the Morus papyfera satifa, or otherwise Brousonetia papyfera, the fibre of which is easily changed into paper. Paper has even been made of asbestos, a mineral which is incombustible. It seems that the Philadelphia *Ledger* has for two or three years past been printed on paper made from straw, but the material comes out deficient in color and texture, and the cost has not been less than that of paper made from linen or cotton.

The wood paper on which the Boston *Journal* is printed, is manufactured under a patent granted in 1858 to Messrs. Ladd & Keen, Americans, and assignees of Watt & Burgess of England, and a subsequent patent granted in 1859 to Mr. Keen, for improvements in the boilers used in making the pulp. The manufacture has been commenced on a small scale in the neighborhood of Philadelphia. A committee, consisting of Mr. C. O. Rogers, one of the editorial staff of the Boston *Journal*, and Mr. A. Hollingsworth of Boston also, recently visited the works at Royers' Ford to report on the process. We publish the result of their observations:

"At the request of Mr. James Carson of New York, the undersigned, on the 6th inst., visited the paper mill at Royers' Ford, Pennsylvania, for the purpose of seeing the operation of wood (common white wood or poplar) being converted into paper pulp, and manufactured into paper. We arrived at the mill at 10 o'clock A. M. Mr. Walsh, the intelligent proprietor, and part owner of the patent right, received us in a very friendly and polite manner, and invited us into the mill. As we entered the mill yard a novel sight presented itself. Instead of seeing bales of foreign rags, heaps of old canvass and other domestic rags, as is usual, we saw piles upon piles of wood, and wagon loads of wood being unloaded; in fact, the paper-mill yard, bordering as it does on the Schuylkill river, presented the appearance of a wood wharf, thirty years since, in the city of Boston. Men were engaged in stripping off the bark from the wood, and splitting it into quarters. At one end of the yard, and where we entered the mill, the wood was being cut up. This was done in the usual way of chipping dye woods, and at very little cost. The chipped wood was then shoveled into boxes placed on wheels, and by the labor of one man, easily drawn over a rude railway to the room where the wood was converted into pulp. And this was done, so far as our observation extended, by putting the wood into a close iron tank or boiler, and subjecting it to the solvent action of caustic alkaline, with the application of a powerful heat. This operation occupied two hours and was attended with considerable expense, a large quantity of soda ash and lime being used, and a good deal of fuel required; and the services of an intelligent and practical chemist being necessary, in order that the proper result should be obtained, in this operation of dissolving the wood into a fibre suitable for paper. There lies the secret as well as the difficulty of making paper from wood. When the dissolved wood is drawn off from the tank or boiler into a vat or cistern, the blackish brown liquor is permitted to run off, and the operation is assisted by repeatedly filling the vat or cistern with clean water and drawing it off, leaving the wood pulp that remains of about the same color as the original wood. The pulp is then put into a common rag engine, and bleached in the usual way, with chlorine and sulphuric acid, and emptied into drainers where it remains to whiten. It is there mixed with twenty, thirty, or forty per cent. of linen or cotton fibre, and made into paper in the usual way.

The paper made on the machine, the 6th inst., was of good fair quality for newspaper, and contained not more than twenty per cent. of linen fibre, and not less than eighty per cent. of wood, and was produced at a cost not exceeding six cents per pound. This statement of the cost and per cent of wood used was made with great apparent fairness on the part of Mr. Walsh, and we have no reason whatever to doubt the truthfulness of his statement."

They ascertained that the pulp can be manufactured at 5 cents per lb., and if so, the high prices now exacted by the paper monopolists will be completely overthrown. For the paper even now produced from wood at the Royers' Ford mill, with but tolerable machinery afforded at 6 cents per pound, is equal to that for which twenty cents are paid. This difference will tell on the enormous amount consumed in this country, where the consumption equals that of France and England combined, illustrating in a remarkable manner the intellectual difference of the respective populations. In 1854, two hundred and fifty millions of pounds of paper were used in the United States and the amount was constantly increasing till the breaking out of the war.

We learn that Professor Chadbourne, of Williams & Boudoin Colleges has discovered a new process for preparing the pulp, depending on a combination of chemical and mechanical principles, by which the cost will be reduced still further.

Companies are being organized both in Pennsylvania and New England to test the value of these discoveries.

We have no doubt whatever of their final success

We would suggest that the material recently prepared from flax, known as flax cotton might also be usefully employed in the manufacture of paper. The article is cheap as prepared by the new process and without limit as to supply.

Atlantic and Great Western Railway.

The Atlantic and Great Western Railway was completed to Akron, Ohio, on the 12th inst. The following description of the route is from the Meadville *Republican*:

The eastern terminus of the road is at Salamanca, 416 miles from the city of New York, where it forms a junction with the Erie Railway. The route is thence westward, through Jamestown, N. Y. Meadville and West Greenville, Penn., Warren, Ravenna, Akron, Millersburg, Gallion and Marion to Dayton, Ohio, sixty miles east of Cincinnati, by which it will connect with the St. Louis road forming in the whole a line of 1,200 miles, of a continuous six foot gauge.

The work on this road was commenced in May, 1860, and was finished to Corry, sixty miles from Salamanca, by May, 1861. At that point work was suspended until the Spring of 1862, when it was again resumed; and in some nine months after we are permitted to record its completion to Akron a distance of 140 miles from Corry, and 201 miles from the junction with the Erie Railway. But this is not all, for within the same period, a branch has been extended from Corry to Titusville, a distance of 26½ miles. When the nature of the country through which the road passes is considered, we believe the work accomplished by this company since operations were resumed last spring, has no parallel in the history of railroads in this country. The cost is estimated at $47,000 per mile, including the rolling stock.

At Akron will be the centre of a great wheat and cattle region, and the point of transhipment from the Ohio Canal by which 40 miles of roundabout water communication will be saved. Again at Mansfield, 65 miles from Akron, a connection is secured with the Pittsburg, Fort Wayne and Chicago Railway, forming the quickest route with only one change between New York and Chicago, and so at Gallatin fourteen miles west with the Bellefontaine and Indiana, and the Cleveland, Columbus and Cincinnati, both important lines, and thus unavoidably becoming leaders of the Atlantic and Great Western. In its continuation at Dayton, it joins the Cincinnati, Hamilton and Dayton line, which is to widen its guage and unite. Indeed after passing the meridian of Cleveland, it cuts at various angles more than a dozen great lines of railways tending Northwardly and Southwardly, offering them the easiest grades and most direct routes to New York.

A branch to Franklin will be completed by July next, and also one to the coal fields at Sharon, Mercer county, at the same time. The former will find a heavy demand made upon it by the shippers of oil, as the branch now running from Corry to Titusville has. And the increased shipments of coal as exhibited by the returns made from the coal fields of Mercer country, show the importance that must be attached to this branch of business.

All the country through which the road passes is populous and fertile, rich in the products of the fields, the forests, and mines; and there cannot be a doubt that it will be of great benefit to the country, as well as a profitable investment to the stockholders.

The work on the road west of Akron will be continued in the Spring, by the present contractor, James McHenry, Esq., for the Ohio Company, and completed through to Dayton within the year.

On the day following the opening of the road to Akron, a banquet was given by the directors at the Barton House Meadville, in honor of James McHenry, Esq., of London, the contractor, T. W. Kennard, Esq., Engineer-in-Chief, and other gentlemen connected with the construction of the road. Below we give the speech of Wm. Reynolds, Esq., President of the Pennsylvania Division, which we doubt not will be perused with great interest:

"The several boards of directors and gentlemen present had assembled to testify their regard towards Mr. James McHenry, the agent and contractor of the companies; T. W. Kennard, Esq., under whose personal supervision the work has been so successfully prosecuted, and the many gentlemen in Europe to whose exertions and through whose pecuniary aid the Atlantic and Great Western railway has thus far been so triumphantly carried forward in the face of difficulties that have seldom been equalled. In proportion to the difficulties is the credit due to success.

In the short period of seven months, the means had been furnished and the work virtually completed on 205 miles of railway, on nearly all of which distance, on the first day of June past not a shovel-full of earth had been turned. This was a rapidity of construction unprecedented in railway history, and was the more surprising from the fact that no portion of the work had been subcontracted, but was carried forward under the personal supervision of the Engineer-in-chief.

The magnitude of the work could be appreciated when it is remembered that the accomplishment required nearly one mile of finished road per day for the time employed.

In addition to the roadway thus constructed, there was now on the line 16 first class engines and 340 cars; and 30 more engines and 700 cars were contracted and being constructed. The world may be challenged to show an equal instance in railway construction.

It would not be necessary to remind those present that the same energetic agent of the company had heretofore provided the means for the building of the 60 miles between Corry and Salamanca.

But, it was needless to enlarge on the merits of the enterprise. They were apparent to all who understood the end to be attained. And the alacrity with which many of the most eminent railway capitalists in Europe had expended their means in its construction, after a most careful examination of its character, was the best proof of its value.

It was for a grateful expression to these gentlemen that they were assembled at the festive board."

Terre Haute and Richmond Railroad.

The gross earnings of this company during the fiscal year ending November 30, 1862, were:

From passengers		$167,570 40
" U. S. troops		71,352 82
" freights		286,391 46
" coal		17,125 50
" mail, express, etc		20,874 47
		$563,314 15

And the expenses were:

Running road	$61,493 01	
Road repairs	38,763 74	
Machine shop	51,634 00	
Sundries	48,623 63	
Total operating expenses	$200,514 38	
Additional expenditures	1,527 11	
		202,041 29
Net earnings		$361,272 66

Compared with the previous year, the gross earnings show an increase of $185,621 78
With an increase in expenses of 40,533 07

Making the increase in net earnings $145,088 71

The number of through passengers carried was 50,141; way passengers, 73,765; troops, 53,146—total 176,452.

The total receipts from all sources during the year were $597,697 11; and the disbursements, $419,504 86—leaving a surplus for the year of $178,192 25.

The account with the stockholders is as follows:

Balance November 30, 1861	$290,588 58
Receipts from transportation, as above	536,314 15
Interest on bills receivable and judgments	20,087 76
Interest on E. & C. extension bonds	7,385 00
Work done in machine shop, etc	4,047 20
U. S. mail 1st quarter of 1856	1,825 00
Rent	1,038 00
	$888,285 69
Operating expenses, as above	$202,041 49
Government tax on passengers	2,095 91
" " December dividend	8,115 69
Tax stamps	51 00
State and county taxes	4,910 38
New freight cars	20,895 04
Additional telegraph wire	1,086 12
Interest and exchange	15,255 23
June dividend, 5 per cent. on $1,384,450	69,222 50
December dividend, 7 per cent. on $1,440,450	100,831 50
Balance November 30, 1862	468,780 83
	$888,285 69

Two hundred tons of iron rails have been purchased and laid on the track, and two hundred and fifty tons have been re-rolled and re-laid. Additional sidings have been laid at Terre Haute, Reelsville, and Indianapolis. The company have built in their own shops 1 baggage, 25 house and 10 flat cars. Early in the season it became apparent that the rolling stock of the line from St. Louis to Cleveland was insufficient to meet the heavy increase of freight, and arrangements were entered into, by which each company agreed to furnish a certain number of cars of "Compromise" gauge proportionate to the length of each road represented. A contract was accordingly made by this company for 32 compromise cars, which have been delivered; and also for 50 house cars of the gauge of this road which have not yet been delivered. These with what are building in the shops of the company at Terre Haute, it is thought will be sufficient for the wants of the road. Two first class locomotives were also ordered from the Rogers' Locomotive Works, to be delivered one in January, the other in February next. The report says:

In the Vigo Circuit Court, we obtained judgments against the Terre Haute, Alton and St. Louis Railroad Company, as follows: On the 10th day of September, 1859, for $69,788 11, and on the 15th of same month, for $9,121 69, being amount of claims held against that company, with interest to date of judgment. By agreement with the St. Louis, Alton and Terre Haute Company, the said judgments, with interest to December 31, 1862, have been assigned to that company, and we have received from them their bonds of new issue, as follows:

Second mortgage preferred	$57,000 00
" " income	37,500 00
Scrip	52 59
Total	$94,552 59

bearing interest at the rate of seven per cent. per annum, payable semi-annually, on the first days of May and November in each year.

The Court of Claims of the United States has decided, that this company is entitled to the sum of $7,543 75 for services rendered the Post Office Department in transporting the mail over the road in 1855 and 1856, in addition to the mail matter provided for by contract with the company. A bill was reported at the last session of Congress, making an appropriation for the payment of this claim, and the Post Office Department awaits its passage, to liquidate the amount. We have received from the Post Office Department the sum

of $1,825 due for mail service of the first quarter of 1856, but withheld by the Department.

To many of the stockholders it is known, that from Indianapolis to Cincinnati there is no railroad that enters the latter city by its own track. The "Indianapolis and Cincinnati Railroad" terminates at Lawrenceburgh; from this point, it uses, by means of a third rail, the track of the "Ohio and Mississippi Railroad," and by contract with that company, is prohibited from soliciting business from Cincinnati, for points to which the "Ohio and Mississippi Railroad" is the direct line; thereby preventing a large amount of business from Cincinnati, over the "Terre Haute and Richmond Railroad," and its connections. The "Indianapolis and Cincinnati Railroad Company" have taken measures through a company organized as the "Cincinnati and Indiana Railroad Company," to build a road from Lawrenceburgh to Cincinnati, a distance of 20 miles, the new road to be leased permanently to, and operated by the "Indianapolis and Cincinnati Railroad Company." Viewing the building of this twenty miles of road to be of great importance to the "Terre Haute and Richmond Railroad," we have loaned $50,000 to carry this into effect. This amount is secured to this company by the "Indianapolis and Cincinnati Railroad Company," they paying interest at the rate of seven per cent. per annum, this company having the option to take seven per cent. bonds, to be issued by the "Cincinnati and Indiana Railroad Company," should it so elect.

Miles run by passenger trains, 146,102; by freight trains, 149,678; by other trains, 23,471—total, 319,251.

GENERAL STATEMENT.

Construction	$1,585,809 22
Union depot and track at Ind'n'polis	25,640 78
Evansville and Crawfordsville Railroad Stock	24,429 89
Evansville and Crawfordsville Extension bonds	94,950 00
Evansville and Crawfordsville Acc'nt	394 44
Indianapolis and Madison Railroad preferred stock	1,300 00
Real estate for wood purposes	3,200 00
" 1859	10,000 00
Material	34,930 14
Fuel	12,474 00
Railroad iron, chairs and spikes	7,320 00
United States mail	3,847 20
United States military transportation	83,074 17
State of Indiana " "	1,005 58
Farmer's Loan and Trust Company	1,599 65
Bills receivable	1,000 00
St. Louis, Alton & Terre Haute R.R., 2d mortgage bonds	94,552 59
Indianapolis & Cincinnati R. R. loan	50,000 00
Treasurer	202,994 41
	$2,238,522 07
Capital stock	$1,440,450 00
Bonds 7 per cent	171,000 00
Coupons unpaid	3,867 15
Eastern dividends unpaid	732 50
Western " "	611 75
Foreign roads military transportat'n	58,332 65
New cars	800 00
Dividend declared, payable January 2, 1863	100,831 50
Government tax on dividend	3,115 69
Surplus account	468,780 83
	$2,238,522 07

The officers and directors elected January 5, 1863, are as follows:

Directors—Chauncey Rose, James Farrington, Demas Deming, Charles Wood, W. K. Edwards, F. Nippert, H. Ross, W. R. McKeen, E. J. Peck.

President—E. J. Peck.

Secretary—Charles Wood.

Treasurer—John Scott.

General Superintendent—E. J. Peck.

Superintendent—R. E. Ricker.

Movements towards a Pacific Railroad.

We announced yesterday that the Central Pacific Railroad which was organized to construct so much of the Pacific Railroad as lies between the Eastern boundary of California and Sacramento city, had assigned the right to continue the road from Sacramento to San Francisco to a company lately organized under the name of the Western Pacific Railroad. To-day we present all the essential facts that reach us as to this new organization. The assignment it seems however, was made not to the new company alone, but to it jointly with the San Francisco and San Jose Railroad Company, in which last organization the county of San Francisco holds $300,000 of stock. This gives our citizens a double interest in the matter. Whatever builds the Pacific Railroad concerns them of course; this arrangement makes them to some extent stockholders in it.

This arrangement is, we understand, in pursuance of an agreement made at Washington upon the passage of the bill, but which hung fire for a season and for causes, that have not been publicly explained. Matters at last, however, are harmoniously arranged by which San Francisco becomes the terminus of the Pacific Railroad, and the chief obstacles to the early construction of the road through California are removed.

As to the San Jose Company, the public is sufficiently informed. There is every prospect now that the road will be completed and the cars running by next June. Let it be hurried up, for it is no longer simply a method by which citizens may get out of the reach of our raw summer winds into a genial, balmy suburb in an hour, but the first western link in the long chain of railroads that are to bind the Pacific coast to the Atlantic.

The Western Pacific Railroad Company was fully organized and became a corporation under the general laws of this State, on the 17th inst. Its expressed purpose is to construct and maintain a railroad from a point at or near the city of San Jose, (connecting at such point with "The San Francisco and San Jose Railroad,") and thence to pass through the counties of Alemada, Contra Costa and San Joaquin *via* Stockton to the city of Sacramento, connecting at that point with "The Central Pacific Railroad," which runs to the eastern boundary of the State. To this company and to the San Francisco and San Jose Railroad Company, the Central Pacific Company have assigned and transferred all the rights, benefits, and government and subsidy granted to them by the Pacific Railroad bill of the last session of Congress. That bill (section 9th) gives to the Central Company the right "to construct a railroad and telegraph line from the Pacific coast, at or near San Francisco or the navigable waters of the Sacramento river, to the eastern boundary of California," and to receive all the Government donations and subsidies granted to the other portions of the line of the great Pacific Railroad. The right on the part of the Pacific Central Company to make this assignment is inferred from the 15th section of the act in which the following sentence occurs:

Wherever the word Company is used in this act, it shall be construed to embrace the words "their associates, successors and *assigns*," the same as if the words had been properly added thereto.

The board of directors of the Western Pacific Railroad Company are T. Dame, R. Chenery, E. T. Pease, Charles De Ro and A. H. Houston, of San Francisco; G. H. Bodfish, of San Jose; and E. S. Holden, of Stockton.

The following are the officers elected by the Board of Directors:

T. Dame.....President.
E. S. Holden.....Vice President.
E. T. Pease.....Secretary.
R. Chenery.....Treasurer.
W. J. Lewis.....Chief Engineer.

We are told that books of subscription will be opened immediately in San Francisco, San Jose, and Stockton, and elsewhere along the line of the road.

The minutiæ of the arrangements between these three California Companies are not detailed to us. The main question in which we are interested is, whether they are such as promise an early construction of California's portion of the Pacfic Railroad; and that they certainly do. The Government subsidy provides $16,000 a mile over the level portion of the State. The three counties of San Francisco, San Mateo and Santa Clara have contributed munificently toward the construction of the road hence to San Jose. Alameda and San Joaquin will doubtless cheerfully subscribe to build the Western road, which will give their fertile valleys a market, and bring them within a few hours' distance of San Francisco. The names that appear as directors of the Western Company are those of men versed in railroad business. They promise to commence their surveys in February, preparatory to beginning early in the spring the work of grading. The route upon which the Pacific Railroad, then, will come from the Sierra Nevada to this port, may be stated, in general terms, as follows: Along the Truckee River, through the Truckee Pass, south of Donner Lake, down the Bear river, through Dutch Flat, approaching the North Folk of the American in the vicinity of Illinoistown, to Lincoln, to Sacramento, to Stockton, through Livermore Pass (we presume) to near San Jose, to San Francisco. This we give only as an outline of the route, from which the three companies now organized are not likely to stray far. Whether it is the best route we do not presume to say, but it makes San Francisco the terminus, and every section through which it passes—and especially our own city—cannot but be immensely benefitted by its adoption. San Francisco is so happily situated that she could afford to be somewhat indifferent to the question of routes, except so far as that involves the other question of how long it will take to build and complete a Pacific Railroad. Presuming that the route question is now definitely settled, it only remains for capitalists to contribute reasonably to the sums already provided, and the most difficult portion of the Pacific Railroad may be speedily completed. It is difficult to over-estimate the advantages which San Francisco will gain by building the road to Washoe alone. She will see that means are provided as needed to build it, or b blind to her own interests.—*San Francisco, (Cal.) Bulletin, Dec.* 20.

Public Debt of the United States.

In the course of his speech in the House of Representatives, Mr. Spaulding, of the Committee of Ways and Means, presented the following figures, as from the records of the Treasury Department of the public debt of the United States, January 2, 1863.

Loan of 1842 in course of payment	$2,383,364 11
Loan of 1847	9,415,250 00
Loan of 1848	8,908,341 80
Loan of 1858	20,000,000 00
Loan of 1860	7,022,000 00
Loan of 1861, act of Feb. 8, 1860	10,415,000 00
Loan of 1861, act of July 18, 1861	50,002,000 00
Loan of 1862, five-twenty 6 per ct.	25,050,850 00
Texas indemnity	3,461,000 00
Oregon war debt	1,026,600 00
Texas debt	112,092 59
Old funded and unfunded debt	114,115 48
Treasury notes under acts for 1857	104,561 64
Treasury notes under acts subsequent	2,750,350 00
Treasury notes 7-30 per ct. interest	139,998,000 00
Temporary deposits at 4 per cent.	38,458,008 00
Temporary deposits at 5 per cent.	41,777,638 00
U. S. notes, receivable for customs	14,913,315 25
United States notes legal tender	223,108,000 00
Postal currency less than one dollar	6,844,936 00
Certificates of indebtedness, 6 per ct	110,321,241 65
Requisitions on the Treasury for soldiers' pay and other creditors, due but not paid	59,117,597 46
Total funded and unfunded debt to January 2, 1863, according to the books in the Treasury Department	$783,804,252 64

Providence and Worcester Railroad.

The earnings of this road for the year ending November 30, 1862, were:

From passengers		$131,364 08
" freight		183,534 29
" mails, express, etc		12,558 24
		$327,456 61

And the expenses were:

Repairs of cars	$14,586 37	
" locomotives	11,729 90	
Freight department	26,031 27	
Passenger "	21,091 96	
Maintenance of way	41,546 05	
Fuel	18,612 34	
Oil	2,415 63	
Miscellaneous	30,086 29	
		166,099 81
Net earnings		$161,356 80
Interest		7,416 90
Surplus		$153,939 90

A semi-annual dividend of four per cent., free from Government tax, has been declared. The company have paid since September 1, a tax of three per cent. on the gross passenger receipts, and have added to the equipment thirty-four new freight cars, and have built and covered a new and substantial bridge, 254 feet long, over the Blackstone river, at Valley Falls.

The road-bed, bridges, and equipment of the road have all been kept in good order, and a large surplus remains to be applied to the bonded indebtedness. Of this indebtedness, which at the last report was $147,000, $50,000 have been paid during the current year, leaving $97,000 still due. Of this $23,000 was paid on the 10th of this month, and $24,000 more will be paid in February and August next, leaving $50,000 to mature in February and August following, which will be paid at maturity, and leave the road free from all indebtedness.

The Acquisition of Lands for Railroad Purposes.

THE POWER TO TAKE LANDS CONFERRED BY CHARTER.—THE QUANTITY TAKEN; AND THE NATURE OR EXTENT OF TITLE IN THE LAND ACQUIRED BY THE COMPANY.

The following case arose in Vermont, and was decided by the Supreme Court of that State. The action was brought by one Hill against the Western Vermont Railroad Company, to eject that company from the possession of three acres and ninety three rods of land in Manchester. The Company, by their directors, had, on the 10th of March 1851, surveyed and laid out their road bed and appurtenances, including in such survey, as and for depot grounds, a certain tract of land in Manchester, of which the demanded premises were a portion. This tract of land was purchased and taken by the railroad company under a bond executed to them by Josiah Burton, dated Sept. 15, 1850, the condition of which provided that Burton should, on reasonable request convey to the company such lands, owned by him, as should be required for their railroad on or near the line thereof, at a certain price per acre. The company paid Burton the stipulated price for the land at the time they took it, but no actual conveyance thereof was ever executed to them.

The plaintiff having recovered a judgment against the company, took out an execution against the company to satisfy his judgement, and levied upon the premises in question, on the ground that both at the time of the survey of the road and ever since then the land claimed was not necessary for the purposes contemplated by the charter of the company.

The charter of the company provided that their directors might cause such examinations and surveys of the road to be made as they should deem necessary; and that the road when so surveyed and the survey recorded, should be deemed the line on which the road was to be constructed; and that the corporation might enter upon and take possession of such lands as were necessary for the construction and maintenance of their railroad, and the requisite accomodations appertaining thereto, with a provision for the appraisal, by commissioners, of the land so taken if the parties should disagree as to the price.

The County Court for Bennington County rendered a judgment for the defendant, and the plaintiff appealed. The Supreme Court now affirmed the judgment of the County Court; holding that the company had no such estate in these lands as could be subjected to a levy by the creditors of the company. The following portion of the opinion, rendered at the determination of the case, discloses the arguments and principles of the decision.

REDFIELD CH. J. The first question arising in the case is as to the extent of estate which Burton is bound to convey to the company. The plaintiff claims that this is an estate in fee simple, as the contract binds him to convey such lands "owned by him" as shall be required by the company. This is no doubt, the fair and natural construction of such a contract between ordinary parties. If the land is to be conveyed, and is defined as land "owned" by the obligor, nothing less could be fairly intended, in ordinary cases, than an estate in fee simple. But here the land is purchased and to be conveyed to the company for their use, "such as shall be required by them." We do not understand by this all the lands they might ask for, but such as their powers and fnnctions and business required. We do not think the scope of the bond could fairly be made to extend beyond this. It would be very unreasonable, as it seems to us, to construe this bond as extending beyond this and including, at the election of the defendants, all the land owned by Burton, and lying near the line of the railway. So too, it seems to us, that as Burton, by the fair construction of the bond, was only bound to convey such lands as were reasonably required for the legitimate use of the company, so he was only bound to convey such estate therein as they required for those uses. If the extent of territory could fairly be defined and limited by the general objects and purposes of the contract, which is a familar rule of constructing all contracts, and as applied to a case of this character, a most significant and unquestionable one as we think, the same rule also applies with equal force to the estate to be conveyed. A contract to convey land for a particular use, or to a party having capacity to acquire a certain estate in land for a particular use, must of neccssity carry the implication of such limitation upon the estate to be conveyed. We think therefore that the bond as originally given, would not have bound the party to convey more land than the company fairly required for their legitimate uses under their charter or any greater estate in the land than such uses justly required. This is just what the company were empowered to take compulsorily. And their charter as we think was not intended to give them power to acquire any more land or any greater estate in such land, for the purposes of road bed or stations than was really requisite for such uses under their charter. We do not intend to say that if they purchased and took the conveyance of the fee of the land for these purposes, they could not hold it or convey it, although some courts have so held. Nor do we intended to intimate any decided opinion that they may do this. The general provisions of the charter of this company are much like other charters in this and the other states, and similar to the general railway act, and seem to have reference to acquiring the right to such an estate in the necessary lands as is requisite for the road bed and other incidental use and accomodation of the company in their prescribed and necessary business. The company may purchase lands for wood and timber, for their ordinary uses, and may no doubt purchase, take and hold and also convey the fee simple of such lands. We are not inclined here to question the right of this company to take the fee of lands by way of gift, or in payment of debts due them, either by voluntary conveyance or by levy, *in invitum*. It is not important to discuss these propositions here. They may all be conceded. But they do not affect the question, what extent of land and what estate the company were expected to take by purchase or gift, or by condemnation, for their road bed and depots. We think it very obvious from this charter and many others we have examined, where the quantity of estate is not defined, that it should be construed as we have already intimated in regard to the bond of Burton, according to the object and prospect of the grant, and the necessities or wants of the corporation thereby created. * * * * * * *

In regard to the mode of appropriating land to the purposes of the road bed and depots of a railway company, it is obvious that it should be done in some way which shall be judicial and final, for the time at least. This is necessary both for the company and the land owner, and when done in the mode pointed out in the charter, it must be final, or should be so, unless some power is reserved either expressly or impliedly, to change the location of the road, as in the defendant's charter seems to be given, or to enlarge its facilities with the advancement of business, which this charter does not give in terms. This is not ordinarily reserved to railways. When once located the location is commonly regarded as final. They must take such lands as will be likely to accomodate their business, both present and prospective. In doing this, it would not be wonderful if they should take more, sometimes, than every one regarded as necessary. The same may be true of their road bed. A jury or referee might well consider, in many cases no doubt that at many points four or five rods, or even three rods in width, was just as beneficial, for all the purposes of the road as six rods, which some of the early chartered roads in this state are allowed to take and do take. The same may be often true of the land taken for depot accommodations.

But if the road bed or land for stations is taken in the mode prescribed in the charter and general law of the state, whether by the judgment of the commissioners, as to its extent as well as the land damages, or by the act of the directors through their surveyors or engineers, as to its extent, and the appraisal of the commissioners as to its value,

or by the directors as to its extent, or the agreement of parties as to the price, as in this case, when once taken in the mode prescribed in the charter, as this land was taken, it is regarded as well settled that the land so taken is not subject to the levy of an execution. This is put upon the ground, and justly we think, that the estate, being a mere easement for a particular use, is not of the quality and character which by the statute is made subject to a levy. This is not an estate in fee, or for life, or years, or indefinitely, or an equity of redemption, which are the estates defined in the statute. But it is an easement, a right to use the land in a particular mode for a particular purpose, and which cannot be transferred to an ordinary person having no right to use it in that mode or for that purpose, since the estate would cease and the land revert, the moment it was put to any other use than the one designated in the charter or statute, by or under which the appropriation was made. So that whether the company take more or less, if taken for these purposes and no other, and only an easement is acquired by the company, it is not an estate which can be transferred by a levy to the creditors of the company, or by any conveyance in parcels, probably. But of this we need not speak. It is certain that the statute has not provided for levying upon any such estate. And this we think is the only estate for which the company contracted with Burton, or which he is bound to convey to them. And as to the quantity of the land taken, if the directors of the company have power to lay out their own road in any place they choose, and to the extent of five rods in width and to take such lands for depot purposes as they deem expedient, and they have acted in good faith, we do not see very well how their proceedings can be brought in question by any one. It may have been the folly of the legislature to grant any such powers to the directors of the company, but if they have done so, and this power is altogether unlimited, unless they act rashly or in bad faith, it is not very obvious how they are to be controlled in the matter. No doubt if they act recklessly or extravagantly, so as to indicate either utter incompetence or corruption, or undue influence, or bad faith, a court of equity, at the suit of the land owner or the stockholders, would set the matter right. But this would be done in such a mode as to settle it definitely, and not to leave it subject to the confusion consequent upon subjecting it to the action of independent tribunals, in regard to portions of the land taken for the same purpose whose decisions would almost inevitably produce more or less confusion and uncertainty. But so long as the land is appropriated to the road bed and depot purposes in the very mode prescribed in the statute, we do not very well comprehend how it can be appropriated in parcels to the payments of the debts of the company, by means of levies, even if the fee had been conveyed to the company. * * * * *

As the company had no such estate in there lands, or any such extent of territory as could be subjected to the levy of executions, at the suit of their creditors, treating their rights the same as if Burton had already executed all the conveyance which a court of equity would compel him to execute, it is not necessary to consider the other questions in the case.

Judgment affirmed.

New York City Passenger Railroads.

The following synopsis exhibits the condition of the several city passenger railroads on the 30th September, 1862, and the operations of the same for the year then ending:

	Second Avenue.	Third Avenue.	Sixth Avenue.	Eighth Avenue.	Ninth Avenue.
Length of single track	16 miles.	16½ miles.	8¾ miles.	16 miles.	18 miles.
Shares paid in	$650.000	$1,170,000	$750,000	$800,000	$795,360
Funded Debt	450,000	400,000	25,000	.....	22,000
Floating Debt	42,500	.....	.....	25,000	.....
Total capital	$1,142,500	$1,570,000	$775,000	$825,000	$817,360
Cost of road, etc.	$1,101,872	$1,757,028	$1,089,316	$938,365	$787,446
Passengers	4.711,119	11,432,892	6,955,647	7,399,696	1,789,963
Total receipts	$243,065	$586,736	$386,915	$369,985	$89,498
Repairs, etc.	$3.688	$21,591	$68,063	$13,108	$6,060
Operating road	187,878	347,205	201,603	235,311	64,009
Interest	37,629	26,066	.....	.....	1,474
Dividend	.....	140,400	75,000	96,000	.....
Total Disbursements	$229,195	$535,282	$344,666	$344,419	$71,543

OPERATIONS FOR 10 YEARS.

1. Number of passengers carried each year by the railroads severally:

Years.	Second Avenue.	Third Avenue.	Sixth Avenue.	Eighth Avenue.	Ninth Avenue
1853	354,000	.....	5,120,500	.....	.....
1854	2,500,000	.....	5,195,581	.....	.....
1855	3,547,660	5.770,078	4,237,583	4,311,676	.....
1856	3,367,371	7,131,881	4,757,108	6,097,299	.....
1857	3,936,008	8,105,515	5,240,978	6,829,452	.....
1858	4,504,645	7,945,462	5,612,357	6,768,203	.....
1859	5,182.011	9,974,101	6,479,127	7,589,997	170,440
1860	5,196,602	12,109,417	7,398,908	7,775,040	1,984,341
1861	4.640,751	11,824,928	6,890,801	7,413,905	1,906,086
1862	4,711,119	11,432,892	6,955,647	7,399,696	1,789,963

2. Total receipts from passengers, etc., each year by the railroads severally:

Years.	Second Avenue.	Third Avenue.	Sixth Avenue.	Eighth Avenue.	Ninth Avenue.
1853	$17,625	$.....	$233,551	$.....	$.....
1854	125,901	.....	248,861	.....	.....
1855	174,883	292,476	212,456	215,584	.....
1856	168,884	367,428	237,855	304,865	.....
1857	196,800	419,029	262,049	341,472	.....
1858	227,457	403.055	280,618	338,400	.....
1859	262,166	502,951	323,956	379,500	8,522
1860	263,062	610,597	369,945	388.750	99,217
1861	234,580	652,994	387,786	370.695	95.304
1862	243,065	586,736	386,915	369,985	89,498

3. Total expenditures for repairs and operating each year by the railroads severally:

Years.	Second Avenue.	Third Avenue.	Sixth Avenue.	Eighth Avenue.	Ninth Avenue.
1853	$12,099	$.....	$157,465	$.....	$.....
1854	103,534	.....	180,846	.....	.....
1855	174,883	217,838	165.234	132,592	.....
1856	168,884	255,706	150,731	174,890	.....
1857	196,800	263,692	162,060	194,383	.....
1858	171,800	242.811	178,226	177,754	.....
1859	180,644	307,188	216,685	252,871	5,068
1860	208,862	379,226	261,698	274,122	70,959
1861	196,800	409,763	291,404	255,229	75,431
1862	191,566	368,796	269,666	248,419	70,069

4. Dividends paid on the share capital each year by the companies severally:

Companies.	'53.	'54.	'55.	'56.	'57.	'58.	'59.	'60.	'61.	'62.
2d Avenue	*nil.*	2½	8	*nil.*	*nil.*	2	8	8	8	*nil*
3d "	..	..	*nil.*	6	8	8	10	10½	12	12
6th "	7	7	3½	9	10	10	12	12	12	10
8th "	..	..	5	12	12	12	13	12	12	12
9th "	..	..	..	..	..	..	*nil.*	*nil.*	*nil.*	*nil.*

The Military Canal Enlargement.

The pressure upon Congress to enlarge the Erie and Illinois Canals, ostensibly for military purposes with a side bar argument, that the enlargement will greatly benefit the commerce of the West, is thus noticed in the Cincinnati *Gazette* of the 21st inst. The intelligent people of Ohio seem to have the same views of this project, that many of us have in New York.

The military canal schemers affect to be laboring for the interest of the Western farmers, and they have the assurance, or the ignorance, to assert that the increase of business beyond the capacity of the canals, has so raised the price of freight as to deprive the farmer of the rewards of his labor. For instance, the *N. Y. Times* asserts that were the proposed enlargement completed, "where the western farmer gets ten cents a bushel for his corn he would get thirty."

Such assertions are worthy of the project. High rates of freight have prevailed from Chicago and westward to New York, for the last two seasons, owing to good crops and the diversion of produce to the Northern route by the closing of the Mississippi; but the great advance has been in lake freight. How will the enlargement of the canals help this? It is just as much a reason for enlarging the lakes as the canals, for the capacity of the lakes has had no more to do with the advance in freight than the capacity of the canals. It was the supply of vessels and boats that was exceeded.

No forwarder on the canals will pretend *the the capacity of the canals is reached, or that anythin but the inadequate supply of boats for the sudden increase of business, has caused the rise in freight.* They desire the enlargement because larger boats may reduce the cost of carrying by a fraction. One or two cents a bushel is the advantage they are looking for. The freight on corn from Buffalo

to New York during the summer and early fall, is about twelve cents a bushel. *The advance was but a fraction above this last summer, while lake freight was double the average rate.*

Where out of this canal and river freight will the Times get its reduction of twenty cents a bushel to pay to the Illinois farmer? At the best only one or two cents a bushel can be calculated upon, and it is very doubtful if any difference in the dimensions of the Erie canal will make that difference in freight. But the Illinois canal is also to contribute to make up this twenty cents to the Western farmer. What the rate of freight is on that canal we do not know, but we know *that but a fraction of the corn that reaches the lake at Chicago comes through that canal; and furthermore boats on the Illinois canal carry three thousand bushels, and it is not worked to one-fourth of its capacity.*

These are specimens of the intelligence which is writing up this scheme.

Philadelphia and Reading Railroad.

The Philadelphia and Reading Railroad Company have leased the Little Schuylkill Railroad and the East Mahanoy Railroad, whereby they secure the possession and control of the tunnel route through the Broad Mountain into the Mahanoy coal basin. The coal lands and mines of the Little Schuylkill Railroad Company are not included in the lease.

The Philadelphia and Reading Railroad Company have also leased the Union Canal Company's Railroad and the Lorberry Creek Railroad, in the Pine Grove region.

A New Canal Project.

The Dutch have set on foot a gigantic work of canal improvement. It is proposed to construct a ship canal from Amsterdam through North Holland towards the sea; to be thirteen miles long, two hundred feet wide and twenty-four feet deep. The canal will shorten the distance from Amsterdam to London, and all ports south of the Texel, by about eighty miles, so that vessels will now be enabled to reach the sea in a few hours, whereas the present journey over the Siminger and the North Holland Canal now occupies several days, and sometimes weeks.

In order to form a safe sea entrance to the canal, it will be necessary to construct enormous sluices and an artificial harbor on the unprotected coast of Holland, the piers of which will extend more than a mile into the sea. This will be the chief engineering difficulty to be overcome. With the undertaking is connected the reclamation of the Y, containing fifteen thousand acres of rich alluvial clay, and when reclaimed is estimated to be worth one million sterling.

The total capital required is estimated at a million and a half sterling, upon which the Dutch Government guarantee an interest of four and a half per cent. The concessionaries are Mr. J. G. Jager, of Amsterdam, and the English engineers, Messrs. B. W. Croker and Charles Burn. These gentlemen have been ten years maturing this project, the concession having been originally asked in 1852.

Norfolk County Railroad.

The annual report shows the earnings for the year ending Nov. 30, to be $51,544 47; total expenditure for working the road, $36,545 65; interest paid on bonds during the year, $14,456 94.

Finances of the State of New York.

ANNUAL REPORT OF THE COMPTROLLER.

The Annual Report of the Comptroller reviews briefly the financial policy of the State during the last four years; the enforced transition from prodigality to thrift in the management of the State works; the improvement of the toll rates; the parsimony of appropriations, and the resort to necessary taxation. Of these ameliorations the Government enjoys the benefit in the form of a higher credit; the payment of all just claims; the enlargement of the Canals, and the reduction of the funded debt by the sum of $2,100,000.

The accounts with the United States, July 31, 1862, were as follows:

Amount charged to the U. S.		$2,948,963 66
Deduct amount returned in Dec. 1861		1,113,000 00
Balance due to the State		$1,835,963 66
Proportion of direct tax due from the State		$2,603,918 67
Deduct 15 per cent	$390,587 80	
Deduct above balance	1,835,963 66	
		2,226,551 46
Balance due to the U. S.		$377,367 21

On the 24th day of June last, there was paid to the United States, in cash, the sum of $400,000, for the purpose of discharging the balance due upon the tax. This leaves $22,632 79 in favor of the State, to cover any items which may be rejected upon the final settlement of the accounts. If more than that amount should be rejected, there will be a balance due to the United States; if less, there will remain a balance due to the State.

Further expenditures have been made since July last which are chargeable to the United States, but which are not applicable to the payment of the tax. They will remain for future adjustment.

The enlargement of the Canals, which was commenced in 1835 and was then estimated as likely to cost $12,000.000 and twelve years of labor. It has cost $40,000,000 and is now completed at the end of twenty-seven years.

The following is a statement of the receipts and payments on account of the canal revenues:

Receipts during the fiscal year ending Sept. 30, 1862:

From tolls collected on all the canals		$4,790,518 09
Rent of surplus waters		6,765 00
Interest on current canal revenues		39,363 49
Miscellaneous receipts		18,343 09
Total		$4,854,989 67
Payments during the year		
To Canal Commissioners for repairs	$236,318 16	
To contractors, for repairs	296,168 98	
To superintendents for repairs	131,919 64	
To collectors, for salaries, clerk hire, pay of inspectors, and expenses of collectors's offices	58,023 35	
To weigh masters	8,430 85	
For salaries chargeable to annual revenues, refunding tolls, printing and other miscellaneous payments	42,537 34	773,398 32
"Surplus revenues"		$4,081,591 35
Payment to Sinking Fund, under sec. 1, art. 7	$1,700,000 00	
Payment to Sinking Fund, under sec. 2, act. 7	350,000 00	
Transferred to the Sinking Fund, for the redemption of the canal debt under sec. 3 art. 7	1,146,242 66	
Transferred to the "fund" for support of Government	200,000 00	
The "remainder" under sec. 3, art. 7	685,348 69	$4,081,591 35

The entire state debt is now as follows:

Canal debt	$24,011,770 25
General Fund Debt	6,505,654 37
Total State Debt	$30,517,424 62

The following is an analysis of the debt:

Principal of Debt and Sections of Article 7 of the Constitution.		Annual Interest of the Debt.
Section 1—7s	$1,200,000 00	$84,000 00
6s	2,139,024 76	128,341 48
5s	5,500,000 60	275,000 00
Section 3—6s	11,000,000 00	660,000 00
5s	1,000,000 00	50,000 00
Section 10—6s	250,000 00	15,000 00
5s	392,585 49	19,629 28
Section 12—6s	2,500,000 00	150,000 00
Total	$23,981,610 25	$1,381,970 76

GENERAL FUND—REVENUE.

Balance in the Treasury 30th September, 1861			$53,750 51
Amount of receipts into the Treasury during the year ending 30th September, 1862			7,936,648 79
Amount transferred from the School Fund, for bonds for lands			1,170 00
Amount of warrants drawn on the Treasury remaining unpaid on the 30th September 1862			625 88
			$7,992,195 18
Amount of warrants drawn on the Treasury on account of the General Fund, during the year ending 30th Sept. 1862		$7,146,966 26	
Amounts transferred to the following funds for interest on money in the Treasury, during the year, belonging to said funds viz:			
School F'd.	$20,204 44		
Literature Fund	1,042 55		
U. S. Deposit Fund.	1,521 40		
Tonawanda R. R. Sin. Fund	333 62		
Long Island Sin. F'd.	21 31		
Tioga Coal, &c., Sinking Fund.	34 90	—$23,158 12	
Amount of warrants drawn on the Treasury remaining unpaid on September 30th, 1861		458 69	7,170,583 07
Balance in the Treas'y Sept. 30, 1863			$821,612 11

This balance says the report, is "rather apparent than real." It is caused by the payment into the treasury of the $1,500,000 advanced upon Comptroller's bonds, issued in anticipation of the two-mill tax, for the purpose of providing funds for the payment of bounties to volunteers. If this amount is deducted from the revenue, it leaves an actual deficiency of $678,387 89.

The balance in the treasury, Sept. 30th, was $1,355,732 03, which was due to certain funds. The estimated revenue for the year is $18,227,000 57 and the expenses $8,971,705 16, leaving a deficiency of more than $700,000.

The condition of the "General Fund Debt Sinking Fund" shows a balance of $104,960 38.

The "Contingent State Debt" is $338,000, being unredeemed state stock issued to railroads.

The "School Fund" amounts to $2,658,116 42. The revenue for the year was $421,643 50, and the expenses $358,977 54. The revenue for the present year is estimated at $327,081 27, and expenses $382,000.

The "Literature Fund" is $269,951 12. The revenue for the year was $60,389 85, and expenses $42,481 58.

The "United States Deposit Fund" amounts to $4,014,520 71. The expenses for the year are estimated at six thousand dollars less than the revenue.

Indian annuities have been paid during the year to the amount of $7,361 67.

The total amount received for labor in the State Prisons during the year ending 30th September, 1862, was $191,045 97; expenditures $311,744 81. The Receipts of the Auburn State Prison were $110,684 44; the expenditures, exclusive of the asylum for the insane convicts, were $38,901 09. The expenses of the asylum were $88,471 09, leaving a clear surplus of $10,321 16. The number of convicts in the State Prisons is rapidly diminishing. Since the war broke out convictions have been very few.

The amount received for auction dues was $76,536 04. The income from salt duties during the year was $81,189 43; expenses $40,268 76, leaving a surplus revenue of $40,910 67.

Since the suspension of specie payments by the banks there has been paid by the State $2,000,000 principal of the canal debt and $800,000 principal of the general fund debt besides the quarterly interest on the whole debt, making a total of $4,000,000, all of which has been paid in coin or its equivalent.

The aggregate valuation of property in the State, for 1862, is $1,449,303,948; the State taxes are estimated at $5,797,215 79; school, county and town taxes, about $16,000,000.

The State taxes for the year 1862 were as follows:

For the General Fund,	1	mill....	$1,449,303 95
For the United States,	2	do....	2,898,607 89
For the Canals	1	do....	5,449,303 95
For the School Fund	¾	do....	1,036,977 96
	4¾		$6,884,193 75

The taxes for the ensuing year need not and ought not to be more than one-half the above amount.

The Comptroller thinks that the whole amount of taxes required to be levied will be as follows:

For the General Fund,	¾	of a mill.	$1,086,977 96
For the School Fund,	¾	do..	1,086,987 96
For estim'd deficiency,	½	do..	724,651 97
For interest and Sinking Fund on $2,500,000 of Canal debt....	¼	do..	362,325 98
Total	2¼	mills,	$3,260,933 87

The National Finances.

The National Finances have come to be more than ever the absorbing topic. There are now two problems involved—the providing of means for carrying forward the operations of government, and the ultimate effect, or result of the plans suggested for adoption.

The most obvious plan for raising money, is, of course, a further issue of Treasury notes. They serve as money without, so far, any considerable appreciation of prices, except in gold. But the continued advance in this creates well grounded apprehensions, and an earnest desire to avoid every step that will tend to aggravate the present disparity between the value of coin and of paper money. Hence the hesitation that has characterized the action of Congress. The emergency is most pressing, but no plan proposes any adequate solution of the dilemma in which this body finds itself placed.

The first false step was in making Treasury notes legal tender in all contracts, thus rendering the credit attached to the Securities of Government the measure of all values. This credit or faith is in the most peaceful and quiet times subject to constant fluctuations. In periods of great political commotions, the fluctuations are excessive, and the value of every one's property or means increased or diminished in the same ratio. The idea of making political institutions the basis of material values is most incorrect and unfortunate, as the relief obtained on one hand only serves to involve us still more on the other.

Provision has now been made for the issue of Treasury notes to the amount of $400,000,000. Of these, $50,000,000 are retained to discharge the deposits at the Sub-Treasury. An additional amount of $300,000,000 are ot be issued by the Bill that has just passed the House. This Bill also provides for an issue of $300,000,000 of long bonds and $400,000,000 of short bonds, of small denominations, drawing interest and convertible at will into legal tender notes. A clause providing also for reconversion of legal tender notes into short bonds bearing interest has also been added. The Bill has not passed the Senate, but its adoption by that body may, we presume, be regarded as certain.

The most novel and important feature of the bill that has just passed the House, is the provision for the conversion into currency, at the will of the holder, of the $400,000,000 of short interest-bearing bonds. The plan is certainly ingenious, as it assumes to give a double function to such securities—that of an interest bearing, so long as a person has no call for his money, and of money when he has an occasion to use it. If the plan was practicable, it would render every man his own banker, and would dispense entirely with the necessity of banks. It may, and probably will have the effect in the outset of drawing a large amount of deposits from banks for the purpose of getting interest on the same, under the idea that the conversion will always be equivalent to the money in hand. The fallacy in the plan is in the assumption that legal tender notes are money. But they really have none of the attributes of money, and cannot long perform any of its functions. Money in the strictest sense is gold and silver. A paper, or symbolic currency, can take the place of the precious metals only so long as they can be converted into the latter, on demand. The symbol, consequently, must always have its constituent. The transfer of the former must pass the title in the latter. The holder of a bill of a specie-paying bank can always make partition of its assets to the extent of the bill it holds. The volume of such currency, consequently, measures approximately the volume of merchandize of the country which is subject to bargain and sale. That of the former swells and contracts with that of the latter. But Treasury notes represent nothing but the faith of Government. There is not a cent worth more of property in the country for all the $250,000,000 already afloat. There will be no more after the whole $650,000,000 shall be issued; not probably so much, as during the war we can hardly expect to keep our capital good.

The plan proposed while it may temporarily relieve the Government, will afford no permanent relief. It cannot create money by a legislative act. All it can do is to render its securities attractive investments for money, or capital, the product of labor. This is the only resource really left to it, and the sooner it abandons all other expedients the better. There is an abundance of capital in the country, and with the credit of Government maintained by military success, this capital can be had to almost any extent for its wants.—*Hallett's Financial Circular.*

Hamilton & Port Dover Railway Company.

Application is to be made to the British Parliament to amend the acts relating to this company. Its interests are understood to have passed into the hands of the Buffalo and Goderich Railway Company, by whom the road will be constructed from Hamilton to Caledonia, where it will unite with the Buffalo line and divert some of the traffic from the Great Western.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Jan. 16, 1863, was as follows:

Passengers	$15,423 29
Freight and live stock	45,241 99
Mails and sundries	1,749 65
Total	$62,414 94
Corresponding week of 1862	57,152 88
Increase	$5,262 05

The earnings of the Grand Trunk Railway for the week ending Jan. 17, 1863, were:

Passengers	$17,712 38
Freight and live stock	75,260 15
Mails and sundries	3,885 00
Total	$96,857 53
Corresponding week, 1862	73,262 23
Increase	$23,595 30

The earnings of the Chicago and Northwestern Railway for the 2d week of January, 1863, were $14,390 83
Do., 1862 11,488 49
Increase $2,902 34

The earnings of the St. Louis, Alton and Terre Haute Railroad for the first half of Jan., 1863, were $47,631 00
Same period, 1862 31,279 00
Increase $16,354 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week of Jan., 1863, were $14,341 22
Same week, 1862 26,559 50
Decrease $12,098 28

The earnings of the Michigan Southern Railroad for the 3d week of Jan., 1863, were $50,724 00
Same week, 1862 33,486 00
Increase $17,238 00

The earnings of the Galena and Chicago Union Railroad for the 3d week of January, 1863, were $31,379 76
Same week, 1862 24,147 52
Increase $7,232 24

The earnings of the Chicago and Rock Island Railroad for the 3d week of January, 1863, were $37,512 00
Same week, 1862 27,667 00
Increase $9,845 00

The earnings of the Buffalo, New York and Erie Road for 21 days in Jan., 1863, were $64,134 18
Same period, 1862 43,128 74
Increase $21,005 04

The earnings of the Chicago and Alton Railroad for the 2d week of Jan., 1863, were $22,872 92
Same week, 1862 17,254 62
Increase $5,618 30

The earnings of the Chicago and Northwestern road for the 3d week of Jan., 1863, were $13,849 08
Same week, 1862 11,242 94
Increase $2,606 64

The earnings of the Michigan Central Railroad for the 3d week of Jan., 1863, were $53,574 00
Same week, 1862 47,730 00
Increase $5,844 00

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds — Under Act 28th June, 1847	$9,415,250	6	1867	95½
		6	1867	----
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	96
		6	1868	----
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	91½
		5	1874	87½
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	6	1871	87
		5	1871	94
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	97
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	59,000,000	6	1881	93
		6	1881	94½
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	102½
	53,600,000	7.3	1864	102½
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	20,000,000	6	1882	100
		6	1882	100
Treasury Notes—				
Under Acts 28 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	145½
Under Acts 2 Mar. '61, & 17 Mar. '62 convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au. '61 & 17 Ma. '62 y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	95½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	88,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	130½
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	109½
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	107½
" —Interest Bonds: new Int. Improvement Stock	1,382,986	6	1877	105
" —Interest Stock of 1857	788,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	109
" —University Fund Interest Bonds of 1851	650,000	6	1879	112
" —War Fund Bonds of 1861	2,000,000	6	1879	104½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100½
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	55
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	100
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	70
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var.	----
Maine—Coupon Bonds	669,000	6	'63-'77	107
" —War Loan of 1861	800,000	6	1871	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	----
" — " " " of 1861 "	247,000	6	'68-'72	130
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	118½
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	101
" —War Loan: Coupon Bonds 1861	505,500	7	1881	106
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	55
Missouri—Coupon Bonds	431,000	6	'63-'83	66
" — " "	100,000	6	1862	65
" — " " (loans to Railroads)	23,800,000	6	'72-'86	88
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,330	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — " State Loan	$6,756,654	6	65-'86	112
" — " Railroad Loan	339,000	6	'72-'75	121
" — " Canal Debt—(old)	9,739,025	6	1874	120
" — " " " —(new)	13,200,000	5½	1865	----
" — " " " —(misc.)	642,585	5	'68-'74	110
" — " " " —(floating)	2,500,000	5	1863	103½
" — "		4½	1864	----
" — "		7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	75
Ohio—Inscribed Certificates	4,095,309	6	1881	118
" — " "	1,015,000	5	1865	99½
" — " "	2,183,531	6	1870	120
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	113
" — " "	660,835	6	1868	----
" — " "	1,008,905	6	1860	----
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds	37,687,760	5	'61-'82	104
" —Inscribed Certificates (1st January, 1862)		5	'61-'82	102½
" — " " "	400,630	6	1879	105½
" — " " "	388,200	4½	'63-'82	----
" — " " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,126,000	5	Var.	50
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	60½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	116½
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'86-'93	71½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	105
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	113
" — " " (Bank Stock)	553,966	6	1870	108½
" — " " (Improvement Stock)	4,963,215	6	1890	113
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	128½
" —Coupon Bonds (Water)	6,228,787	5	Var.	126
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	98
" — " " "	609,000	7	1872	112
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,135,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1878	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " "	720,000	5	1898	----
" — " " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1878	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1883	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1883	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	95½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	110
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	99
" " 2d " " "	3,980,670	6	1882	72½
" " Improvement " "	586,500	6	1870	53
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	37
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	23
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	102½
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	105
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	106
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	103
" " " 2d "	1,014,000	7	------	90
New York & Harlem, Preferred	1,020,000	---	------	69
Philadelphia & Reading, Preferred	1,551,800	7	------	59

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,663	44,040	57,138	66,668	70,815	60,697	36,885	591 364
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,312	73,432	79,409	78,786	657,070
1862	67,862	56,976	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	150,183	178,465	220,081	163,813	154,723	230,022	225,896	241,964	158,566	117,667	2,075,809
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	220,009	210,494	179,025	2,070,996
1862	152,459	119,973	121,272	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,442,218
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,451	103,635	94,928	107,758	73,751	64,987	938,641
1861	81,531	75,621	78,361	65,368	75,250	63,761	73,474	136,897	141,174	123,487	104,254	50,296	1,098,464
1862	67,610	62,350	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	------
Chicago and Rock Island:													
1858	72,046	67,307	92,064	92,120	80,595	95,466	82,374	83,985	94,985	92,760	73,883	60,480	987,465
1859	60,058	55,497	68,116	71,782	73,578	72,292	67,976	87,733	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,498	89,170	104,272	100,403	82,895	139,049	134,500	145,289	92,873	75,457	1,181,063
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	122,319	118,752	1,261,660
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,236	145,597	153,127	137,408	134,522	1,328,275
Chicago and Northwestern:													
1858	20,447	18,272	25,393	38,585	40,893	43,899	39,924	27,761	37,499	36,333	31,144	22,723	382,863
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,556	51,940	55,831	55,003	42,161	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,371	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,190	885,658
1862	46,605	42,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,095	107,735	91,263	981,157
Cleveland, Columbus and Cincinnati:													
1858	70,492	68,198	88,523	93,872	82,968	85,387	90,372	112,138	114,218	106,055	104,866	84,944	1,101,973
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,052	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	88,392	95,081	90,435	89,028	82,690	106,585	120,793	135,050	140,561	164,916	1,255,004
1862	132,620	112,606	113,912	114,885	119,884	122,524	131,687	168,834	170,565	172,296	177,410	179,353	1,716,866
Cleveland and Toledo:													
1858	65,211	54,975	90,957	84,149	62,555	57,296	52,385	60,889	83,924	79,458	75,698	71,315	838,809
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,055	50,386	66,573	84,603	94,406	82,467	82,400	883,469
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,039	160,710	1,185,504
Cleveland and Pittsburg:													
1861	62,208	59,964	83,408	99,511	101,792	104,167	115,316	85,163	120,977	108,112	107,624	107,175	1,156,617
1862	84,858	78,447	90,300	100,695	110,973	123,000	178,432	126,000	------	------	------	137,563	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,226	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,722	5,765,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,168	702,077	6,202,048
1862	695,907	603,030	656,615	605,735	575,844	516,190	587,010	609,881	764,448	910,985	903,016	921,867	8,329,748
Galena and Chicago:													
1858	85,320	74,181	103,912	141,324	157,954	210,728	157,285	122,351	161,949	141,653	103,813	87,082	1,547,561
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,924	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	89,705	166,541	219,528	252,108	142,658	94,880	1,462,752
1861	97,256	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,206	172,700	122,309	1,720,396
1862	106,979	105,423	74,346	90,180	138,194	215,708	190,456	121,199	188,370	208,575	159,530	143,498	1,762,458
Hudson River:													
1858	176,573	163,837	179,423	112,614	128,132	95,219	114,731	139,439	140,872	140,783	137,094	197,981	1,726,748
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,043	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	196,951	169,549	220,370	2,078,922
1861	223,157	205,843	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	248,283	2,026,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	192,442	212,118	239,911	270,083	403,671	2,922,970
Illinois Central:													
1858	130,061	116,470	163,848	179,991	161,090	154,193	124,299	202,953	218,861	184,776	156,038	153,999	1,946,579
1859	132,936	134,311	154,699	153,644	144,854	149,592	139,102	181,612	246,829	245,392	250,742	192,522	2,126,066
1860	187,417	186,189	215,080	192,282	217,202	189,548	196,000	233,918	257,634	306,711	141,605	227,310	2,778,293
1861	319,634	370,268	226,966	192,054	199,488	173,941	189,279	268,982	289,862	284,020	243,248	193,767	2,965,768
1862	172,187	150,809	161,801	183,484	192,077	240,566	249,929	334,945	400,436	385,857	369,718	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	60,624	50,780	35,426	52,570	89,847	147,192	95,816	50,826	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,455	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	57,920	56,353	125,999	112,000	119,000	125,576	138,152	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	96,990	44,805	799,841
1861	54,246	44,027	43,687	49,102	112,266	141,771	107,117	99,463	134,726	177,879	139,184	67,590	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	164,369	122,272	62,957	1,163,848
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	251,265	189,077	2,189,077
1862	163,162	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,649,169
Michigan Central:													
1858	122,380	107,502	165,936	223,010	185,727	170,847	143,872	176,061	224,574	209,868	176,298	130,108	2,016,183
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	309,474	196,182	129,022	2,035,142
1861	142,334	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,846	309,393	242,089	200,154	2,121,344
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,953	322,369	307,475	298,633	2,650 701
New York Central:													
1858	430,376	390,431	537,858	668,425	510,197	432,195	458,664	538,048	653,373	653,661	600,920	510,425	6,384,573
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	745,599	709,671	687,792	526,398	6,362,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	421,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,980	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	962,185	------	------
New York and Harlem:													
1858	79,124	76,611	93,148	86,000	77,669	82,529	88,582	94,406	81,135	87,349	83,221	93,188	1,022,962
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,199	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,923	96,839	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,858
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,860	18,611	25,666	29,531	31,963	35,494	28,958	29,466	302,250
1862	22,009	18,864	24,250	26,748	27,098	30,422	32,425	38,426	40,319	40,987	35,920	------	------
Philadelphia and Reading:													
1858	103,192	116,687	168,102	203,965	210,784	207,573	257,455	247,069	254,740	269,464	242,052	224,876	2,522,259
1859	146,722	155,327	188,602	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,385
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,206	252,154	260,917	270,051	289,987	265,358	294,456	270,209	291,763	278,219	2,905,929
1862	192,216	217,181	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,080	397,525	401,299	364,031	365,897	3,743,224
Toledo and Wabash:													
1858	45,780	34,743	59,107	91,556	56,531	46,933	76,710	112,024	104,119	95,915	61,981	41,726	827,125
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,839	46,340	787,135
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,886	124,381	103,408	124,598	77,663	50,848	926,908
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,086	92,574	1,172,102
1862	82,235	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,548	109,915	1,373,633

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P.& Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1938	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850	700,000	6	Jan. & July.	"	1880	107
" " " 1855	1,128,500	6	Jan. & July.	"	1875	107½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	106½
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	380,000	7	May & Nov.	" "		86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'70	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	105½
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	103½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (less'd $337,000)	2,500,000	6	"	New York.	1870	108
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	103
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	103
2d Mortgage	800,000	7	June & Dec.	New York.	1865	81
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	17
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	104½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	127
" " " inconvertible	2,690,000	8	" "	" "	1883	127
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	117½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	119
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		112
1st Mortgage (general)	3,600,000	7	" "	" "		72½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "		98
2d Mortgage	2,000,000	6	" "	" "		44½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		94
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	112½
2d Mortgage	950,000	7	May & Nov.	" "	1880	96
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.		103½
2d Mortgage	499,200	7				
3d Mortgage	362,800	8				
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	104
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	7	" "	" "		80
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	113
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	93½
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	105
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	800,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	120
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	115
2d Mortgage	2,516,500		March & Sept.	" "	1881	120
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'63	114
1st Mortgage (Extended)	22,000	7	" "	" "	1882	120
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	115
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	88
Land Security	5,000,000	7	April & Oct.	" "	1881	65
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				---
Mortgage	125,000	7			1866	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	120
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	122
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	115
Convertible	1,002,000	7	" "	" "	1867	109
Illinois Central:						
Optional Right bonds	38,000	7	Jan. & July.	New York.	1868	----
Construction	10,798,500	7	April & Oct.	London.	1875	----
Construction	4,115,000	6	" "	New York.	1875	124½
Eight per cent. bonds	328,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			---
Income	281,500	---				---
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	85
2d Mortgage	400,000	7	" "	" "		85
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsbburg and Cleveland:						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town).	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				----
1st Mortgage	280.000	7				----
2d Mortgage (convertible)	1,000,000	7				----
3d Mortgage	600,000	7				----
Guaranteed by Covington	200,000	6				----
Cincinnati (exchanged)	100,000	6				----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				----
City of Keokuk, (special tax)	150,000	10†				----
Lee County, 20 years	150,000	8				----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				----
City of Keokuk	200,000	8				----
Henry and Louisa Company's	50,000	8				----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	116
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	31
2d Land Grant (Western Div.)	353,600	†	" "	"	------	31
3d Mortgage (whole road)	1,700,000	†				----
Farm Mortgage	1,087,700	†				----
Unsecured Bonds	1,785,000	†				----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6				----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7				----
Louisville and Frankfort:						
Louisville Loan	174,000	---				----
1st Mortgage	248,000	---				----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6				---
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6½				----
Mortgage	24,000	7				----
Mortgage	10,000	6				----
Marietta and Cincinnati:						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				---
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" " "	1882	127
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	904,000	7	Feb. & Aug.	" "	1861	103
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	107
Detroit and Toledo	684,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	111¾
2d General Mortgage	2,572,000	7	" "	" "	1877	103
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				----
Milwaukee and Chicago:						
1st Mortgage	400,000	8				----
2d Mortgage	200,000	7				----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				----
2d Mortgage	600,000	8				----
Milwaukee and Prairie du Chien						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	111
1st Preferred stock	1,051,000	8				103
2d Preferred stock	1,014,000	7				90
Mississippi Central:						
1st Mortgage	1,007,363	7				----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				----
2d Mortgage (S. F.)	400,000	8				----
Oskaloosa Division	1,425,000	7				----
Land Grant	7,000,000	7				100
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				---
Tennessee State Loan	674,860	6				----
Alabama State Loan	389,410	6				----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				----
Montgomery and West Point:						
Alabama State Loan	122,622	---				----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	103
Muscogee:						
1st Mortgage	249,000	7				----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				----
Chat. and Clev. Subsc. (endors.)	231,000	---				----
***New Albany and Salem:**						
Crawfordsville	175,000	7				----
1st Mortgage	500,000	10				----
1st Mortgage	2,235,000	6				----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-annually	New York.	var.	102½
New London Northern:						
1st Mortgage	85,000	7	------	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	114½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	114½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	114½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds	252,975	6	" "	" "	1883	----
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	105
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	123½
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	107
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	125
3d Mortgage	6,000,000	7	" "	" "	1883	120
4th Mortgage	4,900,000	7	April & Oct.	" "	1880	112
5th Mortgage	1,792,500	7	June & Dec.	" "	1888	106
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	117
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	107½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	104
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Real Estate	25,910					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	102
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	105
2d Mortgage	3,077,000	7†	" "	" "	1861	16
North Missouri:						
State Loan (30 years)	4,350,000	6				87
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91½
Chattel Mortgage	360,000	10	" "	"	1887	110½
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct	Boston.	'64-'74	----
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6				87
State Loan (S. W. Branch)	1,268,000	6				----
Construction	3,235,000	6				----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July	Philadelphia.	1880	118
2d Mortgage	2,421,000	6	April & Oct.	"	1875	116
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	101¾
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,500	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	----
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1890	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	105⅝
" 1861, "	436.000	6	Jan. & July	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	111
" 1844, (convertible)	863,000	6	" "	"	1880	111
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	106½
" 1856, "	1,475,000	7	" "	"	1886	106½
Bonds and Mortg'a—real estate	592,200					
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300.000	6	Jan. & July.	Philadelphia.	1884	122½
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000					----
Alleghany Co. "	750,000					----
Connellsville "	100,000					----
Mc'Keesport "	100,000					----
Baltimore City "	94,000				18-6	----
Baltimore City Stock	906,000				1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Real Estate Bonds	100,000				'68-'83	----
P ttsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1912	117½
2d Mortgage	5,160,000	7	" "	" "	1912	104
3d Mortgage	2,000,000	7	" "	" "	1912	84
Bridge Bonds, O. & P. R. R. Co.	188.000	7	May & Nov.	" "	1876	----
Chicago Depot Bonds	337,173	6	" "	" "	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		----
1st Mortgage (West'rn Division)	757,000	8		" "		----
Raleigh and Gaston:						
Coupon	100,000				1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	150,000				1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	65
2d Mortgage	937,500	7	" "	"	1863	7¼
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	" "	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	124,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000					----
South-Western (Ga.):						
1st Mortgage	631,000				1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					----
2d Mortgage	450,000					----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000					60
St. Louis City Subscription	500,000					----
St. Louis County Subscription	1,000,000					----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	108
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	109
" " (series B)	1,100,000	7	April & Oct.	"	1894	109
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	95
" " " (series D)	1,400,000	7	May & Nov.	"	1894	95
" " Income (series E)	1,700,000	7	" "	"	1894	54
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	110
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	110
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	92
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	92
Interest Bonds	111,995	7				91
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	31
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	3
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58-'61	293,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7			1880	87½
2d Mortgage	25,000	7			1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	111
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,565	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,862	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,778	21,000	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	220,251	104,594	....	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	342,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	.....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,560	211,575	4,443,584	122.4	229,088	300,412	97,999	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11¼	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	.....
21 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,840	808,060	301,979	.....	122⅝
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	81
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	.....	.....	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.6	.....	22,308	7,915	6¼	.....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	.....	1,597,385	86.7	.....	418,036	285,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,345	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,858	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	60	30	763	Chicago, Alton and St. Louis	10,000,000	.....	.....	5,500,000	4,500,000	.....	10,000,000	220.0	.....	1,096,465	452,693	4	65
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	.....	12,176,115	168.0	1,067,025	1,561,227	679,772	.....	118¼
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	18
1 Apr. '62	242.0	—	29.0	36	23	647		Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,670	11,817,527	213.0	.....	849,719	414,828	—	.....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	.....	7,545,220	228.4	765,949	1,054,704	415,971	3	91⅞
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	.....	10,502,318	261.3	1,123,454	1,720,396	811,185	5	92¼
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,160,903	—	95
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '61	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '61	218.0	—	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	.....	10,400,000	218.0	.....	1,117,693	568,020	—	38
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	133,000	—	.....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	50
31 Dec. '61	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,546	84.0	.....	331,813	165,939	—	57
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,687,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	.....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,239	46,771	—	.....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,653	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	.....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	624,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	85
— — '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	....	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	108,944	43,267	—	.....
30 Jun. '61	65.1	—	....	—				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	.....	1,649,551	65.1	244,773	245,911	98,679	4	50
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,603	716,478	371,122	—	66
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
— — —	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
— — —	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,326	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555,434	—	.....
31 Aug. '60	58.7	—	....	136.3	...	...	.....	*Vicsburgh, Shreveport & Texas*	1,862,691	*	—	1,283,015	248,969	108,434	1,710,818	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,330	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	323,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,478	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	115
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	89
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	89½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	600,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	115
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,389	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	135
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	.....	.....	61.8	.....	588,871	272,429	8	136
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	187
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	112
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,585,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	107
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	124
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H.&N'h	.....	.....	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	608,563	27.7	.....	204,374	48,542	8	135
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	81½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	183,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	134
30 Nov. '61	18.6	—	0.7	—	1	-2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	.....	44.4	.....	36,538	19,060	6	111
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	89,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,306	226,900	270	.....	ope	r. by B.	and L'll	.....	.....	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	6
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	0.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	.....	.....	.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	28
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	162½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	75
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,089	3	95½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	60
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	—	.....	.....	.....	.....	.....	—	—
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	—	.....	.....	.....	.....	.....	—	—
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	—	.....	.....	.....	.....	.....	—	—
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,286,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,003,000	402,193	19,550,960	189.0	417,857	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,183,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	20
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,781	63.6	.....	327,741	125,159	—	25½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	65
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	128
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	.....	—	.....
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	39,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	83,300	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	122½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	89.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	74½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	202,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,503	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,300	7,166,000	.....	12,171,200	124.2	.....	2,068,989	913,829	12	155
31 Dec. '61	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic (Pref.)	1,833,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	70,076	—	14½
31 Dec. '61	64.0	—	43.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	155
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,527,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '61	33.8	—	.....	—	.....	.....	.....	New Jersey	3,609,089	400,378	1,249,621	4,397820	688,000	—	5,628,931	33.8	.....	992,767	579,981	10	145
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,929	*	—	156,850	200,000	70,786	427,636	21.2	.....	89,904	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	98
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	—	23,076	780,946	—	—	34,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,259	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,450	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	276,486	—	—
30 Sep. '61	68.3	—	14.5	—	25	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,189	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,768	1,989,013	566,461	—	92½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,528	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	27
30 Sep. '62	297.8	268.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,53	—	41,866,835	654.9	5,368,772	9,256,825	3,749,077	6	119½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,610	1,979,108	—	72
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,584	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,263	—	32½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,457	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	656,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,625	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	62,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	296,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	57½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	82,755	—	811,560	—	—	811,560	37.81	33,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	----	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	98.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	81
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	---	---	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	---	---	----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	—	—	---	---	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,889,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '61	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	.....	404,533	168,653	—	—
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	17
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,818,784	198.3	.....	646,205	329,714	7½	125
31 Dec. '60	30.0	—	.....	69.1	...	...	.....	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	.....	.....	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	.....	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,508	4,746,200	510,000	—	5,917,359	141.2	707,160	1,263,253	704,819	10	165
31 Dec. '61	67.0	—	.....	18.0	12	6	285	Cleveland and Mahoning	2,565,666	277,752	301,487	1,167,474	1,712,000	289,675	3,341,020	67.0	246,620	375,791	233,174	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,080	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.0	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	70½
31 May '62	109.2	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	90
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,951	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	—
-- -- '59	36.0	—	.....	84.0	...	...	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,836	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	442,002	2,981,267	1,400,000	—	4,900,780	138.0	814,908	1,336,991	632,114	8	130
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	137.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	126.0	.....	.....	.....	—	—
30 Jun. '62	158.9	52.0	.....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '61	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,279	*	—	348,770	1,375,350	105,510	2,603,120	125.0	215,280	171,712	37 610	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	...	...	.....	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,360	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	51
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	—
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,589	10	70
31 Dec. '61	68.5	—	3.5	—	22	14	300	Catawissa	3,079,000	305,000	—	3,350,000	34,000	59,359	3,472,746	146.0	289,137	219,548	22,490	—	7
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,389,680	—	136
30 Nov. '61	35.8	—	2.8	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	.....	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	40
30 Sep. '61	18.6	—	4.0	—	---	---	----	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,841	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14½	61½
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	173,941	62,897	—	22
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	75½
30 Nov. '61	28.0	5.0	13.5	—	9	—	----	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R.R.Co.	—	45
31 Dec. '61	20.0	—	4.0	—	---	---	----	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	.....	.....	528,246	326,933	6	56½
31 Dec. '61	130.0	—	60.5	—	...	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367	—	3,248,600	—	—	3,248,600	130.0	293,692	619,043	335,671	11	58
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,167	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	292,124	—	11½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447 522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,559	423.0	4,413,036	7,300,001	2,646,938	6	66½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	235,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,965	110,387	7	58½
30 Nov. '61	147.4	4.0	61.0	—	146	65	6,678	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,920	12,411,600	—	25,998,483	151.4	1,795,927	2,905,838	1,412,906	—	45
30 Nov. '61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	399,200	250,000	—	1,249,200	28.0	oper. by	Cam. &	Amboy	8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6	69½
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	—
31 Dec. '61	467.5	—	68.7	—	194	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,062,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999,581	467.5	2,434,641	3,031,787	1,299,721	—	69
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	230,000	—	—	—	—	—	—	—	—
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*	—	576,050	—	—	573,616	24.5	oper. by	Ph. & R	eading.	5	—
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822,117	5,435	1,327 562	—	—	105,568	55,143	—	—
30 Sep. '61	148.0	—	8 5	283.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	238,925	341,582	149 082	—	39
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77 999	—	367,300	396,500	65,726	—	29.6	68,543	101,499	64,270	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	—
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	—	62.0	240,443	331,522	105,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4.7, 17	8,500	—	—	13.6	—	26,454	6,914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.0	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,586	6	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	—	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,852	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	53,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,387	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,486	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	39.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	312,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
31 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1860	—	—	—	—	—	—	—	Nashville and North western	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,536	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	756 0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.3	8	8	185	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,230,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
1 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	—
1 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	—
1 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,589	127,727	—	—
1 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	148
1 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45 930	8,522	—	—
1 Aug. '60	84.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.2	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	186,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,166	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	3
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,520	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	—	—	835,750	204,808	26,353	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	684,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '58	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,926,800	2,467,000	58,549	8,036,604	234.4	—	1,108,354	436,039	—	40
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May, '61	104.0	—	—	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	63,438	—	—
— — '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '62	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (4 y)	11,533,000	*	—	11,750,000	188,000	—	11,938,000	161.0	—	235,420	55,495	—	—
— — '62	49.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	49.0	—	—	—	—	11
— — '62	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	224.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '62	229.0	128.0	—	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	29,120,440	—	26,104,725	357.0	—	1,221,145	585,895	1½	—
— — '62	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	—	—	—	—	—
31 Dec. '61	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.0	—	—	—	—	—
— — '61	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	—	—	—	—	—
— — '61	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,561	*	—	4,637,852	—	—	4,637,852	108 0	—	130,678	36,432	—	—
1 July,'61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,383	—	1,380,000	13,100	136,000	1,799,232	60.0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
1 Dec. '61	61.5	—	—	60.1	—	—	—	Nova Scotia	4,268,717	*	—	—	—	—	—	61.5	—	120,918	26,803	—	—
								NEW GRANADA.													
Dec. '62	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	—	1,743,294	1,013,444	12	176

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 28.

	Th 22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
State Stocks:—						
California 7s 130	.....	130	130	131	130½
Illinois War Loan ... 106	105	105	104½	.....	.....
Indiana War Loan ... 100	.....	99	.....	.....	.....
Kentucky 6s	.....	100	.....	.....	.....
Louisiana 6s	.....	.....	.....	.....	.....
Maryland 6s	.....	.....	.....	.....	.....
Michigan 6s, 1878	.....	105	.....	.....	.....
Minnesota 8s	.....	.....	.....	.....	.....
Missouri 6s 68½	67	67½	66½	66½	65
Do. iss. to H. & St. J. R. 86	.....	86	.....	88½	88
New York 5s, 1874	.....	.....	.....	.....	.....
North Carolina 6s... 75	74	.....	.....	75	75
Ohio 6s, 1881	.....	.....	118	118	.....
Tennessee 6s, 1890... 61½	62	63½	63½	63½	60½
Virginia 6s 68	69	70	70	.....	71½
Railroad Shares:—						
Buffalo & State Line	.....	.....	.....	.....	.....
Chicago & Alton 65	.....	.....	.....	.....	.....
" " pref. 87	.....	.....	.....	.....	.....
Chicago, Burl. & Q. ..109½	108	111½	110	110	108½
Chicago & Rock Isl.. 94½	93	95½	93	93	91½
Clev., Col. and Cin. ...165½	.....	165	.....	.....	165
Clev. and Pittsburg.. 73	69½	72½	69½	72½	70½
Clev. and Toledo 93½	90½	94½	92½	93	90
Del., Lack. & West. 136	.....	.....	.....	.....	.....
Galena and Chicago.. 95	93	96½	93½	94½	92½
Hudson River 98	95½	95½x	94	95	92½
Illinois Centr. (scrip) 96	92x	97½	95	95	93
Michigan Central.... 99	98	98½	97	97½	95½
M. S. and N. I. 65	61½	65	61	63	60
M. S. & N. I. guar'd. 105½	103	105½	105	106	105
Mil. and P. du Chien 47½	45	46	43½	43½	40
M. & P. du C. 1st pref.	.....	.....	.....	.....	.....
M. & P. du C. 2d pref.	90	.....	.....	.....	.....
New York Central... 122	119½	121	120	122½	119½
Erie 85½	79	79½	77	76½	72
Erie pref. 108	104	106½	104½	106½	105
Norwich & Worcest'r 85	83	82½	.....	.....	81
N. York & Harlem .. 49	37½	40	36	36½	33½
N. Y. & H. "pref." . 79	76	77	71	73½	69
Panama 185½	185	185	185	185	186
Phila. and Reading... 94	92	92	90½	90½	90
Pitts. Ft. W. & Chicago 76	72	75	71	71	69
St. L., Alton & T. H.. 41½	40	41	41½	40	38
" " " pref. 70	65	71	70	70½	66½
Toledo & Wabash	54	.....	51	51	.....
" " Pref.	.....	.....	.....	.....	.....
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M. 103	.....	103	.....	109	108
Chic. & N. W. 1st M.. 73½	72	72½	73	73½	72½
" " 2d M. 44	43	44	44	44	44½
" " S. F.	.....	.....	.....	.....	112
" " A. B.	.....	.....	.....	.....	.....
" " L. B.	.....	.....	.....	.....	98
" "Ap. Ext'n	.....	.....	.....	.....	.....
" "G. B. Ext.	.....	.....	.....	.....	.....
Clev. & Pitts., 1 M.	.....	.....	104	.....	.....
" 2 M.	.....	.....	.....	.....	.....
" 3 M.	.....	.....	.....	.....	.....
" 4 M. .. 83	.....	83	83	.....	80
Cl. & Tol. S. F. 7 p. c..115	115	115	.....	.....	113
Chi., Bur. & Q. 8 p. c. 126	126	.....	.....	.....	127
Chi. & R. I. 1st M. '70.	.....	118	.....	119	.....
D. L. & W. 1 M. 8p. '71-5. 120	.....	.....	.....	.....	.....
" 2M. 8p. c. '81	118	.....	.....	.....	120
Gal. & Ch. 1M. 7p. c. '63.	.....	.....	.....	.....	.....
" 2M. 7p. c. '75.	.....	.....	.....	.....	.....
" 1 M. Ex. '82	.....	.....	.....	.....	.....
Haun. & St. J. bonds.....	63	65	64½	65	65
Hude. R. 1 M. 7p. c. '69.....	.....	.....	.....	.....	.....
" 2M. S. F.	.....	.....	120	122	.....
" 3 M. 7p. c. '75	115	.....	.....	.....	.....
" conv. bonds	.....	.....	108½	109	.....
Illinois Central bonds 123½	124½	123	125	123½	124½
La Crosse & Mil. L. G.	.....	.....	.....	.....	.....
Mil. & P. du C. 1st M.....	.....	.....	.....	.....	.....
Mich. Cen. S. F. 8 p. c. '82	127	128	128	128½	127
" conv. 8 p. c. '69	121	.....	.....	.....	.....
M. S. & N. I. 1 M. S. F. .113½	113	112½	113	113½	113½
" " 2 M. 104	103	103½	104	104	103
N. J. Central 1st M.....	.....	.....	.....	.....	.....
" " 2d M.....	.....	.....	.....	.....	.....
N. Y. C. 6p. c. certif. '83.....	.....	.....	.....	108½	.....
" 1 M. 7 p. c. '64.....	.....	.....	104	105	.....
" bonds 1876.....	125	.....	.....	.....	123½
N. Y. & E. 1 M. 7 p. c. '67	.....	.....	.....	.....	.....
" 2M. 7 p. c. '79	124½x	.....	125	.....	.....
" 3M. 7 p. c. '83 119	120	.....	.....	.....	120
" 4M. 7 p. c. '80	.....	111	.....	.....	112
" 5M. 7 p. c. '88	107	107½	.....	107	106½
N. Y. & H. 1 M. 7 p. c. '75 117	.....	.....	117	.....	.....
" 2 M. 7 p. c. '64	.....	.....	.....	.....	.....
" 3 M. 7 p. c. '67	.....	.....	.....	.....	.....
Pitts., Ft. W. & Ch. 1 M. 115	113	117½	117½	117	117½
" " " 2d M. 105½	104½	105½	105	104½	104
" " " 3d M. 89	87	87½	86	87	84
Chicago & Alton, 1 M.	.....	117½	.....	.....	.....
St. L., Alt. & T. H. 1 M. 108	108	109	.....	109	.....
" " 2 M. pref. 93½	93	95½	96	.....	95
" " Inc. b'ds. 83½	82½	85	87	88	84
Toledo & Wab. 1 M.... 110	109½	.....	110	109½	110
" " 2 M.. 92½	.....	92½	91	90½	92
" " Int. b'ds. 95	.....	.....	.....	.....	91
Miscellaneous:—						
Del. & Hud. Canal... 132	130	130	129	130	130
Penn'a Coal Co. 129	129	129½	.....	129½	129
Pacific Mail S. S. Co.. 178	174	178	172½	175	170

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 28.

	Th. 22.	F. 23	Sat. 24.	M. 26.	Tu. 27.	W. 28.
Federal Stocks:—						
U. S. 6s, 1871, coup.	.....	.....	.....	87	.....	.....
U. S. 5s, 1874, reg.	.....	.....	.....	.....	.....	.....
U. S. 6s, 1874, coup. ... 87	.....	.....	87	87½	87½	.....
U. S. 5s, 1865	.....	.....	.....	.....	.....	.....
U. S. 6s, 1881, reg. 95½	95½	96	96	94	93
U. S. 6s, 1881, cou. 96	96½	96	95½	94½	94½
U. S. 6s, '81, O. W. L. y.	.....	.....	.....	.....	.....
U. S. 6s, 1881, " ly.	.....	.....	.....	.....	.....
U. S. 6s, 1867, coup.	.....	.....	.....	.....	.....
U. S. 6s, 1867, reg.	.....	.....	95½	.....	.....
U. S. 6s, 1868, " 93	95	.....	.....	.....	96
U. S. 6s, 1868, coup.	.....	.....	.....	.....	.....
U. S. 6s, 1 year certif.. 96	96	95½	95½	95½	95½
U. S. 6s, 5-20s, coupon	.....	.....	.....	.....	.....
Treasury 7 3-10 Notes 102	102	102	102	102½	102½
U. S. Demand Notes 145	144½	145½	146	148½	148½
American Gold 148½	148	150	151½	154½	154

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 28.

	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28.
Boston and Lowell.....	.....	.....	.....	.....	115	.....
Boston and Maine 134	135	135	135	135.	135
Boston and Providence	.....	.....	.....	.....	.....	.....
Boston and Worcest ... 137	.....	.....	137	137	.....
Connecticut River 111	.....	.....	112	.....	112
Eastern, Mass. 107½	108	107½	107½	107½	107
Eastern, N. H.	108	.....	.....	.....	.....
Fitchburg 120½	121	121½	.....	124½	124
Manchester & Lawr'ce.....	121	121	120	.....	122½
Michigan Central 100	99	99½	97	.....	.....
Northern, N. H. 74½	74½	74½	.....	74½	74½
Old Colony and Fall R.	135	.....	134	.....	.....
Ph., Wil. & Baltimore . 62½	65	66½	69½	69½	69½
Portl'd, Saco & Ports.	115	.....	.....	.....	115
Vermont & Canada	.....	.....	.....	148	.....
Vermont & Mass. 25	25½	25½	27½	27	28
Western 158	162	160	162	161½	162½
Cambridge (Horse)	124	123½	124	124	125
Metropolitan "	.....	69½	69½	69½	69½
Middlesex "	112½	112½	112½	112½	112
Central Copper Co. 37	37½	38	39	.....	.....
Franklin Copper Co.... 55½	55½	55½	57½	57	57½
Isle Royale " .. 22½	23	23	23½	24	24
National " .. 23	.....	23½	25	25½	.....
Minnesota "	.....	84	85	85½	86
Pewabic " .. 55½	56	58½	58	57	57½
Pittsburg " .. 88	.....	88½	.....	.....	85
Quincy "	76	76	75½	75	75½
Rockland " .. 18½	19	19½	26½	27½	26½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 27.

	W. 21.	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.
Beaver Meadow 68	68½	68½	.....	70	70
Cattawissa 7½	8½	7½	7½	6½	7
" preferred ... 24½	25½	24½	24½	22½	22½
Camden & Amboy 155	155	.....	.....	.....	155
" " 6s, '67.....	108½	.....	.....	.....	.....
" " 6s, '70.....	.....	106½	.....	.....	108
" " 6s, '75.....	.....	.....	.....	.....	.....
" " 6s, '83. 106½	.....	.....	.....	107½	107½
" " 6s, '89.....	.....	.....	.....	.....	105½
Elmira & W'msport..... 37½	.....	.....	.....	40½	40
" " pref. 46½	48½	51	51	50½	.....
" " 7s...108	.....	.....	.....	.....	111
" " 10s.....	.....	.....	.....	70	.....
Harrisburg 61	.....	.....	61½	.....	.....
Lehigh Navigation 59	60	59½	.....	.....	59½
" " 6s	115	.....	.....	116	.....
" " scrip.....	34½	.....	.....	.....	34
Lehigh Valley R. R.... 74	.....	.....	.....	.....	75½
" " scrip.....	.....	.....	.....	.....	.....
" " 6s.....	115	.....	.....	116	116
Little Schuylkill R. R.. 43½	44½	44½	45½	45	45
" " 7s.....	110	.....	.....	.....	110½
Long Island	.....	.....	27	27	.....
" " 6s.....	.....	.....	.....	.....	.....
Minehill 56	56	.....	54	53½	53
North Pennsylvania 11½	.....	11	11	11	11½
" " 6s.. 91½	91½	.....	.....	.....	.....
" " 10s.....	110½	.....	.....	.....	.....
Pennsylvania R. R. 65½	65	65½	65½	66	66½
" 1st m.....	.....	116½	116½	116½	118
" 2d m.....	112	112½	.....	112½	113
Penn. State, 5s..... 102½	.....	100	100	101	101½
" " 5s, coupon.....	.....	.....	.....	.....	.....
" " 6s, "	.....	.....	.....	.....	.....
Philadelphia City, 6s ..108	108	108	108½	108	108½
" " new..113	113	113½	114	113½	111½
Philad., Germ. & Nor.. 58	58½	58	.....	58½	58½
Phila. & Reading 45½	46½	45½	46½	45½	45½
" " 6s, '86.....	105	.....	105½	.....	106½
" " 6s, '70.....	.....	.....	.....	.....	.....
Philadelphia & Erie, 6s..107	.....	.....	.....	.....	.....
Philad. & Sunbury, 7s.....	.....	.....	.....	110½	.....
Sunbury and Erie, 7s.....	.....	.....	.....	.....	.....
Arch street, (Horse).....	.....	.....	27½	27½	27½
Chestnut & Wal. "	53½	55	55	55	.....
Girard College, "	.....	26½	23½	26½	26½
Green & Coates, "	40½	40½	40½	40½	40½
Race and Vine, "	.....	10	.....	.....	11
2d and 3d streets, "	.....	77½	77½	.....	78
Spruce & Pine, "	16	.....	16½	16½	.....
13th & 15th sts., "	26½	.....	.....	26	26½
West Philad., "	.....	.....	55	.....	.....	.....
10th & 11th sts. "	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 26.

	Tu. 20.	W. 21.	Th. 22.	F. 23.	Sat. 24.	M. 26.
Baltimore City 6s, 1875.....	115	.....	115½	115	115	115½
" " 1886.....	.....	.....	.....	.....	.....	.....
" " 1870.....	.....	.....	.....	.....	.....	.....
" " 1890.....	115	115	116	116	115	115½
Balt. and Ohio..... 86½	86½	87½	88	88½	89
" " b'ds, '62.....	.....	.....	87	.....	.....	.....
" " " '67.....	.....	.....	106½	.....	.....	.....
" " " '75.....	.....	.....	.....	107	107½
" " " '80.....	.....	.....	.....	.....	107
" " " '85.....	105½	105	105	105	.....
Northern Central..... 38	.....	39½	.....	.....	39½
" " b'ds, '85. 102	101½	.....	102	.....	102
" " " '95.....	.....	.....	.....	.....	.....
Washington Branch	.....	.....	.....	.....	.....

American Railroad Journal.

Saturday, January 31, 1863.

Stock Exchange and Money Market.

The advance of gold to 154 on Wednesday and of exchange to 171, has given great anxiety to reflecting people. We are daily asked the question, "how high is gold going to rise?" We confess we see nothing to stop it getting up to 200. It is a commodity in the hands of comparatively few holders, and it is very easy for them with or without combination, to demand for it whatever they please. We have seen flour and sugar and coffee, selling at enormous advances from the same cause even in times of peace. Our product export, up to the last week was greater for the past year than our imports. The drain of gold must therefore be attributable to the sale of stocks, pressed upon our markets by foreign holders, and if so, this must have been attended with a heavy loss to them, if the proceeds were remitted in gold or exchange. The demand at this time cannot be explained in any other way, than it is caused by remittances for goods imported, to pay the interest on Government loans, or to hoard among ourselves under the apprehension of a violent depreciation of all other kinds of property. It is believed this last idea is more extensively carried out, than is generally supposed. It is asserted that some of our wealthiest citizens have sent abroad large amounts of gold to be invested in British funds, under the apprehension that the Union is about to be dissolved, and the public debt will finally have a practical repudiation from the very necessity of the case.

It is of no use to combat this opinion with those who entertain these fears, but we imagine from the latest expressions of opinion at the South, that the Union bids fair to out last this contest. The recent remarkable article from the Richmond *Examiner* which has been extensively republished in the North, supported by private intelligence that may be relied upon, is perfect demonstration to our minds that there as elsewhere, "exhausted nature can hold out no longer," and that though the leaders are still resolute and determined, the Southern people whom they have forced into the field are tired of the conflict, and will rejoice at the return of peace. There never at any previous time has been such strong concurrent testimony to this effect.

The apparent scarcity of gold, for it is not any longer to be seen in the ordinary transactions of business, seems to have upset one of the great maxims of financiers, viz., that where there is a demand, there will always be a supply. We see no such consequence in the present instance, although the importation of gold would give the

foreign merchant the opportunity of making a large profit on it, if he invested in our government stocks or New York State Stocks, or in houses or ands, or flour and innumerable other products which have not advanced to any extent under the effects of the Government issues. It is demonstrable that foreign investments in Government stocks which pay the interest in gold, can be bought with paper, so as to secure the enormous profit of this difference between paper and gold. So that demand does not bring supply as an infallible result. There never would be much scarcity of any thing if it did.

The financial measures about to be adopted by congress have not yet assumed that positive shape, which will justify conclusions as to their merits. The general tendency of them it is believed will be to limit the issue of Government money, and to absorb local currencies, particularly as the Subtreasury is to be exchanged for local Bank depositories, which will be sure to give their own circulation a preference so long as the redemption in specie is impracticable. How this will work, remains to be seen. It is yet to be learned what political influences will prevail in the selection of these institutions, if any selection is practicable under the bill, and if these prevail over other considerations, the Government will eventually be a large loser by misplaced confidence. If currency is to be the sole resort of the Government, and we see no other kind of money to be had in quantities enough to disburse even for three months expenses, we shall be in the same position then as now, with paper not so good as the Treasury notes.

The celebrated author of the Wealth of Nations, whose opinions resolutionised those of almost all other previous financial writers, laid it down as a rule, that the "whole paper money of every kind which can easily circulate in any country, never can exceed the value of the gold and silver of which it supplies the place, or which (the commerce being supposed the same) would circulate there if there were no paper money. So that if the recent statement of the *Evening Post* be true, that there are 800 millions of gold at this moment in the United States, it would be demonstrable that so far, according to Adam Smith, our currency was still of limited extent.

Mr. Adams the elder, a cotemporary for a time of Adam Smith who lived as late as 1790, enunciated nearly a corresponding idea, computing the amount of paper money which could be kept in circulation, at the sum it requires to carry on the whole amount of internal and external commerce of a country, and this he contended is easy of calculation.

Now then if we take these dicta together, we find that there is an exceptional difference in our case, which is very remarkable. If the gold according to Adam Smith will only sustain the same amount of paper as there is gold, how comes it that for so many long years our Bank currency has been equivalent to gold, when the former was often as 3 to 1.

And if as Mr. Adams asserts, the whole amount of interest and foreign commerce must be reckoned up to ascertain how much gold will regulate it, and so afford a sure basis for an equal amount of currency, then we have an element of greater power in our favor than any other nation in the world, and we can bear a larger amount of paper than any other. For it is absolutely certain and well known, that our domestic exchanges requiring the use of some kind of money, are hundreds of millions annually greater than our foreign exchanges. These imperial states of ours are or have been moving gigantic masses of commercial interests. The exchange of property and credits, the redemption of bank bills, the shifting of gold and the demands for domestic exchange throw our foreign custom house returns completely in the shade. So that on Mr. Adam's principle, our domestic exchanges founded on our billions of bushels of grain, and other cereals, the immense products of the Western stills, and provision markets, would of themselves warrant a large circulating medium, larger we imagine than has yet been created by the Government. Adam Smith maintained that money was not wealth, (he would be poor authority in Wall street just now) or that land was wealth, but that its true source was labor. And in this we agree with him. Labor has made this country what it is. We began without capital and if we should lose the greater part of it before this contest is over, labor would bring it back again, and with a power hitherto unfelt among us.

Our readers will find as usual a carefully corrected daily list of the movements in stocks, and our tables may be relied on as a sure index of the condition of the New York Market from time to time. There is a feeling of despondency among monied men, who are always the first to be alarmed at the approach of danger, while the great under lying strata of the middle classes act from circumstances and habit with far more coolness and philosophy.

The following quotations of sales are in addition to those given elsewhere in our columns:

New York.—Michigan War Loan, 106; Chicago and Northwestern shares, 18; Ohio 6s, 1870, 120; Illinois Canal registered bonds, 100; Miss. and Mo. L. G., 100; Cincinnati, Hamilton and Dayton, 125; Cumberland Coal pref., 24½; Canton Co., 30; Brooklyn City Water Loan, 119.

Boston.—Ogdensburg 1st mort., 105; do., 2d mort., 16; Vermont Central 1st mort., 31; do., 2d mort., 3; Rutland 1st mort., 65; do., 2d mort., 7¼; Boston, Concord and Montreal S. F. bonds, 100; Vt.. and Mass. 6s, 105; Ct. and Pass. Riv., 6s, 105; Mad River and Lake Erie R. R. bonds, 1875, 30½; Rutland and Washington 6s, 1875, 40; Nashua and Lowell shares, 135; Concord, 65; Concord and Portsmouth guar., 128; Pittsfield and North Adams guar., 111; Troy and Greenbush, 57¼; Worcester and Nashua, 75; South Shore, 6; Cheshire, (Old) 1; Mass. State 6s, 130; New Hampshire 6s, 1869, 111½; do., 1873, 115; Vermont 6s, 115¼; Chicago City 7s, 1872, 112; Boston City 5s, 1865, 126½; do., 1882, 125; Brooklyn 7s, 1865, 104¾; Malden and Melrose, horse, 13; Hancock Mining Co., 13¼; Huron, 10; Mesnard, 9; Phœnix, 3½; Pontiac, 4⅛; Toltec, 3⅝; Acton, 6½; Columbian, 3; Petherick, 8; Bohemian, 5¾; Superior, 10; Copper Falls, 9.

Philadelphia.—Philadelphia, Wilmington and Baltimore 6s, 122½; Belvidere Delaware 6s, endorsed, 100; Delaware R. R. bonds, guaranteed, 100½; Philadelphia and Reading 6s, 1849-'80, 109; Susq. Canal, 6; Union Canal bonds scrip, 23; Morris Canal, 56; do., pref., 135; Del. Div. 42; West Branch, 80; Sch. Nav., 5; do., pref., 14, do., 6s, 1870, 53; do., 1872, 99; do., 1882, 69½; Chesapeake and Del. 6s, 95½; Philadelphia and and Erie shares, 39; Camden and Atlantic, 8½; do., pref., 14¾; do., 1st mort., 100; North Penn. 6s, scrip, 83; Huntington and Broad Top, 22; do., bonds, 100; Ridge Avenue, 17; 5th and 6th streets, 55; 15th and 17th streets, 10¼.

Baltimore.—City 5s, 97; City Park stock, 113; Central Ohio income, 20; Western Md. bonds, 85; do., endorsed, 107; Maryland 5s, 99; North Western Va., 3d mort., 22.

Lancaster Locomotive Works.

Messrs. Muller, Wilkins & Co., No. 5½ Pine street, have for sale one of the most valuable pieces of property ever offered in this market, consisting of the well-known Locomotive Works at Lancaster, Pennsylvania. The buildings are of great size and strength, fronting on the Pennsylvania Railroad, and fully stocked with the requisite machinery for the construction of locomotive castings, and the manufacture of general work in iron. It is ready for immediate use. The Pacific Railway, which is now certain to be built, will require the aid of works like these, with such commanding positions and facilities for business. We understand the terms of sale will be easy. See advertisement.

Cotton on the Pacific.

The last arrivals from California bring the intelligence that the cultivation of cotton of a superior quality has been entirely successful in several counties in that State, and in Southern Utah 95,000 lbs. have been baled and prepared for market. In the Tulare Valley, great preparations are making by the farmers there to cultivate the Peruvian kind, and in St Mateo, the experiment has been so successful as to justify the opinion that the cultivation of this staple will be on a large scale the present year, throughout the State. Commissioner Newton of the Bureau of Agriculture has been applied to for the best kinds of seed to be sent immediately to California. This cotton production is likely to alter a good many opinions abroad, and to expedite the construction of the Pacific Railroad. Cotton six days from San Francisco may be able to compete with Cotton two weeks from New Orleans. The Legislature of California seems to think highly of the prospect, and has authorised the expenditure of $12,000 to promote the cultivation.

St. Louis, Alton and Terre Haute Railroad.

The earnings of this road for December, 1861 and 1862, were:

	1861.	1862.
Passengers	$20,523	$29,487
Freight, etc	55,162	106,129
Totals	$75,685	$135,616

The earnings and expenses for the years ending December 31, 1861 and 1862, have been as follows:

	1861.	1862.
Earnings	$762,997 45	$1,117,603 01
Expenses	533,493 12	549,583 17
Net earnings	$228,504 33	$568,019 84

The liabilities of the company are as follows:

First mortgage bonds	$2,200,000
Second mortgage, preferred	2,800,000
do. income	1,700,000
Preferred stock	1,700,000
Common "	2,000,000
Total cost of road	$10,400,000

Girard College Passenger Railroad.

The receipts and expenses of the Girard College Passenger Railway, (Philadelphia), for the years ending December 31, 1860, 1861, and 1862, have been as follows:

	1860.	1861.	1862.
Receipts	$74,294 86	$58,659 25	$64,286 97
Expenses	53,808 58	45,874 36	43,513 03
	$20,486 28	$12,784 89	$20,773 94
Dividends	20,000 00	10,000 00	20,000 00
	$486 28	$2,784 89	$873 94

Construction account		$156,041 23
Ridge Avenue and Manayunk Passenger Railway Co's Bonds, 7 per cent.		3,300 00
Due by sundries		513 28
Cash balance		10,919 43
		$170,773 94
Capital stock	$160,000 00	
Profit and loss	10,773 94	
		$170,773 94

RECAPITULATION.

Cash on hand	$10,919 43
Bonds (7 per cent.)	3,300 00
Due by sundries	513 28
	$14,732 71
For dividends	10,000 00
Surplus	$4,732 71

Vermont and Massachusetts Railroad.

The earnings and expenses of this road for the years ending November 30, 1861 and 1862, were as follows:

	1861.	1862.
Total income	$200,648 38	$216,064 86
" expenses	104,909 91	100,823 92
Net earnings	$95,738 57	$115,240 94
Interest	56,387 49	52,186 43
Surplus	$39,351 08	$63,054 51

The financial condition of the company on the 30th of November, 1862, was as follows:

Construction account		$3,516,910 61
Machine shop stock		7,700 00
Fuel		6,965 40
Sinking fund (six instalments		60,000 00
Cash, notes receivable, balances. Amount from other roads and mail contract		87,279 42
Amount of bonds bought cost		109,909 02
Running expense for year		100,823 92
Interest account of year		52,186 43
		$3,941,774 80
Capital stock		$2,214,225 15
Bonds		990,525 00
Bal. of road income to Nov. 30, 1861		520,959 79
Road income for year to Nov. 30, '62		216,064 86
		$3,941,774 80

The debt stands thus:

Bonds outstanding		$990,525 00
Amount of bonds in sinking funds	$95,200	
Amount of bonds bought and on hand	114,800	210,000 00
Total bonds		$780,525 00
Cash, notes receivable, due from other roads, &c.		87,279 42
Total debt		$693,245 58

A Street Railway in Quebec.

It is proposed to build a street railway up Mountain Hill, Quebec. This hill is about 200 feet high, and is almost perpendicular.

Chicago and North Western Railroad.

The following is a comparative statement of the earnings of this road for December, and for nine months from April 1, to Jan. 1, 1862:

For Dec.	1862.	1861.
Passenger	$31,003 77	$22,599 55
Freight	57,353 43	29,754 75
Express	887 50	844 28
Mail	1,695 83	1,695 83
Miscellaneous	50 00	140 81
Car mileage	.....	163 54
Total	$90,990 53	$55,198 76

For 9 mos. from April 1, to Jan. 1—	1862.	1861.
Passenger	$282,677 78	$243,522 12
Freight	531,250 84	424,196 83
Express	7,944 94	7,319 30
Mail	15,262 47	14,750 37
Miscellaneous	1,882 85	897 95
Car mileage	1,837 35	4,075 40
Total	$840,856 23	$694,761 97

STATEMENT OF INCOME ACCOUNT, JAN. 1, 1863.

Balance to credit of income account, as per report, to April 1, 1862		$562,615 35
By gross earnings, from April 1, 1862, to Jan. 1, 1863:		
From passengers	$282,677 78	
From freight	531,250 84	
From express	7,944 94	
From mail	15,262 47	
From miscellaneous	1,882 85	
From car mileage	1,837 35	
	$840,856 23	
Operating expenses	$403,877 04	
Interest on Flag Trust Bonds, due July 1, 1862	9,800 00	
Interest on pref., first mortgage bonds, due Aug. 1, '62	43,750 00	
Interest on Appleton ext., bonds, due Aug. 1, 1862	6,440 00	
Interest on funded coupon bonds, due Nov. 1, 1862	26,460 00	
Interest on debt	6,181 07	
Exchange	601 04	
Insurance	2,694 87	
Taxes	1,062 23	
Bellv. accident	890 50	
Expenses of Directors	137 33	
Expenses of New York office	4,430 39	
U. S. Government (tax on pass'ng'r earnings)	3,641 97	
Barstow's cavalry accident	3,492 27	
	$513,456 76	
Leaving surplus of earnings over operating expenses, and amount paid for interest on bonds, exchange, &c., from April 1, 1862, to Jan. 1, 1863		$327,397 47
Leaving balance to credit of income account, being excess of earnings over operating expenses, and amount paid for interest on bonds, exchange, &c., from June 1, 1859, to Jan. 1, 1863		890,012 82

Interest and Dividends.

The Cleveland, Columbus, and Cincinnati Railroad Company have declared a semi-annual dividend of 5 per cent, and an extra one of 5 per cent, both free of Government tax, payable on February 2.

The St. Louis Alton and Terre Haute Railroad Company will pay, in anticipation, the coupons of the Second Mortgage Preferred Bonds (Class D) and the Second Mortgage Income Bonds, maturing on May 1 next, on and after Feb. 1, at the Bank of North America, less the interest at 6 per cent from the time of payment to the said 1st of May.

The Hartford and New Haven Railroad has declared a semi-annual dividend of three dollars per share, free of government tax, payable Feb. 2.

The Morris Canal and Banking Company have declared from the earnings of the canal a semi-annual dividend of 5 per cent upon the amount of the preferred stock.

The Morris and Essex Railroad Company have declared a semi-annual dividend of 3½ per cent, exclusive of Government tax.

The Erie Railway Company have declared a dividend of five per cent, free of Government tax, on the Preferred Capital Stock out of the earnings of the year, ending 31st December, 1862, payable at the Treasurer's Office, Erie-place, on the 17th day of February next. The transfer books of the preferred stock will close at 2 o'clock on Monday the 2d, and open on 17th of February.

The New York and New Haven Railroad Company has declared a dividend of $3 per share, free from Government tax, payable Feb. 2d. The transfer books close on the 24th inst. till February 2d, inclusive.

The Milwaukee and Prairie du Chien Road has declared a dividend of 8 per cent on the First Preferred Stock, and 7 per cent on the Second Preferred Stock, both payable 1st Feb.

The Galena and Chicago Railroad Company gives notice that the time for extending its first mortgage bonds is limited to the first of April next.

The Philadelphia and Trenton Railroad Company have declared a semi-annual dividend of five per cent., payable on demand clear of all taxes.

The Lykens Valley Railroad and Coal Company have declared a semi-annual dividend of 5 per cent., clear of taxes, payable on and after the 2d of February next.

The Lykens Valley Coal Company have declared a dividend of 3½ per cent., clear of taxes, payable on and after the 2d of February next.

A semi-annual dividend of 5 per cent has been declared by the Bloomfield Railroad Company, exclusive of the Government tax.

A dividend of 4 per cent, less the Government tax, has been made by the Peoria and Bureau Valley Road, payable Feb. 10, at No. 13 William street.

The coupons due February 1, 1863, on the second mortgage bonds of the Huntingdon and Broad Top Mountain Railroad Company, will be paid on presentation at their office.

The Treasurer of Maryland gives notice to holders of Maryland State stocks that are at present due or overdue, that the same will be redeemed at the Treasury office, in Annapolis, on the 2d day of March next; and that after that date no interest will be allowed on overdue stocks.

Maine Banks.

From the Report of the Bank Commissioner we learn that there are sixty-nine banks in operation in Maine, with an aggregate capital of $7,983,000, with a circulation of $5,965,943, being $1,890,510 over the circulation of 1861. There has been an increase of a trifle over a million and a half in deposits. The loans amount to $12,829,517, being a slight increase from last year; but deducting $1,740,000 from this amount, composed of public securities, and there is shown a large reduction in individual indebtedness. A large increase of paper is overdue. Last year it was $776,115 37; now it is $1,109,860 61, being an increase of $333,745 24. The losses are estimated on this as $135,235 50. The act legalizing conditionally the suspension of specie payments expired on the 10th inst. During the year the specie in their vaults has only decreased some $40,000. The amount of specie on hand is $682,891 67. There are fifteen savings banks in the State, in fourteen of which the aggregate of deposits for last year is $1,876,165 18, being an increase of $255,894 92 over the previous year.

Hudson River Railroad--A Dividend!

The traveling public, or that portion of it that use the Hudson River Railroad, have no other concern than that it should furnish pleasant cars, capable engineers, gentlemenly conductors, careful brakesmen and trusty baggage masters, (all of which it does,) and that it departs and arrives "on time," which, also, it has a regular habit of doing.

There is another, but smaller class, with other interests, that is, the class by which the money was furnished for its construction. Prominent among these gentlemen stands its venerable first President, James Boorman, Esq., who contrary to popular expectation, has lived to witness the declaration of a dividend! Mr. Boorman cast his bread upon these waters nearly twenty years ago. It has eaten itself up, in interest, twice over, otherwise invested.

The question of a Hudson River Railroad dividend has been speculated upon, variously, for many years. Different, but always remote periods were indicated. Some settled upon the advent of a bridge at Albany; others inclined to the opinion that it would come along with "Miss Flite's" judgment in the English Court of Chancery; while others postponed it till the occasion of that meteorological phenomenon when it is supposed "Larks" may be caught. Stockholders, in laying their scrip aside with "Northern Railroad," "Parker Vein," &c., consoled themselves with the reflection that it might be worth something for their grandchildren. None, however, hit either upon the precise period or the true financial reason for their dividend, viz:—Rebellion! And yet out of that "venomous toad's head," comes, to stockholders of the Hudson River Railroad, this "precious jewel."

The realization of a dividend, upon this road, is our second surprise. We were originally among those who could not believe it would ever be built—who thought it irreverent to attempt to rival God's munificent, glorious highway, the Hudson River. If our files were searched we should be found expressing the opinion that the idea of a "Railway to the Moon," was scarcely more preposterous than the projected one along the banks of the Hudson River. The opinion was borrowed, we suppose, from one we heard so frequently expressed, twenty-five years earlier, that none who witnessed the commencement of the Erie Canal would live to see it completed.

But after all, and seriously, the stockholders of the Hudson River Railroad are indebted, for their dividend, to its excellent management. Years of indomitable industry, rigid economy, and strict integrity, tell the story. Nothing less or short of these qualities would have answered. The road has been deeply in debt, and sometimes almost hopelessly embarrassed. The question frequently was not whether it would ever pay a dividend, but whether it should be surrendered to the bondholders. But on these occasions it was saved by *not* borrowing money at ruinously usurious rates. And it has been finally rescued, and its affairs placed upon a paying basis, more by its savings than by its earnings.

To the enlightened, energetic, untiring devotion of their President, Samuel Sloan, the stockholders of this road are indebted for this dividend, and for the present palmy financial condition of their road. He has been ably seconded, in earning the money, by the efficient General Superintendent, Mr. Smith, and the thorough wide-awake agent, Mr. Briggs; and in saving it, by a model Treasurer, Mr. Clark. Indeed, Mr. Sloan's rarest merit, as president of a railroad, consists in finding the "right men for the right places." He has, in all his departments, capable and faithful subordinates.—*Albany E. Journal.*

Middleboro' and Taunton Railroad.

The earnings of this road for the year ending Nov. 30, 1862, were $27,828 56, of which $11,012 74 was derived from the carrriage of passengers, and $16,262 67 from freight. The balance was received for mail service. The expenses of the road during the same time were $27,266 71, and were chargeable to a great variety of items, among which the largest were as follows: to New Bedford and Taunton roads for toll on passengers $4,604 23; do. for merchandise $5,969 22; passenger department $2,925 45; fuel $2,800; freight $2,417; general expenses (including hire of engines) $1,820 23, &c., &c. The number of passengers transported during the year has been 19,381, against 16,219 the previous year. There were also 13,032 tons of freight carried during the past year, against 9,068 in 1861.

Long Island Railroad.

The annual statement of the Long Island Railroad for the year ending Sept. 30 is as follows:

Capital stock as by charter		$3,000,000 00
Amount paid in		1,852,715 79
Funded debt	$782,462 31	
Floating debt	15,212 73	
Cost of road and equipment		2,928,474 56
Length of road	98 miles	
Number of passengers carried in cars	383,983	
Number of tuns of freight	96,893	
Expenses of maintaining road		57,821 26
Expenses of repairs		30,120 58
Expenses of operating road		85,754 54
Dividend		45,000 00
Interest		42,811 25
Rent, sinking fund, &c.		12,723 83
Thompson's bonds and interest		48,679 75
Receipts		$294,537 92

Railways of France and Italy.

A convention recently concluded between the governments of France and Italy, relative to the railways which connect their respective territories, has just been promulgated. It stipulates that each government, at its own expense, execute the part of the Modane and Suze Railway, which is on its territory. The Italian government is, however, to make the whole of the tunnel through Mont Cenis, and France is to pay the expense of half of it, provided that expense does not exceed 190,000,000 francs, and that the tunnel be completed in twenty-five years; if the tunnel be completed in less than twenty-five years, a premium of 500,000 francs is to be paid by France for each year down to fifteen; and if in less than fifteen, the premium for each year is to be 600,000 francs. In case the tunnel be not finished in twenty-five years, and in case 250 metres on the French side and 250 on the Italian be not cut through every year, France is to be relieved from all her engagements. During the execution of the works she is to pay 5 per cent. interest on the outlay incurred. The convention also contains the stipulation that of the 20,000,000 francs, which the Victor Emmanuel Company is to pay for the use of the tunnel, Italy is to receive 13,000,000 francs and France the rest. Finally, France is to prolong the railway from Toulon to Nice to the Italian frontier near the convent of St. Lonis, and Italy is to prolong the Genoa to Vintimille Railway to the same place.

Pacific Railroad.

The Leavenworth, Kansas, *Times* says that a large number of railroad laborers had just arrived in that city, and would immediately commence the work of breaking ground on the Pacific Railroad, thence west. The work is to be pushed with the utmost vigor.

Railroad to Bedford Springs.

The new railroad from Hopewell to Bedford (Pennsylvania) has been graded for twelve miles from the former place, and direct communication will be established between Philadelphia and Bedford Springs before July 1st. The Pennsylvania Railroad Company hold stock in the concern to the amount of $75,000. The President is Samuel L. Russell, and among the directors are Wm. G. Moorhead and Thomas A. Scott.

Reading and Columbia Railroad.

This line will be opened from Columbia to Litiz in a short time. It is now in operation as far as Manheim. The new Superintendent is Robert Crane.

European and North American Railway.

The traffic receipts for the month ending 31st Dec. 1862, shows an increase over corresponding month, previous year, of $2,300 65—viz:

Source.	31st Dec., 1862.	Dec., 1861.
Passengers	$4,698 88	$3,838 44
Freight	5,372 42	3,343 48
Mails and Sundries	582 61	1,171 34
Totals	$10,653 91	$8,353 26

Atlantic and Great Western Railway.

At the Annual Election for Directors of the Pennsylvania Division of the A. & G. W. Railway, held at the office in Meadville, on the 12th inst., the following gentlemen were chosen: William Reynolds, President; Gaylord Church, John Dick, Jas. J. Shyrock, John M'Farland, Jas. E. M'Farland, Thos. W. Kennard, William Thorp, O. Hastings, Marvin Kent, A. W. Mumford, Geo. A. Bittenbanner and Jules Levita. The Board on organizing re-elected William Thorp, Secretary, and J. M. Dick, Treasurer.

The Mines of Chile.

There are 609 copper and silver mines in operation in Chile. One thousand five hundred laborers are employed at the mines. Many establishments are furnished with all modern mining improvements. The total monthly yield of all these copper mines is found to be from 8,524,000 to 10,518,000 pounds of ores, returning from 16 to 34 per cent. of pure metal. The general average is estimated at 25 per cent. The silver mines yield monthly about 30,000 pounds of ore, returning at the rate of 40 marks (20 lbs. weight) per box of 64 quintals ore. At all the mines in operation at present the works are regularly carried on. They all connect with the sea coast by means of cart

roads, built and kept in order by the owners of the mines.

Sorghum in the United States.

In the preliminary report of the Census of the United States, recently issued by Mr. Kennedy, Superintendent, we find some figures developing the amount of sorghum syrup manufactured in the United States during the year 1860. It will be seen by the table which we publish below, that the amount reaches over 7,000,000 of gallons, nearly half as much as the entire crop of Southern sugar cane made in the same year. It will be observed that considerable amounts of the Chinese sugar cane syrup were made in the Southern States—103,450 gallons in Georgia, 365,861 in Kentucky, 263,475 in North Carolina, 51,041 in South Carolina, 485,828 in Tennessee, 115,051 in Texas, etc. Another fact is also worthy of notice, and that is that the State of Iowa in 1860, or rather in 1859, manufactured as much sorghum syrup as the estimated product of Illinois the past year.

	Cane Syrup, 1860.	Sorghum Syrup, '60.	Maple Sugar, '60.
Alabama	81,694	67,172	.....
Arkansas	.....	.....	115,673
California	.....	100	.....
Connecticut	.....	395	2,777
Delaware	761	852	.....
Florida	435,890	.....	.....
Georgia	346,770	103,450	20
Illinois	.....	797,096	21,423
Indiana	.....	827,777	203,028
Iowa	.....	1,993,474	97,751
Kansas	.....	79,482	2
Kentucky	.....	365,861	139,036
Louisiana	14,535,157	.....	66,470
Maryland	45	862	2,404
Michigan	.....	266,509	384,521
Minnesota	.....	14,974	21,829
Mississippi	3,445	8,207	.....
Missouri	22,305	776,101	18,289
New Jersey	36	360	8,088
New York	15	265	131,841
North Carolina	12,494	263,475	17,759
Ohio	.....	707,416	392,932
Oregon	.....	419	.....
Pennsylvania	.....	9,605	127,455
Rhode Island	15	15	5
South Carolina	15,144	51,041	.....
Tennessee	294,322	485,828	6,754
Texas	388,937	115,051	3,600
Virginia	50	221,017	100,139
Wisconsin	.....	19,252	83,003
Dakota	.....	.....	20
Nebraska	.....	23,105	275
New Mexico	.....	3,369	.....
Utah	58	32,509	.....
Total	16,337,080	7,235,025	1,944,505

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FOR SALE—In good working order, with all necessary machinery, and a good variety of small tools, for locomotive or machine manufacture, such as foundry and smith's shop tools, lathe and planar tools, etc., etc., fronting on the Pennsylvania Railroad.

This property will be sold much below its original cost and on easy terms.

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COAL MINES FOR SALE.

VERY valuable coal mines at La Salle, Illinois, in full working order and doing a profitable business. Having the advantage of a six feet vein, two leading railroads and a canal and navigable river by the works, with the large and growing city of Chicago near, and being in a country destitute of wood, these mines must become among the most profitable in the United States. Samples of both kinds of coal (cannel and bituminous) can be seen at our office. These mines will be sold at a great sacrifice. Apply to ADRIAN H. MULLER, P. R. WILKINS & CO., No. 5½ Pine st.

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PARAFFINE WAX,

PARAFFINE WAX CANDLES, AND ROLLING MILL GREASE,

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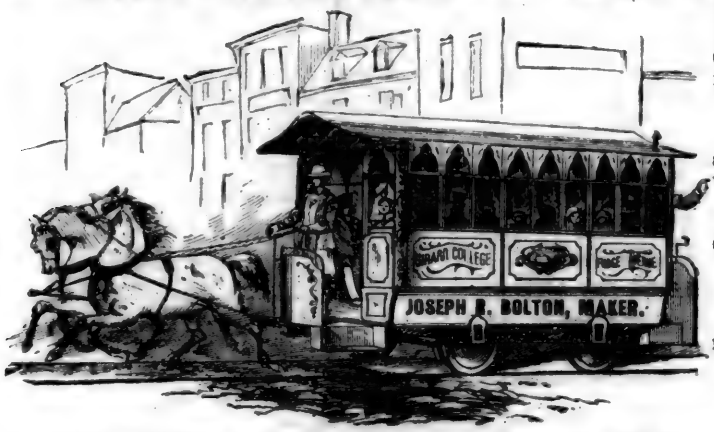
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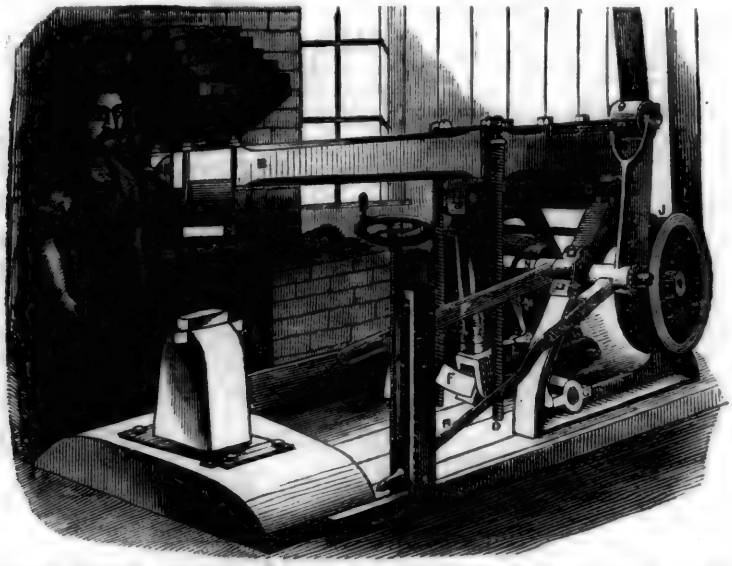
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OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Jan. 15, 1863.

DIVIDEND.—*Resolved*, that the Treasurer be directed to announce that a Dividend of Two per cent. be paid on the full paid and scrip shares and Canceled Bonds Scrip of this Company on the 2d day of February next, free of Government tax; that the same be paid on all shares on which the calls shall have been duly paid, and that this payment on the full paid shares shall be in anticipation of the coupon of Two per cent. due on said shares under the Deed of Trust, payable 1st July next.

Resolved, That the transfer books of this Company be closed on the 22nd inst., and be re-opened on the 2d day of February.

By order of the Board,
THOMAS E. WALKER, Treasurer.

THE NEW YORK CENTRAL R. R. CO.

TREASURER'S OFFICE,
ALBANY, January 21, 1863.

SIXTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of February next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of March next on stock registered at London.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.

The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Saturday, the thirty-first day of January instant, and be re-opened on the morning of Monday, the twenty-third day of February next.

JOHN V. L. PRUYN,
6t5 Treasurer.

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The Coupon Bonds are issued in denominations of $50, $100, $500, $1,000, and the Registered Bonds in denominations of $50, $100, $500, $1,000, $5,000 and $10,000.

To facilitate investment in these Bonds, and make them more accessible to the public, we have made arrangements to keep on hand a constant supply of all denominations for sale, at the same rate at which they are issued by the Government, viz: PAR; INTEREST TO COMMENCE FROM THE DATE OF PURCHASE.

We are thus enabled to save parties all trouble and delay in funding Legal Tender Notes, or otherwise investing in these Bonds.

Orders or enquiries by mail will receive prompt attention, and the Bonds will be sent to any address by mail or express as desired. Payment may be made in Current Bank Notes, Drafts on City Banks, or U. S. Legal Tender Notes.

These Bonds are the CHEAPEST GOVERNMENT SECURITY NOW IN THE MARKET, and pay the LARGEST INTEREST on their cost.

They are destined to become the BEST KNOWN, MOST POPULAR, and MOST AVAILABLE, of all the Bonds of the Government.

The operation of the National Tax Law, which it is now certain will produce double the income originally anticipated, will make the issues of the United States Government the safest and most desirable investment in the world. They are in reality a First Mortgage upon everything in the country, as no Railroad or Corporation of any kind can pay a dividend, or the interest on its own issues, until it has contributed out of its gross income, through the operation of the Tax Law, to the support of the National Credit.

These are the Bonds upon which the Government now relies, THROUGH THE CONFIDENCE AND PATRIOTISM OF THE PEOPLE, for continued financial support.

We keep them for sale to encourage investment in them, and to aid the Government, by promoting their rapid absorption; and the money invested in them through us, contributes to the direct and immediate support of the National Treasury.

Banks, Bankers and Brokers, receiving orders for the funding of Legal Tender Notes, or the purchase of these Bonds, can obtain them at our counter without trouble or delay.

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AND OTHER
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HAVE on hand for immediate delivery, the **NEW TWENTY-YEAR SIX PER CENT. BONDS** of the United States, designated as "Five-Twenties," redeemable at the pleasure of the Government after five years, and authorized by Act of Congress, approved February 25, 1862.

The Coupon Bonds are issued in sums of

$50, $100, $500 and $1,000.

The Registered Bonds in sums of

$50, $100, $500, $1,000 and $5,000.

Interest will commence from date of subscription, and is payable in Gold at the Mint or any Sub-Treasury or Depository of the United States on the first days of May and November of each year. At the present premium on Gold, the Bonds yield about eight per cent. per annum. The ample provision made by Custom Duties, Excise Stamps and Internal Revenue for the payment of Interest and liquidation of the Principal, makes an investment in this loan safe, profitable, and available at all times.

This being the permanent Loan into which the Legal Tender Notes are convertible, it will become the principal Loan in the market, and a profitable mode of investment for Trust Funds, the surplus funds of capitalists, as well as the earnings of the industrial classes.

Subscriptions received at par in Legal Tender Notes or notes and checks of Banks at par in New York. Subscribers by mail will receive prompt attention, and every facility and explanation will be afforded on application at this office. 3m45

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METALLIC ELECTRIC SUBMARINE
SAFETY FUSE,
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STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, February 7, 1863.

Railroad Progress and National Growth.

Railroads are a good investment for the nation, whatever they may be to their shareholders. In every great commercial country, production and distribution go hand in hand and flourish together. Cheap freights create new industries, and every advancing stage of industrial growth evokes a demand for increased facilities of transportation. It is because of the stimulus they give to the development of wealth, that the railroads of any country are a sure index of its prosperity and material progress. The amount of capital invested in American railroads is stated to be 1,350 millions of dollars. In Europe the outlay is reported twice as much or 2,700 millions; and that of Asia and Africa at 250 millions. Thus the total cost of the railroads now in operation throughout the globe is at least 4,300 millions of dollars, giving an aggregate mileage of over 55,000 miles. Such is the enormous sum which the opulence, energy, and enterprise of a single generation has converted into this one form of fixed capital with the view to facilitate travel, connect remote districts, develop internal commerce, cheapen the transportation of goods, and augment the resources of nations.

The growth of our modern facilities for rapid locomotion has been so gradual, and at the same time so swift and steady, that one is apt to forget the revolution it has wrought in the habits of countries, and the innovations it has caused among all the nations of the world. Within the memory of men now living in England, the journey from London to York usually occupied four days, while at present a merchant, a farmer or a manufacturer can, without a tythe of the expense, or a hundredth part of the fatigue, perform the journey in five or six hours. The economy of time and expense secured by modern railroads for millions of the most industrious and productive laborers constitutes of itself no insignificant addition to individual wealth and to National productive power. Had no other advantage than this been conferred by railroad transportation the enormous capital expended upon it in the Eastern and Western hemispheres would have been well laid out.

But besides this economy of travelling for passengers, there are advantages arising out of the transportation of merchandise. Thus to cite a recent example, the new railroads now constructing in India, although no more than one-fourth of the projected lines are in operation, have already reduced the freight to tide water of inland grown cotton to 2 and 3 cents per ton per mile. Formerly the expense was 6 and 7 cents for the same service, while the cotton was so much injured in its transit that the conveyance on shipboard from the place of production really amounted to 9 cents per mile. Cotton under the new arrangements can be delivered in Manchester for $20 or $22 per ton or nearly one cent per pound for all cotton brought from a distance not exceeding 300 miles in the interior.

A still more striking illustration of the benefits of railroad traffic may be found in this country. For to this traffic in large measure is due the rapid growth of the population, and the amazing rise in the value of real estate in our Mississippi valley. For by railroads tributary to, and co-operating with, the other great highways of commerce, produce in teeming abundance is transported from points where it has little value to distant localities where it commands a high price and a ready sale. By this reciprocal interchange of commodities hence resulting between the Eastern and Western States, all parties are gainers. The consumer, the producer, and the merchant are equally benefitted. And the nation is of course enriched as its individual citizens thrive and prosper.

The total eastward traffic of the five great highways which connect the Mississippi valley and the great lakes with the Atlantic ports is at least 700 millions of dollars a year. And of this large and lucrative business, which is more than twice the value of our average exports to foreign countries nearly every dollar is due to our railroads and canals. The genius and enterprise of our people have developed this branch of their internal trade to its present dimensions by means of a connected and well arranged system of highways comprising 20,000 miles of railroad and 3,000 miles of canal, and involving an aggregate cost of 1,000 millions of dollars. If the warlike Romans were the most celebrated road makers of antiquity, the more commercial and equally energetic American nation may fairly claim a similar distinction in modern times.

As our giant commerce is thus stretching out his hand, wider and farther to gather the rich product of the great West, the rates of freight are being gradually reduced. Thus 38 years ago it cost $100 to move a ton of merchandise from Lake Erie to New York. To-day thirty tons can be transported more rapidly and for less money by the Erie canal. From Albany to Buffalo the freight was in 1836 $21 per ton, the cost is now little more than one-tenth of this sum. As freights have declined, so receipts have risen, and the expansive force of trade has responded to and rewarded every attempt to enlarge it.

Thus the area which our great railroad system has made tributary and productive is extending year by year. The cheaper the rates the greater the traffic. Thus if a reduction be made of one cent a ton on produce from Chicago to New York, Philadelphia, or Boston, the area of trade gradually extends itself one mile further in all directions. Each cent of reduction thus adds a certain increase of traffic. Hence an easy calculation shows that if the radius of trade, taking Chicago as a centre, be 500 miles, and this radius be

lengthened one mile, the area of commerce will receive an addition of 3,500 square miles. Should this law of increase hold good in the future as in the past, the rising tide of our national wealth will be swelled to an unprecedented extent. However this may be, there is no doubt as to the vast benefits conferred on the nation by our railroad system; though in some sections of the country this system is far from being adequate and complete. Many of these lines do not pay well as investments, but if a few shareholders suffer, the country at large is benefited. Robert Stevenson in one of his addresses before the Institution of Civil Engineers, says the railways of Great Britain, few of which pay adequate dividends to the shareholders, are a source of such wealth to the Nation, that the mere saving effected by cheap and rapid transportation is equal to 200 millions of dollars. It can scarcely be doubted that in the loyal States alone, the actual saving to our people from the free use of railroad facilities is at least equal to that estimated for England. If then in addition to this economy we take into account the political unity and social advantages that railroads secure to us—their influence on the growth of population, and on the value of property, with the productive power they create and the ennobling enjoyment they diffuse—we shall be ready to admit with a recent statistical writer, that a good system of railroads adapted to and extending with the growing wants of the country, is one of the most effective instruments devised by human intelligence for the development of national wealth.

Finances of Indiana.

From the recent Annual Message of the Governor we learn that the receipts into the Treasury from all sources during the year ending October 31, 1862, including balance from previous year, were $3,851,450 88, and the disbursements, $2,974,976 46—leaving a balance November 1, 1862, of $876,474 42.

A war loan, amounting to $1,225,500 has been raised, intended to be paid off in four years. The total expenses from the war to the State has been $1,969,248 36, of which $1,822,968 49 have been paid—leaving unpaid January 1, 1863, claims to the amount of $146,279 87, all of which have been duly audited.

The State has paid, in claims against the United States, its Direct National Tax, amounting, less 15 per cent for collection, to $765,144 03.

The account of the State against the United States for expenses incurred for war purposes, to January 1, 1863, stands as follows:

Total amount of expenses incurred	$1,969,248 36
Government draft returned to U. S. Treasury	68,701 60
Total	$2,037,949 96

On this account the United States are entitled to the following credits:

Proceeds of $450,000 Treasury notes	$432,639 30	
Paid by U. S. Quartermaster	196,728 16	
Paid on account of Ammunition	279,803 71	
Direct tax of 1861, deducting 15 per cent.	769,144 03	
		$1,678,315 20
Leaving due from the U. S. Jan 1, 1863		$359,634 75

In the account against the United States, are included expeuditures to the amount of $43,160 62, for which the State could not claim to be reimbursed under existing laws, but which are an equitable debt against the United States, and to cover which no doubt an act of Congress will yet be passed.

The indebtedness of the State up to the first day of January, 1863, has been increased by the war as follows:

Due on war bonds	$1,225,500 00
Due on military claims	146,279 87
Increase	$1,371,779 87

The entire public debt of the State now stands as follows:

Five per cent. stocks growing out of adjustment with creditors in 1846	$5,325,500 00
Two and a half per cent. stocks having the same origin	2,058,173 50
War debt, as above stated	1,371,779 87
In all	$8,745,453 37

This statement, however, doee not include 391 old Internal Improvement Bonds of $1,000 each, said to be outstanding, the holders of which failed to comply with the adjustment made in 1846.

Interesting statistics of the material wealth of Indiana are given. The mineral resources of the State are imperfectly understood. Nearly one-fourth of its whole area is a coal field—most of it of the first quality. Excellent iron ore is also found, and nearly all the soil of the State is very productive. It has 2,155 miles of railways in operation, which cost $70,295,148.

The Governor traces hindrances in the development of the resources of the State and the increase of its population to reckless squandering of public moneys and credit prior to 1846, and to the undeserved disgrace of the 2d Indiana Regiment at the battle of Buena Vista. But her credit is restored, and her courage since viudicated on a hundred battle-fields.

It is recommended that the State accept the Congressional grant in aid of a College of Agricultural and Military Instruction.

Lacrosse and Milwaukee Railroad.

The earnings of the Lacrosse and Milwaukee Railroad in 1862 have been as follows:

	Passengers.	Freight.	Miscellaneous.	Total.
Jan.	$18,453.83	$39,987.50	$2,613.50	$61,054.83
Feb.	14,724.49	37,280.96	2,780.27	54,785.72
M'rch	17,270.37	23,869 73	2,772.35	43,912.45
April.	18,517.35	27,687.95	2,560.80	48,766.10
May	22,098.18	101,359.94	2,541.07	125,999.19
June.	20,698.45	88,339 24	2,727.81	111,765.50
July	17,577.45	71.320.92	2,561.13	91,459.50
Aug.	26,299.23	39,799.46	2,574.33	68,673.02
Sept	19,982.52	114,484.71	2,719.62	137,186.85
Oct.	30,203.24	122,009.10	2,591.75	164,809.09
Nov.	27,161.01	92,855.95	2,845.85	122,862.81
Dec.	25,311.28	35,236.80	3,223.34	63,771.42
	$258,302.40	$804,232.26	$32,511.82	$1,095,046.58

The following is a comparative statement of the earnings of the road for the years 1861 and 1862:

	1861.	1862.
Passengers	$261,655 45	$258,302 40
Freight	766,685 29	804,232 26
Miscellaneous	42,481 12	32,511 82
Totals	$1,070,821 86	$1,095,046 48

☞ One of the largest locomotives ever constructed in the United States has arrived here from Patterson, N. J., where it was built, for the New York Central Railroad. It is a freight engine of the heaviest pattern, and is known as No, 234. —*Albany Argus.*

☞ The citizens of Rochester are moving in the matter of the proposed ship canal to connect the Erie Canal with Lake Ontario. A meeting was held in the Council Chamber of that city on the 26th ult., with reference to the project.

Cleveland and Mahoning Railroad.

The earnings and expenses of this road for the years 1861 and 1862, were as follows, viz:

RECEIPTS.

	1861.	1862.
Passengers	$56,643 90	$66,034 94
Express	1,297 63	1,457 17
Freight	84,157 30	99,055 07
Ore	34,206 26	41,229 94
Coal	194,907 79	164,468 68
Mail	4,578 56	2,973 47
Gross earnings	$375,791 44	$375,209 27

EXPENSES.

Repairs of track	$44,673 15	$44,565 88
" " bridges	3,890 47	9,085 09
" " docks	15 00	230 29
" " buildings	130 50	79 67
" " fences	818 56	1,157 02
" " shops	1,800 84	1,699 56
" " engines	13,136 18	15,844 22
" " pas. & bag. cars	1,081 81	2,412 99
" " fr't & coal "	8,823 02	6,914 73
" " grav. & hand "	1,265 46	366 50
Run'g exp's of pass. trains	1,769 68	1,792 05
" " fr't & coal "	13,119 75	12,849 43
" " gravel "	1,470 45	1,781 85
Damages to property	276 00	102 75
" " freight	39 73	198 65
Personal damages and gratuities	341 30	107 17
Conductors	2,571 44	2,612 89
Baggage and brakemen	4,987 34	4,689 59
Station expenses	15,246 26	14,757 39
Salaries & office expenses	9,103 58	8,653 46
Legal expenses	1,210 61	1,002 39
Water stations	1,245 60	1,573 14
Rents	2,660 00	2,787 06
Coal	8,500 13	8,649 81
Wood	4,440 71	2,694 14
Total working expenses	$142,617 57	$146,557 72
Net earnings	233,173 87	228,651 55
From which deduct Interest and exchange	$147,144 03	$136,996 02
Taxes	6,539 74	5,108 10
	$153,683 77	$142,104 12
Leaving actual net profits.	79,490 10	86,547 43

Length of road ..... 68½ Miles.

Miles run by passenger and mixed trains	83,884
Miles run by freight, coal, ore and yard trains	135,214
Miles run by gravel and wood trains	29,289
Total mileage	248,387

	1861.	1862.
Gross earn'gs per mile of road	$5,608 82	$5,477 51
Working exp'ses " "	2,128 62	2,139 52
Gross earnings per mile run	1 52	1 51
Working expenses " "	57	59
" " per ct. of earn'gs	38	39

The principal articles transported during the year were as follows:

	1861.	1862.
Passengers	69,124	73,458
Through coal, tons	178,948	156,208
Way coal	27,021	30,078
Lake ore	37,870	49,809
Native ore	4,677	7,816
Limestone	113	948
Pig iron	8,908	13,153
Bar iron	4,335	6,830
Nails	3,737	5,041
Butter	566	622
Cheese	3,447	3,836

It will be observed that while there has been a handsome increase in receipts from passengers,

freight and ore, there has been a large decrease in receipts from coal, which is explained by the greatly increased demand by furnaces and rolling mills in the Mahoning Valley, which are now consuming some 800 tons per day, and the fact that some of the mines heretofore work are nearly exhausted. To remedy this latter difficulty, the company is now constructing a branch of its road running northwardly from Youngstown to the coal fields in Hubbard and Brookfield townships, which it is supposed will be completed by the first of May next. These fields, without any doubt, will furnish all the coal which will be required for consumption by the furnaces and rolling mills in the Mahoning Valley, and all that can be sold in Cleveland for a very long period of time. The quantity already known to exist along the line of this branch road, is immense, and new discoveries are, almost daily, being made.

It will be seen that while the earnings of the road for 1862 are but $582 17 less, the expenses are $3,940 15 more, thus making the net earnings $4,522 32 less in 1862 than in 1861, which is more than accounted for by the increased cost of bridge repairs. During the year, a new "Howe" bridge has been built over the Cuyahoga at Cleveland, and new and substantial iron bridges over the C. C. & C. R. R. track, and Eagle Creek, in Windham. The iron bridges cost more than double the amount paid for their wooden predecessors, but their total cost is charged to "bridge repairs."

Although there is a falling off in net earnings, of $4,522 32, the decrease in interest and taxes leaves the actual net profits in 1862, $7,057 33 greater than in 1861.

Much inconvenience and extra expense has been caused by the want of sufficient accomodations at Cleveland for handling coal, ore, and miscellaneous freight. Negotiations are now pending for the construction of section 1, and it is believed that this important and much needed work will be completed during the current year.

The constant growing short trade of the Mahoning Valley, with the prospective increase of the through traffic in coal and lake ore, render additional rolling stock indispensably necessary. Arrangements are therefore made for building at the shops of the company, fifty coal, and twenty house cars.

During the past year, one superior freight engine and twenty-five coal and platform cars, have been added to the rolling-stock, which is all in good condition, and consists of 13 locomotives; 6 first class passenger, 5 baggage mail, 3 caboose, 50 house freight, 194 coal, 31 platform, 11 hand, 2 hand dump, and 14 iron cars.

The balance sheet of the company's books, Jan. 1, 1863, is as follows:

ASSETS.

Real estate	$251,185 48
Right of way	98,717 21
Construction	2,113,008 12
Docks	30,329 10
Shops and engine houses	49,353 26
Hubbard branch	10,568 71
Locomotives	119,846 45
Cars	178,942 79
Rails, chairs, spikes, ties, coal, wood and shop materials on hand	29,187 72
Canal and R. R. stock	23,340 00
Bills receivable	12,843 64
	$2,917,322 48

LIABILITIES.

Capital stock		$1,036,065 48
First mortgage bonds		850,000 00
Second do. do.		244,200 00
Third do. do.	$738,240	
Less sinking funds, in hands of G. Tayler, Esq., Trustee	80,200	
		658,200 00
Real estate bills		35,445 60
Bills payable		51,491 77
Sundry accounts		41,919 63
		$2,917,322 48

The bonds of the company mature as follows, to wit:

1st	Aug. 1, 1873
2d	Sept. 15, 1864
3d	Sept. 15, 1876

Early in December last, it was determined to allow the holders of second, to exchange them for third mortgage bonds, giving them a premium of ten per cent., since which time $255,000 have been thus redeemed, leaving but $244,200 outstanding. For the present, exchanges will continue to be made on the same terms.

The office of the Company is at Cleveland, Ohio. the officers and directors are as follows:

Directors—David Tod, Charles Smith, Frederick Kinsman, Dudley Baldwin, Reuben Hitchcock, Joseph Perkins, Henry B. Perkins, James Magee, R. W. Cunningham.

President—David Tod.

Vice Pres't and Sup't—Charles H. Rhodes.

Secretary and Treasurer—O. M. Burke.

Engineer—Geo. Robinson.

Master Machinist—John Young.

Philadelphia Corn Exchange.

The Corn Exchange Association of Philadelphia has entered upon its tenth year. From its Ninth Annual Report we learn that there have been added to its list the past year 64 members, making a total of 315 individuals and firms. We are happy to learn that the Association has become all that its most sanguine friends predicted for it, and is vigorous, growing, and full of energy. The following is an extract from the report:

A register of the daily receipts of produce by railroad and tidewater has been kept during the year, and although it is not as accurate as we could desire, still it gives us a better approximation to the actual receipts of the port of Philadelphia than we have ever had before. They foot up as follows:

Flour, bbls.	970,654
Rye, bbls.	11,162
Corn Meal, bbls	45,116
Wheat, bush	3,059,515
Corn, bush.	1,732,121
Oats, bush	1,408,450

Our exports have been large for the last year. Flour and corn meal show a large increase over former years. White wheat and corn show a slight falling off from last year. They are as follows:

	1860.	1861.	1862.
Flour, bbls	295,137	362,552	464,290
Corn Meal, bbls	49,857	30,672	50,149
Wheat, bush	811,961	2,054,938	1,957,673
Corn, bush	390,569	803,235	778,525

Showing an increase over last year in the export of flour of 101,738 bbls., corn meal 19,477 bbls.; a decrease of 87,265 bush. wheat, and 24,710 bush. of corn. We still hold a broad pre-eminence as the great cloverseed market of the United States. The foreign exports for six years past has been as follows:—

1857, bush	4,450	1860, bush	52,212
1858, "	16,021	1861, "	18,097
1859, "	21,939	1862, "	7,971

Besides the shipment of 7971 bush. wheat, 50,000 bush. corn were shipped *via* New York.

The Pennsylvania Railroad has been ably and effectually managed during the past year, and while the roads west of Pittsburgh have been blocked by the accumulations of freight at the various points, the Pennsylvania Railroad has been kept free, and able to deliver promptly the immense amount of freight poured upon her by the various lines at that point. This company has recently completed a fire-proof grain elevator in this city, at the foot of Washington street, on the Delaware river. It is thus accessible by cars bringing the grain from the West, and has ample wharf accomodations, with sufficient depth of water to float the largest ships to carry the grain to foreign ports. The storage capacity of the present building is about 475,000 bushels, but it is so constructed that it can readily be doubled. It is estimated that 5000 bushels of grain per hour can be taken from the cars, and either put in store or placed at once on board vessels, as the consignees may require. All of the latest improvements in machinery for securing the most economical and efficient treatment of grain have been introduced in this building.

The Company has adopted a liberal scale of charges for receiving, storing and shipping grain. It is anticipated that the trade of our port will continue to improve under the additional facilities thus offered by the railroad company for either shipping the grain to foreign ports or for consumption in our own market.

Turnpike Lands taken for Railroad Purposes --Original Owners Entitled to Damages.

THE LEGISLATURE HAS NO AUTHORITY TO TRANSFER A TURNPIKE TO A RAILROAD COMPANY WITHOUT COMPENSATION TO THE OWNERS OF THE FEE.—THE USE OF LAND FOR RAILROAD PURPOSES, IS ENTIRELY DIFFERENT FROM THAT OF A TURNPIKE.

When land is taken for the use of a railroad, and the owner is paid a sum equivalent to the damages he sustains by reason of such an appropriation either agreed upon by the owner and the company, or settled by appraisement, the company acquire only a right to use the land for the legitimate purposes of a railroad; they do not acquire a fee simple; the fee remains vested in the original owner, and if the company ceases to exist, and the road is abandoned, the land immediately reverts to the original owner. The rule is the same where land is taken for the purposes of a turnpike; and it has now been held by the Court of Appeals of the State of New York in Mahon *et al vs.* The New York Central Railroad Company, that land taken for a turnpike, and afterwards transferred by legislative authority to a railroad company, without compensation by the latter to the owner of the fee, such owner may maintain successive actions for damages resulting from such occupation, as a continuing nuisance. The use of the land for a railroad being totally different from that public right of passage for which highways were designed.

The action was for damages for the construction by the Utica and Schenectady Railroad Company, to whose rights and liabilities the defendant had succeeded, of an embankment in front of two houses of John Mahon, the plaintiff's testator, in the village of Herkimer, and partly on the lands of said Mahon, by which he was deprived of the use of the highway called the Mohawk turnpike, which ran immediately in front of the dwelling houses, and by reason of which the houses and lots aforesaid were frequently inundated and the dwellings rendered damp. Damages were also claimed for the construction, and operation of a railroad upon the land of the testator, extending to the middle of the highway in front of his dwellings, without

purchasing the land or causing the testator's damages to be assessed.

One of the defences was, that, in July, 1842, the plaintiff's testator commenced an action in the Supreme Court for the same causes of action as those stated in the complaint in this suit. Upon the trial the plaintiffs proved title in their testator, by deed to half an acre of land the northerly line of which was described as "running along the turnpike-road six rods;" and that from the date of said deed which was before the construction of the railroad until his death, John Mahon continued in possession. The turnpike was north of Mahon's land, and its grade was two and a half feet lower than the lots. In 1836, the Utica and Schnectady Railroad Company, in pursuance of an act of the Legislature requiring it to do so, purchased all the rights of the Mohawk Turnpike Company, which was incorporated April 4, 1800. In constructing the railroad along the turnpike, an embankment was made raising the grade two and a half feet higher than the lots of Mahon's, and a single track was laid upon it. It was for this occupation of the land that the action pleaded in bar by the defendant was instituted. Subsequently, in 1847, the embankment was widened so as to approach nearly to Mahon's dwellings, its height increased and an additional track was laid thereon. Before the widening of the embankment, there was room for the passage of carriages between the same and Mahon's fence; but after the laying of the second track, this was impossible.

The plaintiff was non-suited at the trial; and the judgment thereon in favor of the defendant having been affirmed at a General Term of the Supreme Court, for the fifth district, the plaintiff carried the case to the Court of Appeals. The following opinion was rendered by that court at the decision of the case.

Clerke J.—If the plaintiff's testator could have recovered all that he was entitled to in the first action, it is, of course, a bar to the second. And this depends, chiefly, though not altogether, upon the question whether the Utica and Schenectady Railroad Company in any way transcended the authority constitutionally vested in them by the legislature. If they did, their road is a nuisance—a perpetual nuisance; and every day's continuance of it is a legal wrong, for which they are liable in damages after they have occurred. If they did not transcend their authority, and yet, in constructing their road have necessarily injured the rights of others, they are equally liable to respond for prospective as well as accrued damages; and, in such case they cannot be vexed again in a second action. Did the Utica and Schenectady Railroad Company transcend the authority constitutionally vested in them by the legislature? If the plaintiff's testator owned the fee of the land over which the turnpike company's road ran, at the time of the transfer of the road to the Utica and Schenectady Railroad Company, it could not be taken away from him without causing his damages to be assessed and paid, and the illegal appropriation of it would make them liable for damages in successive actions as the damages accrued. It seems to be admitted that no such damages were assessed or paid.

The rule that owners of land bounded on public highways *prima facie* own the land to the centre of the highway is not alone applicable to ordinary highways, but also to turnpikes. (Hooker *vs* The Union and Himden Turnpike Company, 12 wend 371.) And although the general act relating to turnpike companies passed March 13, 1807, declares, when the president and director pay to the owners of the lands the sums assessed and awarded by the appraisers in their inquisition, they shall have and hold to them, and their successors and assigns forever, the lands and tenements described in their inquisition; yet it has been always held that this and the special act of incorporation vests in the company the title to the lands over which the road passes only for the purposes of the road, and when the road is abandoned the land reverts to the original owners. The company only acquired such an estate in the land taken by it as was necessary to fulfill the end and intent of the corporation, and could hold it to no other use, intent or purpose. Having ceased to occupy the land in question for the purpose of a turnpike road, the Mohawk Turnpike Company, in transferring it, in effect abandoned it; and, although they were authorized by the legislature to transfer it to the Utica and Schenectady Railroad Company, this could not constitutionally, deprive the original owners of the land of their right of reversion without compensation. Davis *vs* The Mayor &c. of New York, 14 N. T., 526; Williams *vs* The New York Central Railroad Company, 16 id 97.) An easement for the purpose of a highway, does not authorize, as against the proprietor of the soil, the laying down of a railroad upon the track of the highway. The use of the land for a railroad is totally different from that public right of passage for which highways were designed.

The Railroad Company, therefore, having without compensation to those entitled to the reversion of the land, constructed, maintained and operated their road upon the highway in question, acted and continued to act unlawfully, and are liable to damages from time to time as they accrued, and on this ground the second action is maintainable.

The learned judge then discussed another ground on which he thought the action maintainable, notwithstanding Mahon's recovery in a previous suit, viz., the enlargement and raising of the embankment in 1847 was a new injury for which compensation could not have been recovered in the first action.

Wright J.—Was for a reversal, on the ground last stated; but Selden, Denio, Davies and Welles Jr., without passing upon that question, were for reversal on the ground first stated, that the appropriation of the land for a turnpike did not authorize its use for a railroad.

Judgement reversed, and a new trial ordered.

Sault Ste. Marie Canal.

The Annual Report of the St. Mary's Falls Ship Canal, shows that during 1862 there passed through the canal twelve millions of dollars worth of copper and iron, and about ten millions of dollars worth of general merchandise. The total receipts for tolls during the year was $21,607 17.

The number of vessels, sail and steam, that passed through the canal was 838, and the aggregate tonnage was 349,612 tons. In 1861 the number of vessels was 527 and the tonnage 276,637 tons. The trade last year may be divided as follows:

Iron—pig and ore, tons	150,000
Copper, tons	9,300
General merchandise, tons	80,000

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the year ending October 31, 1862, have been as follows:

From passengers		$1,644,517 01
" freight and express		506,245 20
" rents		16,268 04
" mails and miscellaneous		54,752 62
		$2,221,782 87
Add earnings of New Castle and Frenchtown Line		27,282 31
Total for both roads		$2,249,065 68
Expenditures, viz:		
Operating expenses	$681,964 82	
New Work and improvements, including new buildings, new cars and engines, double track, etc.	329,341 53	
Operating Newcastle and Frenchtown Line	16,993 13	
Taxes and bonus to the State of Delaware and New Castle County	11,000 00	
Add loss in operating Delaware railroad	22,107 48	
		1,061,406 96
		$1,187,658 72
Interest on bonded debt, ground rents, etc., less interest received		150,000 00
Net earnings		$1,187,658 72
From this two dividends have been paid—		
One in April of 4 per ct.	$224,000 00	
One in October of 5 per cent and National tax	289,639 17	
		513,639 17
Leaving		$524,019 55
Appropriations to Sinking Fund		43,666 67
Leaving an actual surplus of		$480,352 88

A large portion of this surplus is due from the United States Government.

The total earnings of both lines in 1861 were $1,516,984 81; and the expenditures of all kinds, including loss on Delaware railroad, $841,501 01—leaving net revenue $675,483 80. Deducting two dividends of 3 and 3½ per cent, $364,000, and appropriation to sinking fund $41,666 67—and there remained a surplus over every other item for the year of $269,817 13.

The year 1862, therefore, shows a net result, after dividends, of $210,535 75 more than 1861, besides an excess of $216,685 16 in improvements, or a total result of $427,220 91 in surplus improvements more than in 1861, besides an excess of dividends of $149,639 14.

The number of miles run by locomotives during the year was as follows:

By pass. locomotives burning coal	309,945 05
By pass. locomotives burning wood	60,882 23
By freight locomotives burning coal	134,909 95
By freight locomotives burning wood	55,571 18
By gravel locomotives burning coal	1,289 00
By gravel locomotives burning wood	20,017 86
Total miles run by locomotives burning coal	446,144 00
Total miles run by locomotives burning wood	136,471 27
Total run by all locomotives	582,615 27
Cost per mile run, includ'g all expenditures	$1 73½
Cost per mile run, including only operating expenses	1 17½

Earning per mile run with trains earning money, $3 95.8 per mile run.

The cost of new work and improvements per

mile run by locomotives, has been 56 cents. The Report says:

The year which this report embraces shows the largest amount of work ever done on the road. This is evident from the gross revenue, and the number of miles run by locomotives. A large proportion of this work has been done for the Government at reduced rates, the trains earning money only in one direction. This would naturally increase the ratio of expenses to earnings, and yet the result of the year shows a ratio of expenditures to earnings of only 44.8 per cent. The ratio of expenditures for additions and improvements, to earnings, was 14.1 per cent. Deduct this from the whole expenditures, and it leaves a ratio of 30.7 per cent only for operating expenses. Such a result has been attained only by a careful system, and by running no superfluous trains. Every engine running in the direction of the trade has been made to carry nearly a maximum load, and thus the work has been done for a minimum cost. Had the business been equal in both directions, the ratio of expenses would have been much smaller, and of net earnings much larger.

Besides the ordinary operating expenses, the following amounts have been expended for substantial additions to the means and value of the road:

15.062 miles of double track and additional track, costing with grading and masonry	$122,534 60
New Locomotives	70,835 77
" Mail cars	3,042 82
" Freight and market cars	77,527 83
" Stations, buildings, &c.	30,511 52
" Wharf at Wilmington	3,591 49
Susquehanna bridge	5,685 66
Additional to depot, Philadelphia, land in 16th street	15,611 75
	$329,341 53

In the item of "New Track" is included a track running into the Arsenal yard at Philadelphia, and also a track in the borough of Chester, connecting with our road, and running to the works of Messrs. Reaney, Son & Archibald, on the Delaware river, being about 2,200 feet in length.

Besides the foregoing we have paid off $36,500 mortgages on Depot Lands.

Our freight business has so much increased during the past few years, that our grounds at Philadelphia are inadequate, and we have been obliged to enlarge them by the purchase of a lot west of Sixteenth street, to be connected with our present depot grounds by tracks laid across the street, and thence into the main tracks on Washington avenue. This lot cost $15,611 75, besides the cost of the building on it. The improvements have been already commenced on it, and will be finished during the present year. The entire freight business of the Pennsylvania Railroad, destined for shipment on the Delaware, now passes over that portion of the road between the Arsenal and the Delaware. This has very largely increased our business on that part of our road, and rendered more valuable all our property in this part of the city. The facilities furnished by the Pennsylvania road and our road will ultimately bring many of the manufacturing establishments, now scattered over the city, to Washington avenue, where they will be adjacent to the Pennsylvania road and our road, and by means of them and the Junction road, connected with all the railroads of the city.

Such advantages will not long be overlooked by those who know the value of railroads as a means of obtaining supplies of raw materials and sending off their manufactured products. While our remote connections have been cut off by the rebellion, it is not a little gratifying to know that we have thus discovered at our own doors the means of increasing our revenue, and thus compensating for the losses sustained from a distance.

Having thus said much of the details of the operations of the road, it is proper that we should reiterate our opinion of its future value as an investment. We have seen nothing during the last year to diminish our confidence, often expressed, in the present and future value of this road. Our road is the nearest practicable air line, and if Congress should be persuaded by popular clamor to adopt a Government air line, they could only do so by taking possession of our road and using its track and roadway. This they could not do without ample compensation to us. We feel confident, however, that such an experiment will not be tried.

The road, therefore, may be considered as having passed its period of uncertainty and doubt, and may now be regarded as one of the certain dividend-paying institutions of this country, if it only continues in the future as it has in times past, to develope its legitimate resources and anticipate all reasonable demands for improved facilities. If we do these things, it cannot be expected that all its earnings can be divided among the stockholders. They must be content with reasonable and certain dividends for all time to come, rather than large dividends at present and an uncertainty for the future. Let us put this road in a condition to serve the public better than any other, by adopting promptly all improvements, and its position will be impregnable. Such a policy will require the expenditure of a part of its earnings every year in enlarging its capacity and adding to its conveniences. Such will be our policy if you trust to us the management in future as you have in times past.

Pittsburg, Ft. Wayne and Chicago Railway.

The earnings of this road for eleven months, ending November 30, 1862, were:

From freight		$2,151,889 37
" express		28,630 55
" passengers		1,019,100 16
" mail		86,075 00
" rents		3,205 45
" rent of railway		77,916 66
" miscellaneous		7,600 03
		$3,374,327 27

And the expenses were:

Conducting transp	$454,233 15	
Motive power	556,381 28	
Maintenance of way	482,368 11	
" cars	154,887 85	
General expenses	63,083 68	
		1,710,954 07
Net earnings for eleven months		$1,663,373 20
Eleven m'nths' int'r'st on funded debt		827,638 63
Net surplus		$835,734 57

The expenditures on account of construction and equipment for eleven months ending November 30, 1862, were: on the Eastern Division, $365,759 77; and on the Western Division, $630,909 44—total $996,669 21. From which deduct $22,500, amount received from U. S. Government for three steam cars—making the total construction, etc., expenditures, as shown in Income Account, $974,169 21.

The earnings of this road by months for the past three years are given in our Table of "Monthly Earnings."

INCOME ACCOUNT NOV. 30, 1862.

Balance to credit January 1, 1862		$239,919 12
Discount on $1,000 bridge bonds of O. & P. R. R. Co. redeemed by trustees		1,200 00
Earnings for eleven months		3,374,327 27
		$3,615,446 39
Two months interest due January 1, 1862, on $100,000 construction bonds given for depot property in Pittsburg		$1,666 66
Six months' interest due May 1, on Bridge bonds O. & P. R. R. Co., assumed by this company		6,790 00
Six months' interest due May 1, on Chicago depot bonds of P., Ft. W. & C. R. R. Co., assumed by this Co.		10,509 39
Six months' interest due July 1, on 1st mortgage bonds, series A		30,625 00
Six months' interest due July 1, on $100,000 P., Ft. W. & C. R. R. Construction bonds, given for depot property in Pittsburg		3,500 00
Six months' interest due August 1, on 1st mortgage bonds, series B		30,625 00
Six months' interest due Sept. 1, on 1st mortgage bonds, series C		30,625 00
Six months' interest due Oct. 1, on 1st mortgage bonds, series D		30,625 00
Six months' interest due Oct. 1, on 2d mortgage bonds, series K		30,100 00
Six months' interest due Nov. 1, on 1st mortgage bonds, series E		30,625 00
Six months' interest due Nov. 1, on 2d mortgage bonds, series L		30,100 00
Six months' interest due Nov. 1, on Bridge bonds		6,580 00
Six months' interest due Nov. 1, on Chicago depot bonds		10,509 39
Equalization of interest paid to date on the several classes of 1st and 2d mortgage bonds		134,809 32
Expenses of trusteeship and re-organization to date		133,455 13
Balance of general account		4,348 00
Discount on currency		3,091 86
State, city, county, etc., taxes of 1861 and 1862, due this year		16,640 00
National excise taxes paid to date		10,142 38
Overcharges on freight refunded		12,086 29
Expenditures on account of construction and equipment for eleven months		974,169 21
Expenditures on account of operation and maintenance of the line, equipment and structure for 11 months		1,710,954 07
Balance to credit, Nov. 30, 1862		363,369 69
		$3,615,446 39

GENERAL ACCOUNT NOV. 30, 1862.

Cost of purchase of railway as ascertained to date		$18,664,331 22
Less amount of stock of P., Ft. W. & C. R. R. Co., not yet surrendered for conversion into this company's shares	$589,257 66	
Amount of supplies in shops and on the line of railway at the time of purchase by trustees	312,375 74	
		901,643 40
Present cost of railway, etc.		$17,762,687 82
Stock of supplies for current operations		338,481 86
Due from other companies		148,864 77
Cash remitted by agents, and conductors *in transitu*	$47,797 95	
U. S. Post office depart.	15,649 98	
Station agents	124,699 82	
U. S. War department	134,227 90	
J. F. D. Lanier, trustee	89,029 75	
Wm. B. Ogden, receiver	73,023 88	
Other assets	16,758 39	
		501,187 67
Cash in hands of treasurer		312,256 16
" " N. Y. Agency		218,299 83
" " paymaster		6,609 41
		$19,288,357 82
Capital stock		$5,665,063 56
Funded debt—see *Bond List*		12,935,173 00
Due to other companies		39,673 72
Miscellaneous liabilities		34,434 23
Due for current expenditures in October and prior		250,673 32
Balance to credit of Income Acc'nt		363,669 49
		$19,288,387 52

Postmaster General's Report.

The report for this year exhibits a very healthy financial condition of the Postoffice Department, and shows it to be thoroughly impregnated with the spirit of improvement. The efficiency of the service has been maintained at the highest point, accompanied by a great diminution of expenditures. The gross revenue of the Department for this fiscal year, including the standing Treasury credit for free mail matter, and a small amount appropriated for the relief of individuals, was $9,012,549 56. The expenditures for the same year amounted to $11,125,364 13.

The regular postal revenue for 1862 is only $49,775 50 less than it was for the fiscal year 1861, during a large part of which year revenue was paid in from all the States of the Union. This fact shows a large increase in the correspondence of the loyal States.

While the revenues have been so nearly sustained at the highest standard, the expenses have been largely reduced. For the preceding year the expenditure was $2,481,394 98 greater than last year. The following comparisons of figures are interesting:

Expenditures for 1860 for services in all States	$14,874,772 89
Revenues for the same year	9,218,067 49
Deficiency	$5,656,705 49
Expenditures for 1861, (service interrupted in 1861,)	$13,696,759 11
Gross revenues for 1861, (service interrupted in 1861,)	9,049,296 40
Deficiency	$2,112,814 57
Expenditures for 1862	$11,125,364 13
Revenues for 1862	9,012,549 56
Deficiency	$2,112,814 57
Reduction of expenditures, as compared with 1860	$3,749,408 00
Reduction of expenditures, as compared with 1861	2,481,394 00

The Department has not been for many years so nearly self-sustaining. This result is largely owing to the suspension of postal expenditures in the South, which were greatly in excess of postal receipts there; but not alone to that. A revision of all discretionary expenses has been made, and large reductions ordered. The pay of agents has been regulated and equalized. Economy has been established in the larger offices where waste was found. Incompetency, wherever found in official position, has been removed, and an effort made to adopt a standard of merit and of administrative efficiency, in lieu of other and inferior motives for appointment. The Postmaster-General expresses his determination to adhere to this course.

The number of postage stamps issued to postmasters during the year was	251,307,105
The number of stamped envelopes was	24,869,300
The value of these stamps was	$7,078,188 00
The value of letter envelopes was	733,255 50
The value of stamped newspaper wrappers was	23,648 50
Increase of issue over 1861 is	1,144,858 27
The total value sold was	6,910,131 89

The increasing demand on the part of the public for the stamped newspaper wrappers shows that their introduction has satisfied a public demand, and promoted the convenience of correspondents.

In the first quarter of the current year, ending 30th of September, the number of stamps issued to postmasters was 104,000,000, their calls being for about 200,000,000, which would have been nearly sufficient to meet the usual demand for a year.

This extraordinary demand arose from the temporary use of these stamps as a currency by the public, in lieu of the smaller demonstrations of specie; and ceased with the introduction of the so-called postal currency.

The difference between the value of stamps sold and stamps cancelled in the fiscal year 1862, show $738,379 96 as the amount in the hands of purchasers on the 1st July, 1862.

The whole number of dead letters received and examined during the year is 2,282,018, which is 267,000 less than in the previous year. The whole number of valuable letters sent out by the Dead Letter Office was 51,239. Many interesting details are given in the report touching the operations of this office. Out of 21,493 cases, where causes of non-delivery were ascertained, only 225 were attributable to the fault of postmasters. Eight hundred and twenty-two letters had no address whatever.

Congress at its first session, passed an act authorizing the employment of 25 additional clerks to facilitate the return of dead letters to their writers, with the expectation that the receipt of postages thereon would cover the appropriation of $20,000, made for their compensation. The result thus far shows that an excess of revenue therefrom over the expenses has accrued to the amount of several thousand dollars.

The whole number of postoffices in the United States remaining established on the 30th June, 1862, was 28,875, of which there were in loyal States and districts 19,973, and in insurrectionary States and districts there were 8,902.

The net increase in the established offices over last year was 121.

The number of cases acted upon by the appointment office during the year was 7,785.

The total postage accruing on United States and European mails during the year amounts to $1,144,095 82, being a reduction from the amount of the previous year of $217,940 88. Of the total amount collected, the excess collected in the United States was $212,607 36, which constitutes the balance paid to the several foreign departments, the cost of exchange being defrayed by the United States. The Postmaster General objects to this cost as inequitable, and proposes, if possible, to relieve the Department from this burden.

The Postmaster General has made special efforts to relieve the foreign correspondence of the country from its complexity, now embarrasing alike to correspondents. Separate negotiations have been found altogether inadequate to secure simple and satisfactory arrangements. He therefore opened a correspondence in August last, through the Department of State, with foreign administrations, proposing a convention of postal representatives at some convenient point, to consider the enumerated difficulties, and the means of remedying them. Several replies have been received from various Governments, and all are favorable and agree to the project. This country, comprising immigration from almost every civilized nation is especially interested in the subjects proposed to be brought before this conference. It is a sphere of postal improvement requiring the establishment of greater uniformity and some common principle of arrangement, and is connected with our prosperous commercial intercourse with other countries.

The mail lettings which went into operation on the first of July last in the western division were effected on such favorable terms as compared with the previous letting, that a reduction of expenditure resulted to the amount of $331,000. At the same time the length of route was increased by 6,159 miles, with an annual increase of transportation of 754,428 miles. Notwithstanding the increase of miles, the net saving is over 9 per cent. as compared with the previous term.

The total annual cost of inland service in operation on the 30th June last was	$5,853,834 00
To which add the cost of the various agencies, route, local messenger &c., &c	460,630 92
And the cost of service at that date is	$6,314,464 92

which includes $1,900,000 for the overland mail route, not before charged upon the revenue of this Department.

The saving in the lettings of July, 1862, is attributed to a strict adherence to the law of 1845, authorizing what is known as "Star bids."

The Report renews the recommendation for codifying all the postal laws, and hopes it may be done at this session.

Among the improvements under consideration by the Postmaster General, is that of embossing postal stamps on business and other envelopes supplied for that purpose by persons desiring to furnish their own designs. It is believed that this will largely increase the use of stamped envelopes in lieu of stamps, which is an object of great importance to the department.

He also discourages the use of the mails for transmitting money, and speaks favorably of a limited money order system, and of an amendment to the registry system, by which a return receipt shall be sent to the dispatching party as evidence of the fact and date of delivery of his package.

He also proposes to abolish many of the discriminating rates of postage now existing, approximating as far as possible to uniformity, and increasing the efficiency and extent of the delivery and collection of letters by carriers in cities.

The public attention is called to the great importance of good postal officers for a successful administration of this Department. If postmasters and their clerks are selected without chief reference to their efficiency and personal fitness, no amount of good legislation will secure public satisfaction. An energetic, faithful and efficient postmaster, devoted to the interests of the service, should be retained so long as he illustrates those qualities in his administration of the office. He attributes the success of the English system largely to the the permanent character of their officers, and their familarity with the laws and regulations, and regrets the extent to which other motives to appointments have prevailed in this country. He urges a return to the old standard of honesty, capability and fidelity; and anticipates more public satisfaction and administrative success from the adoption of such a principle, than from any other single act of reform. The documents as a whole will be read with unusual interest, and contains numerous suggestions of great importance to this branch of public service. He uses this language; "It is my intention to displace incompetency and indifference wherever found in official position under my control, without any discrimination in favor of appointments which I may myself have made under misinformation of facts."

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Jan. 23, 1863, was as follows:

Passengers	$14,701 10
Freight and live stock	46,567 14
Mails and sundries	2,027 46
Total	$64,095 70
Corresponding week of 1862	51,751 53
Increase	$12,344 17

The earnings of the Grand Trunk Railway for the week ending Jan. 24, 1863, were:

Passengers	$16,276 19
Freight and live stock	73,853 54
Mails and sundries	4,024 00
Total	$94,153 73
Corresponding week, 1862	83,313 72
Increase	$10,840 01

The earnings of the Illinois Central Railroad for the 3d week of January, 1863, were:

	$64,056 98
Do., 1862	47,986 65
Increase	$16,070 33
Increase in first 3 weeks of Jan. 1863	$42,524 67

The earnings of the Chicago and Alton Railroad for the 3d week of Jan., 1863, were:

	$23,704 53
Same week, 1862	19,649 53
Increase	$4,055 00

Cleveland and Pittsburg Railroad.

Length of main line, Cleveland to Wellsville	101 miles.
" Tuscarawas Extension	32
" Hanover Branch	1½
" Beaver Extension	22
" Wheeling Extension	47—102½ "
Total length of line owned by company	203½ "
Pittsburg, Fort Wayne and Chicago Railroad used under lease ($85,000 per annum)	26 "

The gross receipts of the company for the years ending November 30, 1861 and 1862, were as follows:

	1861.	1862.
Passengers	$376,936 93	$435,527 08
Freight	682,254 14	930,410 12
Mails, Express, rents, &c.	55,750 78	70,379 91
Total receipts	$1,114,941 85	$1,436,317 11
The payments were:		
Expenses of operating	$616,335 41	$662,064 88
Pittsb. F. Wayne & Chicago Lease	85,000 00	85,000 00
Interest on 1st Mortgage Bonds	65,730 00	55,720 00
Interest on 2d Mortgage Bonds	129,325 00	86,065 00
Interest on 3d Mortgage Bonds	123,235 00	81,497 50
Interest on Funded Debt Mort. B'ds	.....	26,235 00
General interest and Exchange	6,780 89	32,651 29
New Engines and Cars	18,041 21	30,219 81
New Bridges, Station Houses, &c.	31,789 66	43,581 70
Total payments	$1,076,237 17	$1,109,935 18
Excess of rec'pts over expenditures	$38,704 68	$327,281 93

The receipts and expenditures for the past eleven years have been as follows:

Years.	Gross Earnings—Pass'ger.	Freight.	Mails, etc.	Total.	Operat'g expenses.	Earnings less expenses.	Divid.
1852	$187,291	$107,635	$10,872	$305,798	$127,398	$178,400	12
1853	215,256	203,331	14,095	432,682	165,405	267,277	10
1854	196,942	232,565	20,708	450,215	194,347	255,868	5
1855	204,041	350,799	27,037	581,877	272,359	309,518	..
1856	206,739	394,055	29,178	629,972	298,630	331,343	..
1857	290,554	413,209	36,161	739,924	443,957	295,967	..
1858	302,216	421,749	48,128	772,093	439,999	332,094	..
1859	324,988	532,003	49,719	906,710	514,222	392,488	..
1860	366,351	601,982	52,305	1,020,638	564,497	456,141	..
1861	376,937	682,254	55,751	1,114,942	701,335	413,607	..
1862	435,527	930,410	70,380	1,436,317	747,065	689,252	..

The financial condition of the company on the 1st December, 1861 and 1862, was as follows:

	1861.	1862.
Construction account	$8,172,139 97	$7,771,062 11
Telegraph Line	16,913 72	16,913 72
Personal property	29,318 58	48,118 58
Balance of personal accounts	22,777 32	26,360 76
Assets in hands of receiver	171,764 80	389,191 79
Total	$8,412,914 39	$8,251,646 96
Capital stock	$3,846,324 11	3,832,712 16
First mortgage bonds, 1860	800,000 00	800,000 00
Second mortgage bonds, 1873	1,189,000 00	1,189,000 00
Third mortgage bonds, 1875	1,166,000 00	1,166,000 00
Funded debt mort. bonds, 1886	793,120 43	1,059,028 00
River Line bonds, 1887	145,000 00	20,000 00
Dividend bonds, 1866–'70	123,017 27	75,077 53
Income bonds, (due)	15,500 00	15,500 00
Bills payable	334,952 58	94,329 27
Total	$8,412,914 39	$8,251,646 96

The following table shows the condition of the capital account and the cost of the road and equipment at the end of each financial year since the completion of the main line:

Years.	Capital.—Shares.	Bonds.	Floating.	Total.	Miles open.	Cost of Road and Equipm't.
1852	$1,239,450	$1,371,000	$353,306	$2,963,756	101	$2,907,585
1853	1,979,100	1,142,200	158,608	3,279,908	107	3,061,908
1854	2,686,770	1,935,600	580,562	5,202,932	131½	4,312,244
1855	2,880,785	2,750,312	293,679	5,924,776	133½	4,719,692
1856	3,976,814	3,837,800	355,439	8,170,053	173	6,949,910
1857	4,032,878	4,925,462	677,750	9,636,090	203½	9,442,009
1858	3,992,196	4,918,325	653,822	9,564,343	203½	9,320,289
1859 }	No reports published.				203½ }	No re-
1860 }					203½ }	ports.
1861	3,846,324	4,231,637	334,953	8,412,914	203½	8,172,140
1862	3,832,712	4,324,605	94,329	8,251,646	203½	7,771,062

American Gold—Government Securities—Railroad Stocks.

The extreme prices of American Gold and Government Securities at the Stock Exchange daily in January were as follows:

Jan'y.	American Gold.	Demand Notes.	7 3-10 Treas. Bonds.	6 p.c.coup. Bonds.	Debt Certific.
2	133½@133¾	128 @130	102¼@102½	96 @98	96½@96¾
3	133¼@134½	128½@129½	102½@102¾	98½@99	96½@96¾
5	134½@135¼	129½@129¾	102¼@102½	97¼@98½	96½@96¾
6	134 @134½	129½@130¼	102¼@102½	98½@98¾	96½@96¾
7	134 @135	130 @130½	102½@102¾	98 @98½	96¼@97½
8	135½@137	133½@135	101½@103	98½@98¾	97 @97½
9	138 @138½	135½@135¾	102¾@103½	98 @98½	97 @97½
10	136½@138½	135½@135¾	102½@103	97 @97½	96½@97
12	140½@142½	137½@139	101 @102½	96 @97	96 @96½
13	142 @144	138½@139½	101½@102½	95½@96½	96½@96½
14	146½@148	142 @143	100 @100½	92½@95	95½@95½
15	148½@148½	142½@144	100 @101½	91½@94	94½@95
16	145½@146½	141 @142½	102 @102½	96½@96	95½@95½
17	146½@147½	142½@143½	102 @102½	95½@96½	95½@96
19	147½@148½	143 @145	101½@102	95½@96	95½@96½
20	147½@148½	144½@145½	101½@102	95½@96½	95½@95½
21	147½@148½	145½@145½	101½@103½	95½@95½	95½@95½
22	147½@148½	144½@145	101½@102	95½@96	95½@96½
23	147 @148	144½@144½	101½@102	95½@96½	95½@96
24	148½@150	144½@146	101 @102	95½@96	95½@95½
26	148½@151½	145½@146	101½@102	95½@95½	95½@96½
27	153½@154½	146½@148½	102 @102½	94 @94½	95½@95½
28	152½@154	148 @148½	102 @102½	94 @94½	95 @95½
29	153 @155½	147½@149	102 @....	93½@94½	94½@95
30	153 @158½	151 @154	101½@102	94½@94½	95 @95½
31	159 @160½	154½@155½	101½@102	94½@95	94½@95
Range	133½@160½	128 @165½	100 @103½	93½@99	94½@97½

The following is a comparison of the prices of the principal stocks at the close of January, 1860, 1861, 1862 and 1863:

	1860.	1861.	1862.	1863.
American Gold	100	100	103⅜	160¾
U. S. Demand Notes	..	....	100	155¾
U. S. 6s, 1881, coupons	..	....	89	95
U. S. 5s, 1874, "	100¼	94	79½	87
U. S. 7 3/10 Treasury Bonds	..	....	98	102
Virginia 6s, coupons	92¾	75¾	51¼	71
Missouri 6s, "	80¾	68½	42½	66½
Tennessee 6s, "	87½	73	44½	63¾
California 7s, "	83½	87	82	132
New York Central Railroad	71¼	60¼	83¼	124⅞
Erie Railroad	9	37¼	34½	78
" " preferred	..	....	58¼	107¼
Hudson River Railroad	41½	45½	38⅞	94¼
New York and Harlem Railroad	9¾	16⅛	12¾	35
" " " pref.	34¼	38⅛	31	69
Philadelphia and Reading R. R.	39¼	45½	42¼	92½
Panama Railroad	138⅛	113½	113¾	187
Michigan Central Railroad	37¼	58	52	98¼
M. S. & N. I. R. R.	6¼	15½	22	61
" " " guarantied	14¾	33	42½	105¾
Illinois Central Railroad scrip	57½	80¼	61	95
Cleveland and Pittsburg Railroad	....	....	16½	71
Cleveland and Toledo Railroad	20½	34¼	41¾	91½
Galena and Chicago Union R. R.	59⅝	72½	67¾	93
Chicago and Rock Island Railroad	63¾	58	55	92
Chicago, Burlington & Quincy R.R.	....	73⅛	62½	110⅛
Pacific Mail Steamship	77¾	86	99	172
Delaware and Hudson Canal	94	92	92½	131½
Pennsylvania Coal	16	80	87	132

The following table extends the comparison of the principal railroad stocks to their aggregate amounts—the first column showing the amount issued, the second and third the market (currency) value at the end of January, 1862 and 1863, and the third and fourth columns the market value reduced to gold value—

Stocks.	Amount of stock issued.	Market (curr.) Value. 1862.	1863.	Value in Gold. 1862.	1863.
N. York Central	$24,000,000	$19,980,000	$30,010,000	$19,180,800	$18,681,225
Erie	11,000,000	3,795,000	8,300,150	3,671,052	5,166,843
Erie Preferred	8,535,700	4,962,344	9,154,528	4,831,050	5,698,700
Hudson River	3,758,466	1,461,096	3,742,284	1,412,610	2,329,553
N. Y. & Harlem	5,747,100	728,930	2,000,095	705,239	1,245,613
N. Y. & H. Pref.	1,500,000	465,000	1,035,000	449,587	644,287
Phila. & Reading	10,859,800	4,588,265	10,045,315	4,421,941	6,253,208
Panama	5,000,000	5,687,500	9,350,000	5,502,656	5,820,375
Michigan Central	7,899,489	4,107,734	7,761,219	3,974,173	4,831,377
M. S. & N. Ind.	6,857,707	1,508,695	4,183,221	1,459,663	2,604,055
M. S. & N. I. guar.	2,983,000	1,229,523	3,059,347	1,189,565	1,904,444
Illinois Central	15,277,500	9,319,275	14,513,615	9,016,398	9,034,725
Clev. & Pittsburg	3,832,712	632,397	2,721,225	611,844	1,693,963
Clev. & Toledo	3,343,800	1,396,036	3,059,577	1,350,665	1,904,586
Galena & Chicago	6,028,400	4,084,241	5,676,412	3,951,502	3,489,991
Chicago & Rock I.	5,603,000	3,081,650	5,154,760	2,981,596	3,207,838
Chic., B. & Quincy	4,791,540	2,994,712	5,276,683	2,897,384	3,284,735
Total	$126,898,114	$70,053,398	$124,974,331	$67,776,662	$77,796,526

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds — Under Act 28th June, 1847	$9,415,250	6	1867	95½
		6	1867	----
Registered Bonds / Coupon Bonds — Under Act 31st December, 1843	8,908,842	6	1868	98
		6	1868	99
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	91¼
		5	1874	85½
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1871	87
		5	1871	94
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	97
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	92½
		6	1881	94½
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	101½
	53,630,000	7.3	1864	101½
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	20,000,000	6	1882	100
		6	1882	100
Treasury Notes—				
Under Acts 28 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	154½
Under Acts 2 Mar. '61, & 17 Mar. '62 / convert. into 20	10,000,000	---	Dem.	----
Under A'ts 17 Ju. & 5 Au.'61 & 17 Ma.'62 / y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	94
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	131
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	107½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	105
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	109
" —University Fund Interest Bonds of 1861	650,000	6	1879	110
" —War Fund Bonds of 1861	2,000,000	6	1879	104
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	55
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	100
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	100
" — " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	71
" — " (bank)	5,295,533	6	Var.	----
" — " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	669,000	6	'83-'77	115
" —War Loan of 1861	800,000	6	1871	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,000	5	'61-'72	----
" — " " of 1861 "	247,000	6	'68-'72	130
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	136½
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	110
" —War Loan: Coupon Bonds 1861	565,500	7	1881	103
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	65
" — " "	100,000	6	1862	64
" — " " (loans to Railroads)	23,800,000	6	'72-'86	87½
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,330	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	103
" — " State Loan $6,756,654	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	120
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	75
Ohio—Inscribed Certificates	4,095,300	6	1881	118½
" — " "	1,015,000	5	1865	99½
" — " "	2,183,531	6	1870	120
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	120
" — " "	660,835	6	1888	----
" — " "	1,608,905	6	1860	----
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates (1st January, 1862	37,687,760	5	'61-'82	110
		5	'61-'82	106
" — " "	400,630	6	1879	110
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	62
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	114½
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	75
" — " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	160,000	5	'64-'74	----
" — " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	105
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	113
" — " " (Bank Stock)	553,966	6	1870	108½
" — " " (Improvement Stock)	4,963,215	6	1890	113
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	126½
" —Coupon Bonds (Water)	6,228,787	5	Var.	125
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	98
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,134,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,068,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'96	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	95½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	762,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	110
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	99
" " 2d " " "	3,980,670	6	1882	72½
" " Improvement " "	586,500	6	1870	52
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	37
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	23
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	102½
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	20½
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	104
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	103
" " " 2d "	1,014,000	7	------	90
New York & Harlem, Preferred	1,020,000	---	------	66
Philadelphia & Reading, Preferred	1,551,800	7	------	59

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,650	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	70,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,209
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	152,459	119,973	121,272	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,442,218
Chicago and Alton:													
1860	55,734	55,122	74,090	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	67,610	62,350	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	------
Chicago and Rock Island:													
1858	72,046	67,307	92,064	92,120	80,595	95,466	82,374	83,385	94,985	92,760	73,883	60,480	987,465
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,878	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	136,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	156,127	137,408	134,522	1,328,375
1863	139,686	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1858	20,447	18,272	25,303	38,535	40,893	43,899	39,924	27,761	37,499	36,333	31,144	22,729	382,836
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,881	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,537	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	56,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	981,157
Cleveland, Columbus and Cincinnati:													
1858	70,492	68,138	88,523	93,872	82,968	85,387	90,372	112,138	114,218	106,055	104,866	84,944	1,101,973
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	78,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,256,004
1862	132,620	112,606	113,912	114,885	119,984	122,524	131,687	168,834	170,565	172,296	177,410	179,553	1,716,866
Cleveland and Toledo:													
1858	65,211	54,975	90,957	84,149	62,555	57,293	52,385	60,889	83,924	79,458	75,698	71,315	838,809
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,073	76,304	82,220	780,286
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,260	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	702,077	6,202,048
1862	695,607	603,030	636,615	605,755	575,344	516,190	587,010	609,881	764,448	910,985	903,016	921,867	8,329,748
Galena and Chicago:													
1858	85,320	74,181	103,912	141,334	157,954	210,728	157,285	122,351	161,949	141,653	103,813	87,082	1,547,561
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	106,979	105,423	74,346	90,180	168,194	215,708	190,456	121,199	188,370	208,575	159,530	143,498	1,762,458
1863	------	------	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1858	176,573	163,837	179,423	112,614	128,132	95,219	114,731	139,489	140,872	140,783	137,094	197,981	1,726,748
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,305	155,164	156,973	170,157	157,443	252,028	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,230	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,025,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1858	130,061	116,470	163,848	179,991	161,090	154,193	124,299	202,953	218,861	184,776	156,028	153,999	1,946,579
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,822	2,126,066
1860	187,417	186,189	213,080	192,282	217,202	189,548	196,000	233,918	257,634	306,711	141,605	227,310	2,778,333
1861	319,634	370,268	226,966	192,054	199,488	173,941	189,279	268,982	289,862	284,020	245,248	193,767	2,965,768
1862	172,187	150,809	161,801	183,484	192,077	240,566	249,929	334,946	400,436	385,357	369,718	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,986	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	157,187	164,809	122,863	63,771	1,095,046
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,996	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	278,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,639	2,649,109
Michigan Central:													
1858	122,380	107,502	165,936	223,010	185,727	170,847	142,872	176,061	224,574	209,868	156,298	130,108	2,016,183
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
New York Central:													
1858	430,376	390,431	537,858	668,425	510,197	432,195	458,664	538,048	653,373	653,661	600,920	510,425	6,384,573
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,782	529,386	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,468	720,736	623,047	7,154,622
1861	489,065	427,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,060	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1858	79,124	76,611	93,143	86,000	77,669	82,529	88,582	94,406	81,135	87,349	83,221	93,188	1,022,962
1859	91,990	84,209	88,278	90,617	91,868	89,239	91,190	100,118	97,218	97,857	85,786	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,923	96,839	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,858
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,860	18,611	25,666	29,531	31,968	35,494	28,958	29,466	302,280
1862	22,069	18,804	24,250	26,743	27,098	30,422	32,495	38,426	40,319	40,087	35,920	------	------
Philadelphia and Reading:													
1858	103,492	116,687	168,102	203,965	216,784	207,573	257,455	247,069	254,740	269,464	242,052	234,876	2,522,259
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,041,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	368,897	3,743,224
Toledo and Wabash:													
1858	45,780	34,743	59,107	91,556	56,531	46,033	76,710	112,024	104,119	95,915	61,981	41,726	827,125
1859	39,097	39,440	62,787	68,097	60,026	57,863	59,142	72,295	75,789	74,421	81,839	46,340	737,156
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,381	103,408	124,398	77,663	50,848	926,908
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,086	92,574	1,172,103
1862	82,235	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,548	109,915	1,373,633

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	108
" " " 1850	700,000	6	Jan. & July.	"	1890	109
" " " 1855	1,128,500	6	Jan. & July.	"	1875	108½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108½
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	380,000	7	May & Nov.	" "		86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1884	104
Mort. (chgd from Sterl'g)	835,000	5	"	London.	1889	106½
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	103½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	110
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	103
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	103
2d Mortgage	800,000	7	June & Dec.	New York.	1865	81
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	17
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	343,200	6	Jan. & July.	Boston.	var.	104½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	130
" " " inconvertible	2,690,000	8	" "	" "	1883	130
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	117½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	119
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		108
1st Mortgage (general)	3,600,000	7	" "	" "		73
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "		98
2d Mortgage	2,000,000	6	" "	" "		44
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		94
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	112½
2d Mortgage	950,000	7	May & Nov.	" "	1880	96
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	103½
2d Mortgage	244,200	7			1864	
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	104
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	105
4th Mort. (M. L.) or 3d Extension	1,059,028	7	" "	" "		80
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	112½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	93½
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	105
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	121
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	115
2d Mortgage	2,516,500		March & Sept.	" "	1881	120
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	143,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'63	114
1st Mortgage (Extended)	22,000	7	" "	" "	1882	120
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	115
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87½
Land Security	5,000,000	7	April & Oct.	" "	1881	67
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	---
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	---
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	---
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	120
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	122½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	111
Convertible	1,002,000	7	" "	" "	1867	109
Illinois Central:						
Optional Right bonds	38,000	7	Jan. & July.	New York.	1868	---
Construction	10,798,500	7	April & Oct.	London.	1875	---
Construction	4,115,000	6	" "	New York.	1875	123
Eight per cent. bonds	326,000	8	March & Sept.	" "	1865	---
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	---
2d Mortgage	578,000	10	" "			
Income	281,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	85
2d Mortgage	400,000	7	" "	" "		85
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	---
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	---
2d Mortgage	230,000	6†	" "	Augusta.	1861	---
3d Mortgage	250,000	6†	" "	"	1862	---
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	60,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	116
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		31
2d Land Grant (Western Div.)	353,600	†	" "	"		31
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6				
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	---
Mortgages on Land	473,809	7				
Louisville and Frankfort:						
Louisville Loan	174,000	---				
1st Mortgage	248,000	---				
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	---
Lebanon Branch 1st Mortgage	400,000	7			var.	---
Memphis Branch 1st Mortgage	300,000	7			var.	---
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	---
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	128
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	904,000	7	Feb. & Aug.	" "	1861	103
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	---
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	107
Detroit and Toledo	684,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	113¼
2d General Mortgage	2,572,000	7	" "	" "	1877	105
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Ghien:						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	111
1st Preferred stock	1,051,000	8				103
2d Preferred stock	1,014,000	7				90
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				100
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	---
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	---
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	---
Sterling	878,035	6			1883	---
Mississippi State Loan	200,970	6				---
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	---
Mortgage	450,000	8			1866	---
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	103
Muscogee:						
1st Mortgage	249,000	7				---
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				---
Chat. and Clev. Subsc. (endors.)	231,000	---				---
*New Albany and Salem:						
Crawfordsville	175,000	7				---
1st Mortgage	500,000	10				---
1st Mortgage	2,235,000	6				---
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	---
2d Mortgage	200,000	6	Jan. & July.	"	1868	---
Extension	116,000	6	May & Nov.	"	1878	---
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	---
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	85,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4 '8	---
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	---
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				---
New Orleans City Subscription	1,500,000	5				---
1st Mortgage (S. F.)	566,000	8			1889	---
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	114½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	114½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	117½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds	252,976	6	" "	" "	1883	---
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	104½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	123½
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	107
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	126
3d Mortgage	6,000,000	7	" "	" "	1883	120
4th Mortgage	4,900,000	7	April & Oct.	" "	1880	112½
5th Mortgage	1,792,500	7	June & Dec.	" "	1888	107
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	---
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	119
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	101½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	104
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	Ne	1866	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Real Estate	35,910					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	105½
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	105
2d Mortgage	3,077,000	7†	" "	" "	1861	20½
North Missouri:						
State Loan (30 years)	4,350,000	6				87
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91½
Chattel Mortgage	360,000	10	" "	"	1887	110½
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64-'74	
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7			'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6				87
State Loan (S. W. Branch)	1,268,000	6				
Construction	3,235,000	6				
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	120
2d Mortgage	2,421,000	6	April & Oct.	"	1875	113½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	106
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	110½
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	111
" 1844, (convertible)	863,000	6	" "	"	1880	111
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	107½
" 1856, "	1,475,000	7	" "	"	1886	107½
Bonds and Mortg's—real estate	592,200					
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	122½
Improvement	119,000	6	May & Nov.	Boston.	1863	
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000					
Alleghany Co. "	750,000					
Connellsville "	100,000					
Mc'Keesport "	100,000					
Baltimore City "	94,000				1886	
Baltimore City Stock	906,000				1889	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	
Real Estate Bonds	100,000				'68-'83	
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1912	118
2d Mortgage	5,160,000	7	" "	" "	1912	105
3d Mortgage	2,000,000	7	" "	" "	1912	83
Bridge Bonds, O. & P. R. R. Co.	188,000	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	337,173	6	" "	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "		
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75
2d Mortgage	937,500	7	" "	"	1863	7½
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	
2d Mortgage	997,000	7			1866	
3d Mortgage	1,000,000	7			1875	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
Dividend Bonds	129,083	7			1873	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
2d Mortgage	450,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000					60
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	112
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	108½
" " (series B)	1,100,000	7	April & Oct.	"	1894	108½
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92
" " " (series D)	1,400,000	7	May & Nov.	"	1894	92
" " Income (series E)	1,700,000	7	" "	"	1894	80
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	110
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	110
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	90
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	90
Interest Bonds	111,895	7				91
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	40
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	3
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7			1880	87½
2d Mortgage	25,000	7			1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	112½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's, endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	303,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	.....	.....	600,431	.....	.....	.....	.....	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
31 July '60	23.8	—	.....	2.8	—	4	4	43 Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	.....
30 Sep. '61	122.4	—	.....	15.0	75.1	16	20	241 Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,988	300,412	97,999	—	.....
31 Aug. '62	61.4	1.6	64.5	—	—	18	21	302 Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11	142
31 Dec. '61	74.0	—	.....	—	—	11	12	253 Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,539	120.0	189,358	225,292	25,565	—	.....
31 Dec. '60	57.0	—	.....	1.3	—	7	11	179 Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	.....
31 Dec. '60	62.0	—	.....	2.6	—	6	12	29 N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '61	66.0	—	.....	5.2	—	7	7	111 New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	162,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,800	808,060	301,979	—	122½
30 Nov. '61	69.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,026	—	82
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '61	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	160	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	16.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	579,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	292,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	83	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,855	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,345	454,541	—	.....
								ILLINOIS.													
31 Dec. '61	220.0	—	.....	—	50	30	763	Chicago and Alton	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,093	4	65
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,067,025	1,561,227	679,772	—	106
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '62	242.0	—	—	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,956,936	8,035,000	254,676	11,817,527	213.0	.....	849,719	414,828	—	18
31 Mar. '62	181.8	—	.....	—	59	57	960	Chicago and Rock Island	7,023,938	*	40,469	5,603,000	1,397,000	—	7,546,220	228.4	765,949	1,054,704	415,971	3	88½
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	90
31 May, '61	175.0	—	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '61	454.8	252.5	.....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	90½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
.. .. ..	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic. & R. Is.	.....	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
.. .. '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '61	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	.....
.. .. ..	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	218.0	—	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	.....	3,700,000	6,700,000	.....	10,400,000	218.0	.....	1,117,603	568,020	—	37½
								INDIANA.													
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	133,009	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	813	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	50
31 Dec. '61	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,939	—	57
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,558,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
.. .. '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	.....
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	.....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,766	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,084	.....	86.0	7 mo's.	85,239	46,771	—	.....
31 Dec. '61	111.0	—	.....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	670,000	.....	.....	38.5	11 mo's.	458,821	21,256	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.6	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	.....	—	—	13	10	230 } Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	108,944	43,267	—	.....
30 Jun. '61	65.1	—	.....	—	—	—	—	} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	80
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,289	9,455,250	269.0	613,903	716,478	371,122	—	66
.. .. '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,280	—	3,242,318	566,000	339,297	5,355,220	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,462	1,040,752	—	.....	2,665,000	1,160,717	.....	206.0	.....	1,282,624	566 434	—	.....
31 Aug. '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,232,015	248,969	109,434	1,710,419	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,988,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,728	*		135,000		40,576	244,728	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	65.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	.....	.....
31 Dec. '58	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000	.....	.....	.....	.....	.....	.....	.....
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,618,473	104,019	78,014	557,779	1,105,400	95,988	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,476	245,348	115,732	6	117
31 May,'59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	286.8	.....	3,922,203	2,305,783	6	90
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	40
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	23.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	115
31 May,'62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974		75,150	4,908,723	119.3	599,048	732,427	290,406	6	134½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	122,720	.....	.....	61.8	.....	588,871	272,429	8	136
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104	.....	83.6	.....	928,932	408,594	8	137
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400	.....	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000	.....	.....	52.3	.....	250,836	122,956	6	113½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	105½
30 Nov. '61	19.9	1.3	3.8	—	.....	.....	.....	Essex	742,592	4,416		299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149		3,540,000			.....	71.6	.....	543,158	217,054	6	124
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	23.4	.....	33,820	7,663	8	97
30 Nov. '61	25.0	—	3.0	—	.....	.....	.....	Hampshire and Hampden	596,651			292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,163	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.6	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	27.7	.....	204,374	48,542	8	135
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	81½
30 Nov. '61	27.0	—	2.4	—	.....	.....	.....	Newburyport	597,386			220,340	234,900	140,902	.....	.....	.....	.....	.....	.....	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130			283,037	459,698	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	142
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247		450,000			.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	.....	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	6
30 Nov. '61	21.9	—	1.1	—	.....	.....	.....	Stockbridge and Pittsfield	448,700			448,700			.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000			.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	.....	.....	.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125	.....	.....	77.0	.....	200,648	95,739	—	30½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	169
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,698	*		1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	76
								MICHIGAN.													
1 Jun '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	.....	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	.....	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	96½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	57½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,890	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	.....
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658		2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357		3,486,705	7,003,000	402,193	19,550,980	189.0	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072		70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,183,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	20
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	29½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	65
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord & Portsmouth, guar.	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	129
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	.....	.....	.....	Eastern	525,205			492,500		42,795	525,205	ope	r. by Eas	tern Mass.		—	108
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	28.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000			863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	122½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	18	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	74½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,124,656	*		997,862	2,082,000	156,192	3,236,054	76 0	.....	241,503	78,855	—	.....
31 Dec. '61	63.9	32.5	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124 2	.....	2,058,989	913,829	12	153
31 Dec. '61	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic (Pref.)	1,333,935	*		899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	30,076	—	14½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500		3,630,000	3,000,000	29,057	5,970 496	64.0	662,393	1,201,895	678,443	10	155
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554			600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	—
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	.....	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '61	33.8	—	.....	—	.....	.....	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	.....	5,628,931	33.8	.....	992,767	579,981	10	145
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,922	*	.....	156,850	200,000	70,786	427,636	21.2	.....	39,804	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*		248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,718	*		1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	98
31 Dec. '61	93.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,970	.....	23,076	780,946	—	—	84,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of Shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677			647,191		17,239	664,428						
30 Sep. '60	32.9	—	3.3	—	6	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		oper. by Rens. & Sarat.					
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359			1,000,000	1,388,359		2,388,359	oper. by Western.				6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*		250,000	220,000		470,000	14.8	28,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697		492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337		1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,062,852	176.0	609,076	823,425	275,486	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	325	Buffalo and State Line	2,267,838	521,376		1,960,600	1,049,000		3,009,600	82.8	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna				343,500	300,000	41,600	685,100	72.7	66,186	59,854	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*		380,000			380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000			500,000			500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000			175,000			175,000	20.3	oper. by	West'rn		—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445		3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	94½
30 Sep. '61	94.0	6.6	—	—	15	40	126	Long Island	2,566,328	354,611		1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	27½
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593		41,566,835	654.9	5,368,772	9,350,828	3,749,077	6	119
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623		11,000,000	25,326,505	2,074,796	38,401,300	861.0	3,817,175	5,911,610	1,979,108	—	75½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756		120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804		5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	34½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	oper. by Central.			60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322			4,571,900		4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629		396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	5	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518		665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048		610,000	249,750		859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776		557,600	150,000	13,480	721,080	oper. by B., N. Y. & E.		4,996		—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322		30,889		57,262	88,151	19.0	23,667	4,731		—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684			300,000	73,000		373,080	oper. by Rens. & Sar.				5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584		500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443		63,102	193,657	70,919	327,708	13.3		16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654		1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	8.5	—	10	9	125	Troy and Boston	1,371,576	198,937		606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073		274,400				oper. b. Hud's River.				6	57½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601			30,000	680,000		710,000	oper. by other Co's.				—	—
30 Sep. '61	34.9	—	2.0	51.3	4	6	39	Utica and Black River	837,656	32,755		811,560			811,560	37.81	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748			96,000	45,500	11,625	153,125	.....	oper. by	Erie R. W. Co.		—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304		1,499,000	730,500	101,947	2,330,947	107.7	216,433	363,441	164,672	6	81
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	35,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*		4,000,000				223.0				—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		469,458	219,685	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212		70,860	364,072					—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231			866,939		77,294						—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2		404,533	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		699,716	230,551	—	17
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000		3,818,784	198.3		646,205	329,714	7½	125
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.								32.0				—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	—	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	—	5,917,359	141.2	707,160	1,263,253	704,819	10	160
31 Dec. '61	67.0	—	—	18.0	12	6	285	Cleveland and Mahoning	2,565,666	277,752	301,487	1,167,474	1,712,000	289,675	3,341,020	67.0	246,620	375 791	233,174	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,868,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.0	102.5	—	—	46	30	896	Cleveland and Pittsburg	7,836,094	*		3,832,712	4,324,605	94,329	8,251,646	203.5		1,436,317	552,800	—	68½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	87½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,653	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. r. w. Lit. Miami.		177,371	87,371	8	87½
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,318	5,586,705	144.0	365,470	400,168	222,951	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912		307,240	716,000	80,845		36.6		62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658		1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	489,762	728,853	152,694		45.0		128,170	33,412	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana							1,358,567					—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0		69,352		—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 521	412,002	2,981,267	1,400,000		4,960,780	138.0	814,908	1,536,991	632,114	8	130
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*		8,781,699	235,789	106,895	9,792,293	226.6		434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	13,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3		829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215		125.0				—	—
30 Jun. '62	158.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	606,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '61	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,279	*		848,770	1,375,350	105,510	2,603,120	125.0	215,260	271,712	37 610	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000		55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	*		193,000	150,000	3,500	346,500	oper. by C., C. & C.				—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000			—	—
31 Aug. '61	242.4	—	—	—	85	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	50
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley					378,455	58,811		45.0		106,924	55,029	—	—
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861		1,816,150	1,500		1,817,650	24.5	174,238	345,505	194,589	10	68½
31 Dec. '61	68.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000		3,350,000	34,000	59,359	3,472,746	146.0		289.137	219,545	22,490	—	7
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*		956,900	270,500		1,308,919	52.5		161,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,178 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0			2,169,946	1,339,680	136
30 Nov. '61	35.8	—	2.3	—	6	3	74	East Pennsylvania	660,319	94,810		490,700	598,400	27,612	1,116,712	35.8		131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*		1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	39½
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000		1,000,000	oper. b. Buf. & S. L.				10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341		1,182,550	700,000		1,882,550	55.5	oper. by	Penn.	R.R. Co.	14½	61½
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*		1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*		508,311	1,142,262	172,039	1,822,612	45.2	122,047	173,941	62,897	—	22
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*		710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*		2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	76
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*		2,256,100	909,000	77,457	3,411,690	oper. r. by Catawissa R.R. Co.				—	43½
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	362,608	9,406,099	—	—	528,246	326 933	6	69½
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367		3,248,600			3,248,600	130.0	293.692	619,043	335,671	11	55
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187		3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	292,124	—	11½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	28,541,156	447.522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,559	423.0	4,418,036	7,300,001	2,646,938	6	70
30 Sep. '59	12.0	—	0.8	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000			250,000	50,000		20.0		1,687		—	—
30 Sep. '61	17.0	7.0	42.0	—	15	54	108	Phila., Germant'n & Norrist'n	1,867,634	296,489		1,248,500	274,800		1,618,800	24.0	249,260	219,965	110,837	7	58½
30 Nov. '61	147.4	4.0	61.0	—	148	66	3,678	Philadelphia and Reading	20,929,788	3,481,451	643,170	11,648,920	12,411,900		24,275,452	161.4	1,785,927	3,008,838	1,412,936	—	50½
30 Nov. '61	14.2	—	—	—	—	—	—	Philadelphia and Trenton	805,000	—	—	500,000	305,000	—	1,442,500	23.0		Part of Penn. & Amboy		6	163

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	——	——	32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,454	6½	67
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	——	1.756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	——	——
31 Dec. '61	467.5	——	68.7	——	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 328	18,999,681	467.5	2,434,641	3,031,787	1,299,721	——	63
30 Sep. '59	31.0	——	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	——	1,221,277	280,000	.....	.....	.....	.....	.....	.....	——	——
30 Sep. '61	54.0	——	3.0	——	7	7	26	Schuylkill and Susquehanna	1,258,700	*	——	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	——	——
30 Nov. '61	9.2	15.3	4.9	——	——	——	——	Schuylkill Valley	573,616	*	——	576,950	.....	.....	573,616	24.5	oper. by	Ph. & R	eading.	5	——
31 Nov. '61	28.0	1.2	2.0	——	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	383,004	500,000	822,117	5,435	1,327 552	.....	.....	105,568	55,143	——	——
30 Sep. '61	148.0	——	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	——	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,925	841,582	149,082	——	39
30 Sep. '61	29.6	——	2.1	——	4	3	70	Tioga	718,918	77,999	——	387,300	396,500	65,726	.....	29.6	68,543	101.499	64,270	6	47½
30 Sep. '61	26.4	——	3.0	——	5	11	22	Westchester and Philadelphia	1,295,617	73,655	——	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	——	——
								RHODE ISLAND.													
1 Jan. '60	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	276,900	.....	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	——	0.5	——	——	3	5	Providence, Warren & Bristol	448,666	*	——	4 7,917	8,500	.....	.....	13.6	.....	26,454	6,914	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	——	26	Blue Ridge	2,126,539	——	——	1,916,515	217,577	——	2,134,092	13.2	.....	.....	.....	——	——
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	——	——
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	——
— — '58	40.3	——	.....	——	——	——	——	Cheraw and Darlington	600,000	——	——	400,000	200,000	.....	.....	49.3	.....	.....	.....	——	——
1 Jan. '59	143.2	21.3	.....	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	841,190	125,871	——	——
31 Aug. '58	22.5	——	.....	——	——	——	——	Kings Mountain	196,230	*	——	200,000	——	——	200,000	22.5	.....	.....	.....	5	——
31 July '58	32.0	——	.....	——	——	——	——	Laurens	543,403	*	——	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	——	——
28 Feb. '59	102.0	——	.....	——	——	——	——	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	——	——
31 Dec. '60	136.0	106.0	.....	——	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	——
31 July '58	25.1	——	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	——	——
								TENNESSEE.													
30 Sep. '60	47.6	——	.....	——	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	——	——
1859	.....	——	.....	17.0	2	——	14	Edgefield and Kentucky	857,947	*	——	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	——	——
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	——	——
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,636,096	873,597	——	——
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	——	——
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	.....	.....	.....	.....	——	——
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	——	——
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	——
1859	.....	——	.....	——	——	——	——	Nashville and Northwestern	.....	——	——	.....	.....	.....	.....	.....	.....	.....	.....	——	——
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	360,000	204,544	.....	45.8	57,950	127,953	87,243	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	——	——	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	——	——
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	——	——
— — '58	56 0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	——	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	360,000	.....	70.0	102,200	282,846	196,568	——	——
— — '59	25.0	——	.....	110 0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	——	——
— — '59	28.0	——	.....	756 0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	——	——
								VERMONT.													
31 May, '61	90.7	——	8.6	19.6	8	8	193	Connect. & Passumpsic Rivers	1,514,132	193,422	——	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	——	80
31 Aug. '60	119.6	——	13.0	——	26	18	600	Rutland and Burlington	3,989,708	617,743	——	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	118,318	——	——
31 Aug. '60	62.0	——	4.0	——	10	6	174	Rutland and Washington	1,771,683	*	——	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	——	——
31 Aug. '60	119.0	——	20.0	——	42	28	885	Vermont Central	8,402,055	*	——	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	——	——
31 Aug. '60	47.0	——	2.8	——	——	——	——	Vermont and Canada	1,350,095	——	——	1,350,000	——	——	1,380,695	ope	r. by Vt.	Central	——	——	156
31 Aug. '60	23.7	——	0.7	——	3	4	43	Vermont Valley	1,212,274	89,612	——	516,164	793,200	.....	.....	23.7	47,960	45 930	8,522	——	——
31 Aug. '60	54.0	10.5	.....	——	.....	.....	.....	Western Vermont	1,083,500	*	——	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep. '59	103.5	——	.....	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	345.427	248,004	loss	——	3
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	——
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	——
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,395	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	535,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,542	.....	.....	——	——
31 Jan. '60	80.0	——	.....	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	——	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	——
30 Sep. '59	32.0	——	2.5	——	5	4	49	Winchester and Potomac	516,830	59,000	——	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	.....	55.0	.....	.....	.....	——	——
31 Dec. '61	199.9	——	24.9	——	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	——	——
31 Dec. '58	40.0	——	.....	——	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	——	——
— — '57	42.0	——	.....	27.8	——	——	——	Milwaukee and Horicon	919,757	*	——	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	——	——
31 Dec. '61	191.9	42.5	28.3	——	45	37	643	*Milwaukee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	426,039	——	36
— — '57	50.0	——	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	——	——
10 May, '61	104.0	——	.....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	229,850	68,438	——	——
— — '58	10.0	——	.....	55.0	——	——	——	Wisconsin Central	600,000	——	——	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	——	——
								CANADA.													
31 July '62	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	235,420	55,495	——	——
— — '62	49.0	——	.....	——	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	49.0	.....	.....	.....	——	11
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	——	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	——	15,603,128	31,351,133	——	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '62	229.0	128.0	.....	——	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	26,104,725	357.0	.....	1,221,145	585,885	1½	.....
— — '62	24.0	——	.....	——	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	——	——
31 Dec. '61	95.0	1.6	.....	——	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	——	——
— — '61	54.0	——	.....	——	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	——	——
— — '61	25.0	——	.....	——	4	——	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	——	——
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12 0	——	14	18	235	European & North American	4,548,564	*	——	4,637,852	——	——	4,637,852	108.0	.....	130,678	36,432	——	——
1 July,'61	60.0	——	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	——	1,380,000	13,100	126,000	1,709,232	60.0	.....	132,555	36,670	——	——
								NOVA SCOTIA.													
31 Dec. '61	61.5	——	.....	60.1	.....	.....	.....	Nova Scotia	4,268,717	*	——	.....	.....	.....	.....	61.5	.....	120,918	26,803	——	——
								NEW GRANADA.													
1 Dec. '62	48.7	——	.....	——	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	——	10,763,723	48.7	.....	1,743,204	1,018,444	12	185

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4.
State Stocks:—						
California 7s	132	132	131	130	131	
Illinois War Loan	104⅜	104	104	104	----	
Indiana War Loan	----	100	----	100	----	
Kentucky 6s	----	----	101	100	----	
Louisiana 6s	----	----	----	----	71	
Maryland 6s	----	----	----	----	----	
Michigan 6s, 1878	110	----	----	110	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	64½	66	66¼	64½	64	64⅛
Do.iss.to H.&St.J.R.	88	88	88	----	89	87½
North Carolina 6s	74⅜	----	75	----	75	75
Ohio 6s, 1881	----	----	----	----	118½	----
Tennessee 6s,1890	63	63½	63⅜	62½	62	----
Virginia 6s	72	72½	71	75	----	75
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
Chicago, Burl. & Q.	107	110	110¼	108⅜	----	106
Chic. & Northwest'n	20	----	22	----	19½	18
Chicago & Rock Isl.	90⅛	93⅛	92	90	89	88⅜
Clev., Col. and Cin.	165	----	163½	161	----	160
Clev. and Pittsburg	69	72⅛	71	68⅛	67⅜	68⅛
Clev. and Toledo	88	91⅛	91⅛	88⅛	87⅛	87⅛
Del., Lack. & West.	----	----	----	----	----	----
Galena and Chicago	92	94⅛	93	91⅛	90⅛	90
Hudson River	92	95	94⅛	93	93	94⅛
Illinois Centr. (scrip)	91⅜	95⅛	95	92	91	90⅛
Michigan Central	94⅛	97⅜	98⅛	97	95⅝	96⅛
M. S. and N. I.	59	62	61	57⅜	56⅜	57⅜
M. S. & N. I. guar'd.	103⅜	107	105⅛	----	104	104
Mil. and P. du Chien	40⅛	41	40	38	36⅛	36
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	----	----	----	----
New York Central	119⅛	123	124⅛	119⅛	118⅛	119
Erie	70⅛	76	78	74⅜	72⅛	73⅛
Erie pref.	104⅛	107	107½	100ex	100	99⅜
Norwich & Worcest'r	81⅛	82	----	----	----	----
N. York & Harlem	33⅛	38	37	34	34½	34⅛
N. Y. & H. "pref."	68	71	69⅛	65	66	66
Panama	----	187	----	185	185	185
Phila. and Reading	90	92½	92½	90⅛	89½	90½
Pitts. Ft. W. & Chicago	66	70⅛	70	65	63	63
St. L., Alton & T. H.	36	40	39	33	34	37⅛
" " " pref.	65	70	70	----	----	----
Toledo & Wabash	----	----	50	50	----	50
" " Pref.	88	----	----	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	107⅛	108⅛	----	----	108	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
Chic. & N. W. 1st M.	72⅜	----	72⅜	----	----	73
" " 2d M.	44⅛	44⅜	45	44⅜	44	----
" " S. F.	----	----	----	----	108	108
" " A. B.	----	----	----	----	71⅛	----
" " I. B.	----	----	----	----	----	----
" "Ap.Ext'n	----	----	----	----	----	----
" " G.B.Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	105	----	----	----	----	----
" 4 M.	80	----	83	82	80	----
Cl. & Tol. S. F. 7 p.c.	----	----	113⅛	----	112⅜	----
Chi., Bur. & Q. 8 p.c.	----	128	----	----	----	130
Chi. & R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8p.'71-5	----	----	----	----	121	----
" 2M. 8p.c.'81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p.c.'63	----	----	----	----	----	----
" 2M. 7p.c.'75	----	----	----	----	----	----
" 1 M. Ex.'82	----	120	----	----	----	----
Hann. & St. J. bonds.	64⅛	----	67	----	----	67
Huds. R. 1 M. 7p.c.'69	----	----	----	----	----	120x
" 2M. S.F.	----	----	----	----	----	122⅛
" 3M. 7p.c.'75	110⅛	114	114	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central bonds	----	----	125	126	125	125
La Grosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	110	----	111	----	----	----
Mich. Cen. S F. 8pc.'82	128	----	----	128	----	----
" conv. 8p.c.'69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	113	114	113⅛	----	----	----
" " 2 M.	101	103	103⅛	103⅛	102	103
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif.'83	116	116	116¼	----	117⅛	----
" 1 M. 7 p.c.'64	----	----	----	104⅛	----	----
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c.'67	----	----	----	----	----	----
" 2M. 7 p.c.'79	----	----	----	125	125	----
" 3M. 7p.c.'83	----	----	----	----	----	----
" 4M. 7p.c.'80	112	112	111	113	112½	----
" 5M. 7p.c.'88	107	107⅛	----	----	----	----
N. Y. & H. 1 M. 7p.c.'73	----	----	----	119	----	----
" 2 M. 7p.c.'64	104⅛	----	----	----	----	----
" 3 M. 7p.c.'67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	----	----	117⅛	117⅛	118	----
" " " 2d M.	105	105⅛	106	105⅛	105	
" " " 3d M.	83	84	87	85	----	83
St. L., Alt. & T. H. 1 M.	108⅛	----	----	----	----	----
" " 2 M. pref.	91⅛	----	94	94	92	----
" " Inc. b'ds	----	----	82	81	80	----
Toledo & Wab. 1 M.	----	111⅛	----	----	----	106⅛
" " 2 M.	89	92⅛	92⅛	----	90	----
" " Int. b'ds	----	----	----	----	----	----
Miscellaneous:—						
Del. & Hud. Canal	130⅛	131	132	132	132	131
Penn'a Coal Co.	129⅛	131	132	132⅛	130	----
Pacific Mail S.S. Co.	165⅛	172⅛	172	168	166⅛	166⅛

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4.
Federal Stocks:—						
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	87	87	87	86⅛	86	85⅞
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	93	93	93⅛	92⅛	92⅛	92⅛
U. S. 6s, 1881, cou.	94⅛	94⅜	95	94⅛	94	94⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	95⅛	95⅛	95⅛	----	----	----
U. S. 6s, 1868, "	96	----	----	----	----	98
U. S. 6s, 1868, coup.	----	99	----	----	----	----
U. S. 6s, 1 year certif.	95	95⅛	95	95	94⅛	94
U. S. 6s, 5-20s, coupon	----	----	----	----	----	----
Treasury 7 3-10 Notes	102	102	102	102	102	101⅞
U. S. Demand Notes	149	154	155	154⅛	153	154⅛
American Gold	155⅛	158⅛	160⅜	159	155⅛	158⅛

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4.
Boston and Lowell	----	----	115	----	----	
Boston and Maine	135	----	134⅛	134⅛	----	134⅜
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	140	----	142⅛	143	----	----
Connecticut River	----	112⅛	112½	----	113⅛	113⅜
Eastern, Mass.	107	----	106⅛	106	----	105⅜
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	124⅛	124⅛	124⅛	----	124⅛	124
Manchester & Lawr'ce	----	----	122	----	122	----
Michigan Central	97	98	98	----	----	97
Northern, N. H.	74⅛	----	74⅜	----	----	74⅛
Old Colony and Fall R.	136	136	136½	138	----	142
Ph., Wil. & Baltimore	68⅛	69	68	68	67⅛	67
Portl'd, Saco & Ports.	118	----	----	----	117	117⅛
Vermont & Canada	----	----	----	150	----	----
Vermont & Mass.	26⅞	----	30⅛	31	30⅛	30⅛
Western	163	163	164	167	----	169
Cambridge (Horse)	125⅛	125⅞	125⅞	126	----	----
Metropolitan "	69⅞	69⅛	69⅛	69⅞	69⅞	69⅞
Middlesex "	----	----	112⅛	----	112⅛	112
Central Copper Co.	----	----	----	----	----	37⅞
Franklin Copper Co.	55	56⅛	56⅛	55⅛	54⅛	54⅛
Isle Royale "	22	22⅛	24⅛	24¼	22⅛	23
National "	24⅜	----	----	22	----	22⅜
Minnesota "	84	----	81	84	----	83
Pewabic "	56	56½	----	----	----	53
Pittsburg "	----	----	83	----	82	82
Quincy "	----	72	74	77	----	72½
Rockland "	21	22	22	21	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 2.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.
Beaver Meadow	----	----	69½	69	68⅛	----
Cattawissa	7⅛	7⅜	8	7⅜	8	7
" preferred	22	23	24⅛	24⅜	24	----
Camden & Amboy	155	----	154	154	153½	153
" " 6s,'67	109½	----	----	----	----	----
" " 6s,'70	----	110	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	106⅛	----	----	----	----	----
Elmira & W'msport	39⅛	39⅛	39½	39½	39⅛	
" " pref.	50	50⅛	50⅛	50⅛	50⅛	----
" " 7s	112	----	----	112½	----	----
" " 10s	----	70	73	73	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	59⅛	59⅜	----	59⅛	----	----
" " 6s	----	115	----	----	----	----
" " scrip	----	34⅛	34⅛	----	----	----
Lehigh Valley R. R.	76	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	112	----	----	----	----	116
Little Schuylkill R. R.	44⅛	44	----	44⅛	44	43½
" " 7s	110⅜	----	----	----	----	----
Long Island	27⅛	----	----	27⅛	----	----
" " 6s	----	----	103	----	----	----
Minehill	53⅛	53⅛	53⅛	54	----	55
North Pennsylvania	11⅛	----	11⅛	11⅛	11⅛	11⅛
" " 6s	91	91	91	91	91½	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	66⅛	----	67	69	70⅛	70
" 1st m.	----	----	----	----	120	120
" 2d m.	----	----	113⅛	----	----	----
Penn. State, 5s	102	101⅛	102	102⅛	----	106
" " 5s, coupon	----	----	110	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	108⅛	108⅛	109	----	109	----
" " new	115	115	115	115	114⅜	114⅛
Philad, Germ. & Nor.	----	----	58⅛	----	----	----
Phila. & Reading	45⅛	46	46	46⅛	45⅛	45
" " 6s, '86	106⅛	106⅛	107	107⅛	108	107⅛
" " 6s, '70	109	----	----	----	----	110⅛
Philadelphia & Erie, 6s	109	----	----	110	----	110
Philad. & Sunbury, 7s	----	----	----	----	112	----
Sunbury and Erie, 7s	111	----	112	----	----	----
Arch street, (Horse)	----	27	27	27⅛	----	27⅛
Chestnut & Wal. "	----	----	54⅛	----	----	----
Girard College, "	----	26⅛	----	26⅛	----	26⅛
Green & Coates, "	41	----	----	----	----	44⅛
Race and Vine, "	----	----	----	11	----	11⅜
2d and 3d streets, "	78	78	----	----	----	78
Spruce & Pine, "	16⅛	----	16⅛	16⅜	----	16⅜
13th & 15th sts., "	26⅜	26⅛	26⅛	26⅛	----	26⅛
West Philad., "	61⅛	----	----	65	66	66
10th & 11th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 2.

	Tu.27.	W.28.	Th.29.	F.30.	Sat.31.	M 2.
Baltimore City 6s, 1875	116⅛	117⅛	117⅛	117⅛	----	----
" " 1886	115½	116	----	----	----	----
" " 1870	115½	117⅛	----	----	----	----
" " 1890	117	117	----	116⅛	----	----
Balt. and Ohio	89⅛	90	----	89⅛	----	90
" " b'ds,'62	----	----	----	----	----	90
" " " '67	108½	----	----	----	----	----
" " " '75	107⅛	----	108⅜	----	----	----
" " " '80	108	108	108⅛	----	----	109
" " " '85	106	107	103⅛	107⅛	105⅛	108
Northern Central	39	39	----	39	39½	40
" " b'ds,'85	102⅛	103	----	105	----	105⅜
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

American Railroad Journal.

Saturday, February 7, 1863.

Stock Exchange and Money Market.

One of the most noticeable events on the money market the last week was the sudden fall in the price of gold, having the appearance somewhat of the effect of a panic. Whether it is destined to advance again, or fall still lower depends on a number of circumstances. There is evidence of a disposition both at Washington and Albany to legislate upon this subject, so as to prevent an illegitimate use of the article by Banks or Brokers. It may be stated, that legislation of this character is considered by political economists both unwise and unavailing. There are some things in this world which can never be controlled by law, and the employment of capital is one of them. During the French revolution the plan was tried to an extreme without success, and a similar attempt in the confederate states has been equally unsuccessful. To put down the price of gold there is but one way, and this is to make its use less necessary, not by prohibition but by the teachings of commerce and business, by which all men are generally convinced. As long as the balance of trade is against us, and the people require and will have foreign goods, no matter what they cost, so long will gold be in demand, whether a paper currency exists or not. As long as the Government continues to receive its duties in coin, to that extent there is an additional demand; so long also as the passion for watches and jewelry is carried to its present excess, there will be a demand for it by the manufacturers of those articles.

We have then these causes constantly operating for a rise, and one other, that of the disposition to hoard, existing every where in the world in time of public danger. This disposition is shown some times to such a degree, so great is the distrust of all usual securities, that by a vast number of persons especially in the old countries, the precious metals are actually buried in the ground, deemed by the timid owners the only safe place of deposit.

It is suggested that there is an indirect remedy in the shape of a legitimate financial measure, which might bring the price of gold down to a more reasonable figure, with the additional advantage of relieving the people from a pressure on their pockets from which they are now really suffering. To comprehend this, it is necessary first to state that our importers of foreign goods are obliged to buy them for gold, or foreign exchange at almost the price of gold, and when these arrive here, they are again obliged to pay the duties in gold. This of course enhances the price of those goods to the consumer, who in fact pays the cost

in gold, for remittance and possibly the cost of gold for the duties. Is it any wonder then that goods are rising rapidly, far beyond their intrinsic value, or that fortunes are sometimes made by speculations in them, even while they are unopened in the warehouses, for they know the profits on these transactions are just as sure to follow in the present state of things as the consumption itself. Thus a person or a family which uses a certain amount of foreign goods, is in fact not only paying the full value of them, the duty laid on imports by the Government, but the price of gold for the foreign remittance and perhaps for passing the Custom House. If the amount of this consumption be, as we will suppose in the case of persons in moderate circumstances, two hundred dollars a year, the price to them at the merchant's counter will for those goods be three hundred. This loss of one hundred dollars is believed by many persons to be factitious and unnecessary, a wasting away of the substance of the consumers, which is onerous under the additional weight of taxation, and might be remedied in the simplest manner. The idea is certainly worthy of consideration.

It is that Congress shall authorize the Secretary of the Treasury to issue say fifty millions of customs' duties notes, or some amount equivalent to what is paid in for duties receivable as specie for duties on imports, and sell them in the market for whatever price they will bring. This would ensure a handsome profit to the Government at the start, and as they fell gradually to par, they would drag down the price of gold accordingly. No merchant would buy gold at 60 when he could get these Custom House duty notes at a less price. Gold would inevitably fall, and as a consequence the prices of imported articles would follow, and the public would buy their goods so much cheaper.

Consumers would gain the amount of the difference in the prices paid for articles imported, and would save enough by that very means to bear taxation more easily. In the case of the family which pays three hundred dollars for two hundred dollars worth of goods, under the present system they would save enough to pay perhaps the whole amonnt of their taxes!

We have thus given a brief outline of the proposed policy, and we must confess it appears just and feasible. The Government if it can lighten the burthens of the people should unquestionably do so, and the immediate effect on the Treasury would be beneficial, for if it knocked down gold to a fair value as a commodity or medium for exchange, it could procure as much of it as was necessary to the public and the bondholders would have renewed confidence in the future payment of their interest in that form. Thus all interests would be materially advanced if the idea is practicable, and we confess we as yet look in vain for any sound objections. We shall take care to bring the subject to the notice of Congress and the able chief of the Treasury department.

The rumor of the disaster at Charleston has had the effect of stiffening the price of gold. The deliberate conviction of the street, however, is, that this disaster is not so serious as first supposed, and that an immediate and final attempt on Charleston must be made, to settle the question already mooted, whether the blockade is really and legally raised. This question can be best settled by a capture, and not so satisfactorily in any other way.

The following quotations of sales are in addition to those given elsewhere in our columns:

New York.—Illinois State bonds, 1862, 101; do., 1877, 109; do., 1879, 108½ and 110; Illinois Canal registered bonds, 100; Ohio 6s, 1886, 120; Brooklyn City 6s, 110; Illinois Central full stock, 90; do., cancelled bond scrip, 80.

Boston.—Northern (Ogdensburg) 1st mort., 105; do., 2d mort., 16½ and 20¼; Rutland and Burlington 1st mort., 66 and 75; do., 2d mort., 7½; Vermont Central 1st mort., 30¼ and 40; Vermont and Massachusetts 6s, 106½; Cambridge (horse) R. R. 6s, 1882, 109⅞; Worcester and Nashua, 76; Concord, 66; Concord and Portsmouth guar., 129; Cheshire, pref., 29½; Rhode Island 6s, 120; Vermont 6s, 1871, 114¾; Connecticut 6s, 115; Mass. 6s, 1876, 136¼; New Hampshire 6s, 1874, 116¼; do., 1869, 114; do., 1867, 112⅝; do., 1870, 113; Maine 6s, 1870, 115; Albany City 6s, 1879, 115¼; Brooklyn 7s, 1865, 102¼; Chicago Municipal 7s, 115; Charlestown City 6s, 108; Boston and New York Air Line 6s, 60.

Philadelphia.—City 5s, 95; Philadelphia, Wilmington and Baltimore 6s, 132; Camden and Atlantic, 8½ to 17½; do., pref., 16½ to 24¾; do., 2d mort., 60; Cleveland and Mahoning 2d mort., 97; Pennsylvania State 6s, reg., 100; Long asland 7s, 108½; Allegheny 7s, 100; Philadelphia and Erie, 35 to 39; 17th and 19th streets, 11; Ridge Avenue, 17¾; 5th and 6th streets, 57½; North Penn. 1st mort., scrip, 82½; Sunbury and Erie scrip, 90½; Elmira Chattle scrip, 65; Chester Valley, 3; Delaware Division, 41; West Branch, 80; Schuylkill Nav., 5⅛; do., pref., 14½; do., 6s, 1872, 100; do., 1882, 70; Morris Canal, 56; do., 1st mort., 113; Union Canal 6s, 23; Chesapeake and Delaware 6s, 102; Huntington and Broad Top, 20½.

Baltimore.—Central Ohio income, 25; do., 4th mort., 30½; Western Md. bonds, 86; Maryland State bonds, 1870 and 1890, 117¼; North Western Va., 4th mort., 25½.

Gauge of the Pacific Railroad.

Not many days since a proclamation was issued by the President stating that in virtue of the authority vested in him by the act authorizing the construction of the Pacific Railroad, he had determined its gauge should be fixed at five feet. It is understood the Attorney General strenously advocated the measure and that his influence outweighed the opinions of many eminent railroad managers.

We regret this decision of the President. In his attempt to compromise, he has pleased no one. All the Railways now reaching the Missouri river are of the uniform gauge of 4 feet eight and one half inches. On the contrary, there is not anywhere in the North or West any of 5 feet. If he had said six feet, a connection might have been made with the Atlantic and Great Western and Erie. If the usual gauge of 4 feet eight and one half inches had been adopted, there would have been no breakage of bulk between New York and San Francisco, and all our railways but one would have been placed on an equality.

It is understood the President said there would have to be a break at the Missouri river, and therefore the gauge was of no consequence, but in this he was much mistaken. Eminent engineers assert that a bridge can be easily built over the river, and if not, then the trains can be transported across in ferry boats just as they now are on the Susquehannah, or at Buffalo for the Lake Huron Road. The President's decision is therefore unfortunate and it is expected Congress will revise it before they adjourn. Mr. Lincoln did not understand the effect of this decision, which will be damaging in the cost of construction, in the necessary change of models and machinery, and will also seriously interfere with the cheap working of the line, as well as increase the expense of transportation. Mr. Lincoln would have done well to have consulted Engineers instead of Lawyers and Attorney Generals. There seems to be an unusual fog prevailing at Washington.

Rutland and Burlington Railroad.

An adjourned meeting of the holders of the first mortgage bonds of this company was held in Boston the 27th ult., John S. Farlow in the chair. Hon. Dwight Foster, chairman of the committee—consisting of Messrs. Foster, William T. Hart, J. M. Wightman, Lorenzo Sabine, and John S. Farlow—appointed at a former meeting to consider what measures should be taken to secure the interests of the first mortgage bondholders, submitted a report. It was set forth that a first mortgage had been taken some ten years ago for $1,800,000, that as fourteen semi-annual coupons amounting to $882,000 had not been paid, the road was now in arrears to the first bondholders to the amount of $2,682,000. The security for this debt was a first mortgage on a railroad, a hundred miles in length, with all its property and appurtenances, and which ought to pay 6 per cent on its cost. An agreement was made some years since between all the parties interested, which was confirmed by a decree in chancey in Vermont obtained in an amicable suit where the trustees under all the three mortgages and the corporation were parties, but the second mortgage trustees were to run the road until the maturity of the first mortgage, the 1st of February, 1863, when they were to deliver possession of all the property to the trustees under the first mortgage, who were to run the road according to the terms of that instrument. While the road has been in possession of the second mortgage bond-holders it has been greatly improved and is now in good condition, but only a few of the coupons of the first bond-holders have been paid. The committee say that the interests of the first bond-holders require that their trustees take possession of the road and foreclosure the mortgage unless after possession some other satisfactory arrangement can be made. They reported two resolutions, which were adopted by the meeting, for the appointment of an Executive Committee to take such measures as they may see fit to secure possession of the railroad and foreclose the mortgage; and also for the appointment of a Finance Committee to take charge of a voluntary assessment of one per cent. on the amount of the bonds held to defray expenses and litigation if opposition is made by the other bond-holders. The Executive Committee appointed was Dwight Foster, W. J. Hart, John S. Farlow, Joseph M. Wightman, John G. Page, Joseph Warner and Lorenzo Sabine. The Executive Committee were authorized to appoint the Finance Committee and selected the following gentlemen:—J. Amory Davis, President of the Suffolk Bank, Benjamin E.

Bates, President of the Bank of Commerce, and Wm. Thomas, President of the Webster Bank. In order to obtain possession of the road, it is required that a power of attorney should be given to the Executive Committee by holders representing two-thirds the amount of the mortgage, or $1,200,000. Those present represented $800,000 of the bonds, and the power of attorney was signed by them. It is thought that the decree of the court is so clear that no opposition will be made to their claims. It was voted to publish the report of the committee and the decree of the court.

Rome, Watertown and Ogdensburg R. R.

The following is a comparative statement of the earnings and expenses of this road for the month of December, 1861 and 1862:

	1861.	1862.
EARNINGS.		
From passengers	$13,527 20	$20,021 87
From freight	20,361 34	22,071 35
From mail	2,483 84	2,027 28
Total	$36,372 38	$44,120 50
EXPENSES.		
Maintaining road	$20,414 37	$10,580 13
Repairs machinery	2,307 28	2,299 58
Operating road	8,237 91	12,818 12
Overcharges refunded	107 02	.....
Total	$31,066 58	$26,387 83
Net	$5,305 80	$17,732 67

Philadelphia and Reading Railroad.

The business of the Philadelphia and Reading Railroad Company for the month of December, 1861 and 1862, has been as follows:

	1862.	1861.
Received from coal.	$357,966 33	$202,693 70
Do. merchandise.	52,714 69	44,468 12
Do. travel, etc.	44,145 27	31,057 59
	$454,826 29	$278,219 41
Transport'tion, roadway, dumpage, renewal fund, and all charges	196,462 62	122,785 85
Net profit for the m'th	$258,363 67	$155,433 56

The Pacific Railroad.

The following is a copy of the President's decision, filed in the Department of the Interior, determining the gauge of the Pacific Railroad:

Whereas, by the twelfth section of an act of Congress entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the government the use of the same for postal, military, and other purposes," approved July 1, 1862, it is made the duty of the President of the United States to determine the uniform width of the track of the entire line of the said railroad, and the branches of the same, and whereas, application has been made to me by the Leavenworth, Pawnee and Western Railroad Company (a company authorized by the act of Congress above mentioned to construct a branch of said railroad,) to fix the gauge thereof:

Now, therefore, I, Abraham Lincoln, President of the United States of America, do determine that the uniform width of the track of said railroad, and all its branches, which are provided for in the aforesaid act of Congress, shall be five feet, and that this order be filed in the office of the Secretary of the Interior for the information and guidance of all concerned.

Done at the city of Washington, this twenty-first day of January, in the year of our Lord one thousand eight hundred and sixty-three.

ABRAHAM LINCOLN.

The Financial Situation.

The financial situation at Washington has changed so frequently since our last CIRCULAR that we find it difficult to say much on the present occasion which would be really applicable to the subject two or three days hence. The speculators in gold coin, through the last week, in their eagerness to fan what they assume to be a popular distrust in the National currency of U. S. Notes have, without intending it, and to the defeat, in a measure, of their own hopes of a still greater advance and profit in gold coin, thoroughly alarmed the course of legislation in Congress on the Treasury bill, which after passing the House of Representatives last week, is held in abeyance in the Senate for radical amendment. At the moment it is wholly uncertain what shape the measure will finally take. It would therefore be premature as well as useless to attempt to discuss details, now proposed, but which may be changed in an hour. The immediate prospect in the Senate is, *that the currency section of the bill will be stricken out*, and that by substituting a general banking scheme, free to the whole country where a further infusion of bank note circulation may promise usefulness or profit, and *the House of Representatives*—deferring to the apprehensions of the Secretary and his alarm at the advance in gold coin—*will probably concur.*

There would seem to be a substantial reason for this sudden change beyond the rise in gold and the probable usefulness of a bank note circulation secured by pledge of U. S. Stocks, in the fact that the volume of U. S. Notes, together with the old bank circulation of the States, is already felt to be sufficient for all ordinary trade and commercial purposes, and that when made full under the recent joint resolution of Congress, it *ought to be sufficient* also for all Treasury purposes. *If it is not*, the query suggests itself whether an addition of $200,000,000 or $300,000,000 would, under the present depreciation, help the main difficulty which we assume to be the floating of the Public Loans hereafter required to carry on the Government. The circulation of U. S. Notes, now authorized is as follows:

1. Act of Feb. 25, 1862, new paper.	$90,000,000
2. Same Act substituting like paper for the Custom House notes, as fast as absorbed	60,000,000
3. Act of July 11, 1862, new paper	100,000,000
4. Same Act, reserve of new paper	50,000,000
5. Joint Resolution, Jan. 1863	100,000,000
Total of all	$400,000,000
Already issued:	
Whole of class No. 1.	$90,000,000
Of class No. 2	50,000,000
Whole of class No. 3.	100,000,000
	240,000,000
Leaving in reserve about	$160,000,000

That the prospect of a further addition of $300,000,000 (or $200,000,000 in addition to the joint resolution,) more under the third section of the bill passed by the House, but now arrested in the Senate, was quickly availed of by speculation to put gold up from 140 to 160 per cent., there is no question; and there seems as little doubt that this movement has for the present at least defeated itself by creating a degree of alarm and reaction in Congress which is to lead to the striking out of the currency section of the bill altogether, or has also done more for the favorite banking bill of Mr. Chase, than popular sentiment could otherwise have been induced to do for it in Congress or out of it.

We have only to add that the effect upon the Gold and Stock Markets is to create a serious pause in speculation. How far the two interests will go together, in case the price of gold should as rapidly return to 140 or less as it advanced from this point, remains to be seen. The speculation in the Railway shares early in January was really more vigorous and continuous when gold was 15 or 20 per cent. lower than after it rose above 150. Since then the movement has been feverish and the ups and downs of the market spasmodic.—*Hallett's Financial Circular.*

Flax Culture in Central Ohio.

The people of Central Ohio are preparing to raise a large quantity of flax the coming season. It is said the present price of flax seed will fully reimburse for the whole labor and cost of raising a crop of flax, and with a vast amount of land in the State unoccupied by any other crop, probably the people cannot in any other way better improve their time.

New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the year ending December 31, 1862:

RECEIPTS.		
From passengers		$793,814 72
From freight		110,392 94
From U. S. Mail, rents, express, freight and other sources		206,879 09
		$1,111,086 75
EXPENSES.		
Maint'ning railroad, bridges and buildings	$76,628 06	
Repairs of locomotives, cars and machinery	67,813 32	
Fuel—cost and labor in preparing	79,119 78	
Operating the road and transporting passengers and freight	224,499 31	
Office expenses, salaries and contingencies	10,891 46	
		458,962 43
Total		$652,124 32
Disbursed as follows, viz:		
Interest on bonds		$41,050 00
Transit duty on passengers and freight		22,818 73
State tax on capital stock		21,989 00
Government tax		14,617 79
Dividends in cash, August and Febr'y		439,770 00
Profit and loss, to surplus earnings		111,878 80
		$652,124 32

The number of passengers transported over the road during the year was as follows:

Over the whole line of the road	432,711½
Between Jersey City and Newark	1,245,730
" " Elizabeth	247,020½
" " Rahway	67,244
" " N. Brunswick	90,736
All intermediate places	311,183
Total	2,394,625

The number of miles run by passenger, freight and other trains was 512,349.

The number of tons of goods, wares and merchandise transported over the road during the year was as follows:

Over the whole line of the road	4,202½
Between Jersey City and Newark	49,660
" " Elizabeth	3,935
" " Rahway	3,546
" " N. Brunswick	8,539
All intermediate places	40,333
Total	110,215½

GENERAL STATEMENT.

Capital stock		$4,397,800 00
Funded debt, including $485,000, the cost of the property and privileges purchased of the Jersey associates		678,000 00
Profit and loss, being surplus earnings, represented by permanent improvements, and the property and cash stated below	$436,312 88	
Less amount paid for relaying road with new rails and other improvements	36,296 11	
		400,016 77
Dividend, 1st Jan., payable 1st Feb., 1863		219,887 50
Total		$5,695,704 27

COST OF RAILROAD AND EQUIPMENTS.

For graduat'n and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car-houses, workshops, machinery and fixtures, engineering, land and land damages		$3,583,950 90
Locomotives, tenders, and snow-plows		168,175 09
Cars—pass'ng'r, fr'ght and baggage		229,203 36
Property, viz:		
Bridge, ferry, turnpike, and other stocks, real estate, ferry boats, privileges and fixtures (including the property and privileges purchased of the Jersey associates for $485,000)		1,397,974 41
Cash in bank and cash items receivable on demand		316,400 51
Total		$5,695,704 27

President—JOHN S. DARCY.

Treasurer—H. J. SOUTHMAYD.

Sec'y and Gen'l Sup't—F. WOLCOTT JACKSON.

Railroad to the Pacific.

In order that we may understand the importance of this project, it may be well to note what our Canadian friends think will be the consequence of a similar work of their own, now seriously contemplated, viz: "a railway from Western Canada to Red River, thence to the head waters of the Fraser, and thence to the Pacific." In a recent letter of the Hon. Malcom Cameron, who has gone to England as a delegate from British Columbia, we find the following glowing eulogy of the project.

"Canada would thus become the centre—the very life's blood of the 'great thoroughfare of the universe,' over which every nation will pass and repass in the expanding civilization and Christianisation which are going on from the east to the west, and which is now alive to the truth that there are no Rocky Mountains to overcome. The Almighty left a level open passage in this huge mountain chain. There are no natural barriers, it is all plain and easy. With knowledge of the facts, faith in our resources, courage in our hands, honesty in our rulers, within two years the waggon and the steamboat will have made us familiar with a route that may be accomplished in twenty days. In short, in less than ten years the steam whistle that awakes the drowsy 'blue nose' as it leaves Halifax on Monday morning will cheer the people of Westminster B. C. as they sip their tea on Saturday night; while the magnificent China steamer will be smoking at the dock, waiting to bear the English merchant to Hong Kong and Japan; the steamer Austaalia to carry them to the Sandwich Islands and New Zealand; the Labouchere, which now runs to the Russian possessions, will have given place to the Sitka, of 3,000 tons, and the Golden Gate from California; and steamers from every seperate South and Central American state will all be lying with their bows in the bank, as was once the case on the now dammed-up Mississippi. Hoping to live to see this picture of the future, I bid you adieu, as I am off to England."

Gas from Petroleum.

Dr. W. Gibbs of this city states that he has found the illuminating power of petroleum gas, as determined by actual photometric experiments, to be equivalent to 27.48 standard candles, while the average of the ordinary coal gas supplied by our companies is but 16. The St. Nicholas Hotel is said to be lighted with the petroleum gas to the extent of 36,000 feet per night and day, at a cost of about $16,000 per annum, while its former expenditure for gas light was $32,850.

New York State Canals.

ANNUAL REPORT OF THE AUDITOR.

The important facts and statements of this report are presented below:

There was in the Treasury and invested, belonging to the Canal Fund, on the 30th September, 1861, the sum of	$2,604,621 25	
Received during the fiscal year ending on Sept. 30, 1862	7,793,494 37	
Total receipts, and available and unavailable balances		$10,398,115 62
Payments during the year, as shown by the tables herewith submitted		5,808,811 79
Leaving a balance on Sept. 30, 1862, of		$4,589,303 83
Total balance invested, Sept. 30, 1862		4,593,306 49

The above amount belongs to the several constitutional Sinking Funds, pledged to the payment of the principal and interest of the stock debt of the State, including the sum for the support of the Government &c.

The receipts from the Canals during the fiscal year were:

From tolls collected on all the canals		$4,790,518 09
Rent of surplus waters		6,765 00
Interest on current canal revenues		39,363 49
Miscellaneous receipts		18,343 09
Total		$4,854,989 67
Payments during the year:		
To Canal Commissioners, for repairs	$236,318 16	
To contractors, for repairs	296,168 98	
To superintendents, for repairs	131,969 64	
To collectors, for salaries, clerk hire, pay of inspectors, and expenses of collectors' offices	58,023 35	
To weigh-masters	8,430 85	
For salaries chargeable to annual revenues, refunding tolls, printing and other miscellaneous payments	42,537 34	
		$773,398 32
Surplus revenues		$4,081,591 35
Payments to Sinking Fund,		
Under sec. 1, art. 7	$1,700,000 00	
Under sec. 2, art. 7	350,000 00	
Under sec. 3, art. 7	1,146,242 66	
Paym'ts to the Treas'y,		
Under sec. 8, art. 7, to defray the expenses of Government	200,000 00	
		$3,396,242 66
Remainder to be appropriated, &c.		$685,348 69

Annexed is a recapitulation of the Canal Stock Debt, paying interest Sept. 30, 1862:

Under art. 7, sec. 1 of the Constitution	$8,839,024 76
Under art. 7, sec. 3 of the Constitution	12,000,000 00
Under art. 7, sec. 10 of the Constitution	642,585 49
Under art. 7, sec. 12 of the Constitution	2,500,000 00
Total	$23,981,610 25

The annual interest on the above is $1,381,970 76.

Of the Canal Debt Sinking Fund on hand there remains $3,532,784 32; $5,532,193 66 have been paid. Balance on hand Sept. 30, 1862, $1,533,374 98. The first instalment of the debt that matures under this Sinking Fund is July 1, 1864, when $400,000 becomes due, and in October following $1,200,000 is redeemable. The Sinking Fund for the redemption of the Canal debt is $2,892,833 57—paid during the year $1,928,000—balance on hand September 30, 1862, $964,833 37. Included in the above balance as now stated is the sum of $406,242 65, received from the surplus revenues of the canals at the close of the fiscal year covered by this report. There is also included in the above balance the sum of $28,112 03, due from broken banks, which is now and probably ever will be unavailable. Deducting these two sums from the balance on hand at the close of the fiscal year, and there will be a deficiency of $180,478 89 in the fund to pay the interest on the debt. This deficiency will be made good by the receipts from taxes to be collected the current year.

If, however, the State continues to receive its canal tolls, taxes, and other dues in the paper currency of the country, and to pay the quarterly interest on its stock in specie or coin, it will be very difficult to estimate what the deficiency will be. The whole loan, called the Floating Debt Loan, principal and interest, is secured by an irrepealable annual tax levy. Of the above balance $276,764 76 are set apart and invested to pay the principal maturing in 1866.

The Repair Trust Fund interest is $93,501 22, besides the accumulations of interest which are added to the principal at the close of each six months the loan is held. When reinvested, the accumulations are added to the original deposit and loaned as principal.

Of this debt, paying interest, on the 30th day of September, 1862, there was held

On United States account	$22,528,782 89
On foreign account	1,452,827 38
Total	$23,981,610 27

In 1863 and 1869 there will fall due of the principal of the canal stock debt, amount required in currency, $5,933,097 98.

This sum will vibrate as the rate of discount rises and falls.

The tolls and other canal dues are not paid in gold and silver, but in the bankable currency of the State.

The 4th section of the act, Chap. 271 of the Laws of 1859, which provided for a loan of $2,500,000 to pay the floating debt of the State, authorized and directed the levy of an annual tax sufficient to pay the interest and redeem the principal of the loan authorized within 18 years, from the time it was contracted. This loan is reimbusable in three installments, as follows:—$800,000

July 1, 1866; $800,000 July 1, 1872, and $900,000 July 1, 1877.

On the 1st day of July, 1866, the Sinking Fund will have accumulated, from these annual taxes, or from other sources, a capital of $800,000 to pay this debt. The payment cannot be postponed. This Sinking Fund, at the close of the fiscal year, amounted to $276,754 76.

The estimates for the business of the present fiscal year are as follows:

Receipts from tolls from Sept. 1, 1862, to the close of navigation...	$2,314,613 00
Receipts from tolls from the opening of navigation in the Spring of 1861 to Sept. 1 of the same year.....	2,200,000 00
	$4,514,613 00
Estimated proceeds of the tax required to be annually collected under the act, chap. 271, laws of 1859...	$288,889 00
Total estimated gross receipts..	$4,803,502 00
Deduct appropriation for collection, superintendence and ordinary repairs	800,000 00
Total estimated net revenue...	$4,003,502 00

This sum is charged, under the Constitution, with the following annual payments:

Under sec. 1, art. 7...	$1,700,000 00	
Under sec. 2, art. 7...	350,000 00	
Under sec. 3, art. 7...	710,000 00	
Under sec. 3, art. 7...	406,242 65	
Under same sec. & art.	200,000 00	
Under the act, chapter 271, laws of 1859, section 12, article 7.	288,889 00	
		3,655,131 65
Remainder over.....		$348,370 35

Of the prospective traffic of 1863, the Auditor indulged in anticipations that have been more than realized during the season of navigation. The future demand of Europe for our surplus breadstuffs is not now so clear as then, nor are we quite certain that our surplus for export will be near as large in 1863 as they were in 1861 and 1862. The tonnage in vegetable food alone in 1861 was only 747,573 less than the whole number of tons carried on all the canals of the State in 1847 of every description of property moved. Comparing the movements of 1860 and 1861 with former years, as far back as 1847, and we must be satisfied that our position in reference to trade on the canals since 1859 has been an exceptional one to a considerable extent. The traffic on the canals has been somewhat, but not largely, increased by the closing of the Mississippi river. This we know by comparing the grain movements from the Western States in 1860, when the river was open, with those of 1861, when it was closed.

The aggregate of $24,712,253 67 is what has been received from the sources named and applied in payment of the completion of the public works since 1846, including payments for land damages and expenses of engineering—a sum far exceeding the highest and widest estimate ever ventured upon by the most vehement doubter of engineering infallibility.

When, in 1853, the 3d section of the 7th article was amended so as to permit the borrowing of nine millions of dollars to complete the enlargement, the estimates showed this was all that would be needed for that purpose, but we have already exceeded it by $9,160,287 87, and more is required.

In addition to the above, we have made deficiency loans, on the credit of the Sinking Fund, to pay the quarterly interest on the new enlargement debt of $10,500,000, to the amount of. $1,500,000 00

Since 1854 we have levied and raised taxes to pay the quarterly interest on that debt, to..... 3,318,448 21

Making a total of..... $4,818,448 21

The Auditor will not indulge in any extended reflections. He believes that the future of our Canals is more hopeful and encouraging than we could have anticipated previous to 1860. Our public works, in many material respects, are imperfect and need improvements; but we should lay aside all thought, design or expectation of calling for aid outside of their revenues.



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No. 33 Nassau St., opposite the Post Office.

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FOR SALE—In good working order, with all necessary machinery, and a good variety of small tools, for locomotive or machine manufacture, such as foundry and smith's shop tools, lathe and planar tools, etc., etc., fronting on the Pennsylvania Railroad.
This property will be sold much below its original cost and on easy terms.
For further particulars apply to
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COAL MINES FOR SALE.
VERY valuable coal mines at La Salle, Illinois, in full working order and doing a profitable business. Having the advantage of a six feet vein, two leading railroads and a canal and navigable river by the works, with the large and growing city of Chicago near, and being in a country destitute of wood, these mines must become among the most profitable in the United States. Samples of both kinds of coal (cannel and bituminous) can be seen at our office. These mines will be sold at a great sacrifice. Apply to ADRIAN H. MULLER, P. R. WILKINS & CO., No. 5½ Pine st.

THE NEW YORK CENTRAL R. R. CO.
TREASURER'S OFFICE,
ALBANY, January 21, 1863.
SIXTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of February next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of March next on stock registered at London.
Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.
The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Saturday, the thirty-first day of January instant, and be re-opened on the morning of Monday, the twenty-third day of February next. JOHN V. L. PRUYN,
6t5 Treasurer.

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.
3,400 TONS BEST QUALITY WE SH RAILS—T pattern—53 lbs. per lineal y ard. for sale by
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THE subscriber is prepared to sell AMERICAN and ENGLISH RAILROAD IRON, CHAIRS, SPIKES, CARS and LOCOMOTIVES, at the lowest market price, and securities taken in part payment.
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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
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70 Beaver st., New York.

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FURNISH
CHILLED WHEELS,
FOR CARS, TRUCKS, and TENDERS.
CHILLED
Driving Wheels and Tires
FOR LOCOMOTIVES.
ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
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PARAFFINE WAX,

PARAFFINE WAX CANDLES, AND

ROLLING MILL GREASE,

FROM PURE CANNEL COAL.

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☞ Particular attention given to orders for shipment in cans or barrels.

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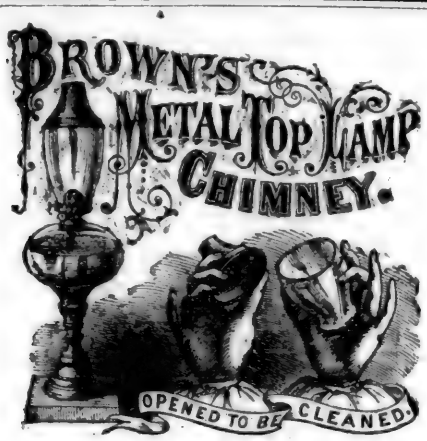
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American Railroad Journal.

New York, Saturday, February 14, 1863.

Railroads and Markets for Produce.

History everywhere exhibits an energetic reaction between National progress and the development of traffic. In the Italian and Hanseatic cities, in Holland, England and France, we see the productive power and consequently the opulence of individuals keeping pace with the increased facilities of transportation, the enlargement of commerce and the multiplication of markets. Nowhere else in the world, however, has domestic trade been extended with so much enlightened energy as by the railroads, canals, and other communications of the United States. Hence no country under the same disadvantages from sparse population, extent of territory, and limited capital, has ever progressed with so much rapidity in production and material prosperity. Improving to the utmost every means of natural and artificial communication, we have regarded stagnation as synonymous with decrepitude and decay. Hence has arisen an active development of our manufactures, agriculture and internal commerce until the growing opulence of all classes of our people has become the wonder and the envy of the more fettered and less enterprising nations of the Old World. Every patriot will strive, and every friend of liberty must earnestly desire that our political troubles, if they check for a time, may not materially weaken, or permanently compromise the future outgrowth of our National resources.

The two great causes which have contributed to this growth are our rapid production and our free distribution of wealth. Railroads have rendered immense service to each of these sources of our prosperity. And both are equally important.

It is a shallow political economy which declares that labor and capital when devoted to distributing merchandise among the consumers, are much less advantageous to the community than when employed in agriculture or in manufactures. For of what value are the products of industry except they can find a remunerative sale and a ready market.

The early history of the Pacific States affords a striking illustration of the swiftness and certainty with which a contiguous and sure market for produce builds up the prosperity of a community. Prior to the gold discoveries in 1847 the physical advantages enjoyed by this whole region were almost unvivalled. Its crops were immense and of fine quality. Still its population were impoverished though hardy and industrious. For the first four seasons the progress of our enterprising pioneers in Oregon was slow, painful and discouraging. Such was the surfeit of agricultural produce that horses were commonly fed with the choicest wheat.

The scene however suddenly changed. California was peopled. The hills and streams of the modern El Dorado were alive with men. These new comers had to be fed. They were too intent on gold-hunting to plant, to sow, or to gather in the fruits of the earth. Oregon it was supposed would be depopulated by the violence of the gold-fever. But contrary to expectation multitudes of temporary or permanent settlers were attracted to its fertile lands. Their wheat and corn now commanded high prices and a ready sale. A value was given to farms which shortly before had been almost worthless. Capital accumulated, and the farmers of the now prosperous valley of the Willamette found by experience that the surest way to obtain gold was to stay at home and cultivate the soil. The peaceful and secure pursuits of husbandry were more lucrative than digging and washing the auriferous sands for themselves, with less chance of finding a fortune in a ponderous nugget than of perishing with hunger and fatigue.

Thus the new markets opened in California not only converted, as it were, every farm in the neighboring region into a gold mine, but furnished the people in unexampled abundance with the elements of material progress and productive power. During the decade ending in 1860 the population of Oregon rose from 13,294 to 52,465, being an increase of 294 per cent. Its real and personal property advanced from $5,063,474 to $28,930,637 showing an increase of 471 per cent. Its improved lands increased from 132,857 acres to 895,375 acres. The value of the farms was multiplied five-fold. In 1850 their cash value was $2,849,170, while in 1860 it had increased to $14,765,365. The live stock were augmented from $1,876,189 to $6,272,892. The crop of wool was increased seven-fold. Local manufactures were called into existence, while the increased purchasing power of the farmers opened new markets for the products of the skilled labor and manufacturing facilities of the Atlantic States.

In this vigorous progress of the young states bordering our great Western gold field, we have an epitome of the growth of the nation at large. Wherever we look the same facts meet the eye. In proportion as our system of public works has been extended the density of our population has advanced, division of labor has followed, capital has increased, machinery with its mighty productive energies has been multiplied, and our mines, forests, quarries, our arable and grazing districts, our fisheries, harbors and rivers have become prolific sources of wealth. Thus it has been computed that the net-work of iron-roads constructed in the loyal States since the year 1850 have opened new markets and developed a domestic trade which could not otherwise have existed, and that this new traffic at a low estimate equals in annual value the whole foreign commerce of England of which she is so justly proud. Now, as it is more lucrative to create a new market at home than to compete for one abroad, the true interest of every great country possessing a rich soil, and an energetic, versatile, enterprising population is to perfect its internal communications, and to make the development of its productive forces a paramount object of its domestic policy.

Pennsylvania Railroad.

OFFICE PENNSYLVANIA R. R. COMPANY,
PHILADELPHIA, Jan. 31, 1863.

To the Stockholders of the Pennsylvania Railroad Company :—

The following statements will exhibit to you the operations of the Company for the year 1862:—

The earnings of your Railway between Philadelphia and Pittsburg during the year were:—

From pass. first-class	$1,684,433 85	
" Emigrants	46,958 35	
		$1,731,392 20
" United States Troops		379,393 21
" United States Mails		74,773 43
" Expresses under contract	$75,120 00	
" Extra Express Freight	71,731 96	
		146,851 96
" Freight		7,668,419 85
" Miscellaneous sources		303,460 31
Total earnings		$10,304,290 96

The expenses of operating the line were:

Conducting Transportation	$1,318,137 17	
New buildings and extensions	7,322 01	
Motive Power	1,430,665 09	
New Tools and Machinery	14,409 38	
New Locomotives added to stock	378,930 95	
Maintenance of Road	1,004,922 53	
New Second Track and Siding	341,039 14	
Maintenance of Cars	387,255 07	
New Cars added to Stock	480,077 06	
General Expenses	73,313 64	
		5,431,072 59
Leaving Net Earnings		$4,873,218 37

The gross revenues of the line this year are equal to $28,783 per mile of road (358 miles), and exceed, in the aggregate, those of 1861, $3,004,290 01. This is made up by an increase of $325,373 79 for Passengers and Emigrants; of $234,235 07 for Troops; $2,270,394 29 for General Freights, and $174,286 86 for Express and Miscellaneous Freights.

The whole number of passengers carried over the road during the year was 1,143,418, averaging a distance of 72½ miles for each passenger.

The number of tons of freight moved (including 164,503 tons of fuel and other material transported for the Company), was 2,223,051 embracing 135,146 tons of coal. The increase in the coal traffic is 130,392 tons, and the whole tonnage of the line over that of last year, 602,465 tons.

To accomodate this increase of tonnage—a large share of which is due to the continued interruption of the navigation of the Mississippi river—it has been necessary to expend $859,008 01 for 37 new locomotives and 930 eight-wheeled freight and coal cars, and $341,039 14 for additional second track and sidings; the cost of all of which is included in the operating expenses of the road.

The operations of the Road have been managed by its judicious General Superintendent, Enoch Lewis, Esq., aided by his vigilant Division Superintendents, G. C. Francisous, S. D. Young, A. Carnegie and R. Pitcairn, with much economy, success and exemption from serious accidents, notwithstanding the immense tonnage that has so rapidly accumulated on the line.

The repairs and renewals of the fixed and running machinery of the Company were committed, under the General Superintendent, to J. P. Laird, Esq., as Superintendent of Motive Powers, on the 1st of July last. The increased economy and efficiency of this Department, since he entered upon his duties, promise satisfactory results for the future.

The earnings of the Company's Canals were:

From the Susquehanna Division	$203,630 09
" Juniata Division	23,142 29
" Western Division	8,801 02
" Miscellaneous sources	15,908 36
Total earnings	$251,481 76

The expenses of maintaining, improving and operating the Canals were:

For Susquehanna Division	$74,736 29
" Juniata Division	161,295 41
" Western Division	22,059 86
Total	$258,091 56

The receipts of the Canals exceed those of last year $75,872 72, and the expenses $110,218 97. The latter is nearly all due to the heavy increase ($100,250 33) in the outlays for rebuilding the upper Juniata Division, still unfinished. It has been the policy of the Company to expend the whole proceeds of the Canals in their maintenance and enlargement under the expectation that the increasing local traffic of the country will at an early date make it a valuable improvement, not only to the country it traverses, but also to its proprietors. This policy would effect a much earlier enlargement of the canal east of the mountains, if the unreasonable discrimination in favor of the Susquehanna traffic, required by the Main Line bill, was abandoned. The affairs of this Department have been very satisfactorily managed by T. T. Wierman, Esq., its judicious and energetic Engineer and Superintendent.

The net revenues of the Company during the past year would have justified a larger increase in the annual dividends of the Company than 2 per cent. (the amount paid), if the surplus profits remaining—after the payments of interest, sinking fund, and dividends—had been earned while the country was at peace, and its finances based upon a specie standard or if the surplus earnings during this exceptional condition of things could not be profitably invested to protect the future interest of the Company. But as the first position mentioned unfortunately does not exist, and as the other contingency can be fulfilled with great advantage to the permanent prosperity of the Company, the Board has deemed it best to pursue the conservative policy indicated by the dividend (eight per cent. per annum) declared. It has been strengthened in this course by the unfortunate results that have visited other corporations from a division of earnings arising from adventitious circumstances. Instead of increasing the Company's indebtedness to meet expenditures that had been previously authorized to preserve the prosperity of the Company, the Board has deemed it to be the permanent interest of the shareholders that these unusual net earnings should be applied towards their completion. Under this view, they have been appropriated to the construction of the "Philadelphia and Erie Railroad," the extension of our own works to the Bald Eagle Valley Road, to the Tyrone and Clearfield Road, and a number of other smaller branch lines, all of which will hereafter add to the business of the main stem, and enable it to pass through any financial crisis that the country may experience, without a diminution in the rate of its semi-annual dividends. The expenditures of the Company upon these works during 1863, and the improvements and additions to its new line, will fully absorb its net revenues for that period, after the payment of its necessary expenses and dividends.

It is impossible to foresee what influence the condition of the currency of the country will hereafter have upon the net revenues of the Company. Its charges are limited while the expense of operating the line will be materially affected by a non-specie paying currency. If, after the Company has passed through the exceptional condition of things that now exists, there should remain surplus profits after providing for the gradual liquidation of the obligations of the Company, as far as advisable, and for unforeseen contingencies, a bonus in shares for the money thus appropriated can prudently be divided.

The operations of the existing Sinking Fund, with such appropriations as can be made to it this year, will reduce the Company's obligations as they fall due to an amount as low as it will ever be desirable that they should be cancelled. The comparative small debt that will then be left unpaid can be negotiated when the bonds mature, at a low of interest.

The net earnings of the Road during the year, after deducting the loss on the Canals, were $4,866,608 57; these have been applied, as far as expended, as follows:

To payment of interest on Company's debts		$572,174 67
To payment of the annual interest and an installment due on the principal upon the debt to the State for the purchase of her Main Line of Railroad and Canals		460,000 00
To payments under lease of "Harrisburg and Lancaster Railroad."		132,159 09
To interest paid on Philadelphia and Erie Railroad bonds, and expenses of maintaining organization of Company, (Coupons due April 1, 1862, not included.)	$182,418 72	
Less the amount received from 30 per cent. of the earnings of the Road, from Feb. 1 to Dec. 31, 1862	118,566 66	
		13,852 06
To interest, &c., paid on mortgages on Real Estate		29,067 69
To appropriation to Sinking Fund to pay mortgages on the "Harrisburg and Lancaster Railroad," it being the difference in the results of the working of the old and new leases		150,998 33
To appropriation to Sinking Fund to pay second mortgage bonds of "Pennsylvania Railroad Company"		349,030 14
To interest paid on the bonds of the "Steubenville and Indiana Railroad Company," guaranteed by the Pennsylvania Railroad Company.		34,050 00
To appropriation to "Commutation Railroads," according to the Act of Legislature, (including "West Pennsylvania Railroad,")		453,990 01
To dividends paid to shareholders		986,842 50
To purchase of Bonds of the Philadelphia and Erie Railroad Company		600,100 00
To subscriptions to Junction Railroad Company stock		1,700 00
Towards the completion of East Brandywine and Waynesburg Railroad		21,572 23
To amount advanced to the Huntingdon and Broad Top Railroad Company, in connection with the Philadelphia and Reading Railroad Company, to complete a Branch line		11,892 15
To purchase of Bonds of Tyrone and Clearfield Railroad Company, towards the completion of the first 3½ miles of its Railroad.	$27,400 00	
To payments made under lease of the Tyrone and Clearfield Railroad, to finish said road	7,484 08	
		34,884 08
To the extension of the Pennsylvania Railroad to the Pittsburg and Steubenville Railroad		13,467 65
To the extension of the Pennsylvania Railroad to the Philadelphia Gas Works		40,163 10
To the erection of the Grain Elevator, Freight sheds and Wharves, at the Delaware terminus		197,565 82
To the purchase of real estate for road		255,768 66
To the payments of mortgages and ground rents on real estate		130,000 00
		$4,489,878 18

This Company entered into the possession of the Philadelphia and Erie Railroad on the 1st of February last, under the lease sanctioned by your vote at a special meeting held during the previous November. This line was then committed to the superintendence of Joseph D. Potts, Esq., Civil Engineer, as General Manager, who has successfully conducted its operations for the eleven months it has been in his charge.

It will be gratifying to the shareholders to learn that, notwithstanding the unfinished condition of the work, this Company has not suffered any pecuniary loss in consequence of the responsibility assumed under this lease. The progress made towards completing the whole line, though not as great as we could have wished, owing to the difficulty in procuring labor, has been such as to lead us to confidently expect that it may be opened for use, throughout its length, during the ensuing autumn.

The views of the Board, in relation to the great value of the Philadelphia and Erie Railroad, not only to the Company, but also to the State and this city, as expressed in its Report, submitted at your special meeting, remain unchanged.

Including the receipts from the Philadelphia and Erie Railroad line, and its canals, the total revenues of the Company for 1862, were:—

From the Pennsylvania Railroad, proper	$10,304,290 96
From the Philadelphia and Erie Railroad, including service of cars on other roads	413,467 00
From the receipts of the Pennsylvania Canals	251,481 76
Total revenues of Company	$10,969,239 72

The repairs and additions to the Pennsylvania Railroad have been committed to the charge of William Hazel Wilson, Esq., as Chief Engineer, who has managed the affairs of this Department for several years past, with much system, economy and ability. Under his direction the second track has steadily progressed until the space requiring to be filled up is but 32⅔ miles. He has been instructed to provide materials and lay the second track between the Juniata Aqueduct and Newport, and between Anderson's Siding and Garvin's Bridge, during the present year. This will leave but fourteen miles of single track on the line between Harrisburg and Pittsburg, after 1863, all of which is between Lewistown and Mill Creek, except one mile at the Susquehanna bridge. Directions have been given to prepare the road-bed of this portion, (except the Susquehanna bridge) that it may be laid in the summer of 1864, thus giving to the entire line of the old Pennsylvania Railroad—with the exception mentioned—a double track. A third track, at proper intervals to allow the passenger trains to pass the freight, will be required at no remote period.

That portion of the Harrisburg and Lancaster Railroad Company's Road between Marietta and the Swatara River, a distance of twenty-four miles, originally laid with a superstructure entirely too light for the traffic it was designed for, will soon require a second track of heavier rails. This line was laid by that Company in lieu of a second track on its main stem, by way of Mount Joy. In consequence of the more favorable gradients of this branch, all of our freight trains pass over it. The large and increasing tonnage thus thrown upon it will render the increased facilities referred to necessary.

The Board of Directors have been admonished for several years past, by the increasing number of trains that traverse Liberty street, Pittsburg, east of the Pittsburg, Fort Wayne and Chicago Railway connection, that a due regard for the convenience of the citizens of that city would require that this narrow portion of that street should be relieved from the interruptions and risk they cause to the general travel. The delay in securing the necessary legislation from the Pittsburgh City Councils to enable the Company to effect so desirable an object has prevented its accomplishment at an earlier date. The legislation desired has now been obtained, and the real estate and right of way required to effect this change in the line of the road has nearly all been purchased.

This outlay, including that required to move the tracks from this portion of Liberty street, will be quite heavy—not less than four hundred thousand dollars—but the objects secured, both to the Company and to the city, by the change, will fully justify this expenditure. Until this change in the location of the Road was decided upon, it was impossible to determine the proper location for the contemplated Union Passenger station, to be erected for the accomodation of our own and the several railway companies entering Pittsburg from the West. This improvement, so long demanded by the travelling public, will now be erected during the present year.

The extension of your line to the Delaware river has been a source of great relief to the business of the Company, which could not have been satisfactorily disposed of without the increased facilities it has afforded. A branch from it to the Philadelphia Gas Works has also been constructed during the year, which will add materially to its revenue. The Grain Elevator, at the Delaware terminus, in progress at the date of your last annual meeting, is now ready for use. When the business of the country resumes its accustomed channels, the facilities it will afford will add largely to the attractions of the line for the staple of the West.

The investment made by the Company in the Pittsburg, Fort Wayne and Chicago Railway, for the purpose of securing a share of the northwestern traffic, will, in addition to the advantages originally anticipated from the expenditure, in a short time return full interest upon the capital devoted to that object. The traffic of the line this year would have justified a reasonable dividend upon the shares of that Company, but it has been deemed by its Directors more prudent to devote the surplus earnings, after paying interest upon its first and second mortgage bonds, to the renewal of temporary structures erected upon the road, and otherwise bring the standard of the property up to the character which the position and importance of the line demands.

The finances of this Company are now founded upon a substantial basis, and it possesses a business which will insure to it not only ample revenues to meet the interest upon all of its bonds, but also fair returns to its shareholders.

Since our last annual meeting, legislation has been obtained from Congress, and from Virginia, authorizing the extension of the Pittsburg and Steubenville Railroad across Brooke county, in the State of Virginia, and the Ohio river. The work of constructing the road and its bridges has been vigorously commenced, and will be steadily prosecuted to completion. When finished and connected with our road, it will give us a line from Pittsburg to Cincinnati twenty-four miles shorter than any existing route, and free from the vexatious interruptions which have heretofore prevented the full development of our southwestern passenger traffic. The completion of this line will also enable the Steubenville and Indiana Railroad Company to provide the means to meet the annual interest upon its bonds guaranteed by this Company, which have for several years been a tax upon its revenues.

It is gratifying to your Board to be able to continue to report the successful results of the enterprise in which you embarked your funds, originally with but a faint hope of other returns than those which looked to sustaining the commercial and manufacturing interests of this city. During the eight years the Company's road has been in operation to Pittsburg its transportation has steadily increased from 250,000 tons in 1854 to 2,223,000 tons in 1862—a result which proves that, whatever may have been the defects of the policy of the Company, it has not failed to largely develope the vast internal resources of the Commonwealth, while it has preserved and immensely increased her traffic with her sister States.

The same liberal policy pursued in developing the traffic of the Pennsylvania Railroad, will be exercised on the Philadelphia and Erie line, and we trust with the like beneficial results to the city, the State and the Company, in the development of its local and the distant rail and lake trade.

The Directors have much pleasure in renewing their acknowledgements to the officers and employees of the Company generally, for the successful results of their past year's labors in its service.

By order of the Board.

J. Edgar Thomson, President.

Thomas A. Scott, Vice President.

Miscarriage of Passengers.--Duty of Railroad Employees as to giving Notice.

NOTICE OF A NECESSARY CHANGE OF CARS MUST BE GIVEN TO PASSENGERS BY THE EMPLOYEES OF RAILROAD COMPANIES. IF A PASSENGER PASSES BEYOND A POINT OF DIVERGENCE, HE IS BOUND TO TAKE A RETURN TRAIN, AND HIS REFUSAL RENDERS HIM LIABLE TO BE EJECTED FROM THE CARS.

On the 8th of October, 1855, one Page who resided in Brooklyn, purchased a ticket at Albany for Lyons over the road of the New York Central Railroad Company, and took the train which left Albany at half past six o'clock in the morning. At Syracuse the company's road divides into two branches, one called the old road, going by the way of Auburn to Rochester, and the other called the new road going by the way of Lyons to Rochester. At this time two trains left Albany in the morning—one at 6½ and the other at 7½ o'clock. The train leaving at six and a half A. M., arrived at Syracuse at 12 at noon, and left immediately by the old road. The train leaving at 7½ A. M. arrived at Syracuse at 1 P. M., and left at 1.35 P. M. by the new road. Page instead of leaving the cars in which he took passage at Albany at Syracuse, and waiting there for the 7½ o'clock train, proceeded on from Syracuse by the 6½ o'clock train, until he was removed forcibly from the cars by the conductor and other employees of the defendant, at Vienna, after refusing to pay additional fare. Page then brought this action against the company to recover damages for being ejected from the cars. The case was tried in the Superior Court of the City of New York, and a verdict rendered by the jury in favor of the defendant. From the judgment rendered on that verdict the plaintiff appealed to the Court of Appeals. During the pendency of this appeal Page died, and his administrators were substituted in his place.

The company assumed to justify this forcible removal on the ground that at and before reaching Syracuse, Page had been notified in the usual way to leave that train at Syracuse, and take the 7½ o'clock train, on its arrival, for Lyons; and also on the ground that the conductor, soon after leaving Syracuse, and between there and Marcellus the first station, and about ten miles from Syracuse, told Page to change cars at Marcellus and go back to Syracuse by the train which would be met there going the other way, and that if he did so he would reach Syracuse in time to take the 7½ o'clock train, from Albany for Lyons.

Upon the trial the defendant gave evidence tending to establish these facts; and also the fact that a train was met at Marcellus which Page might have taken and reached Syracuse in time for the 7½ o'clock train from Albany; and that it was customary to carry passengers back free of charge under such circumstances. Page who was sworn as a witness on the trial, testified that when he bought his ticket at Albany, a few minutes before 6½, he asked the ticket agent what train he

should take for Lyons, and that the agent pointed to the train he did take. There was no contradictory evidence as to this fact. Page further testified that the train arrived at Syracuse at a quarter to 12 o'clock, noon; that a man came to the door and cried out, "this train stops twenty minutes for dinner;" that the train left there a few minutes past 12; that he heard no notice before or after arriving at Syracuse, or while there, that passengers for Lyons should change cars at Syracuse; that he did not learn in any way that he had to change cars thus. He also testified that he was not told by the conductor that he was on the wrong road until they had got twenty or twenty-five miles from Syracuse, and that he did not know that he was on the wrong road until then; that no offer was made to send him back to Syracuse unless he paid fare.

The following opinion, discussing the principal questions involved, was rendered at the decision of the case by the Court of Appeals. The decision affirms the judgment of the Superior Court.

SUTHERLAND, J.—The material questions in this case are raised by the exceptions to the charge of the Court.

The Court charged the jury, if the agent at Albany pointed to the train which Page took, then it was necessary for the defendant to show, either that actual notice was given to him, before or on reaching Syracuse, to change cars there, or that such means were used after leaving Albany to give such notice "that every traveler of ordinary intelligence, by the use of reasonable care and attention, would have acquired a knowledge of that fact," and that it was not proved affirmatively that notice was in fact given before reaching Syracuse. The Court then submitted to the jury the question whether the agents of the defendant did use such means to give the information or notice before or on reaching Syracuse; and charged that if they did, it was Page's fault and not that of the company, that he remained ignorant of the necessity of changing cars at Syracuse and waiting for the next train from Albany, and he was wrongfully in the cars when they left Syracuse; but if they did not use such means then he was not in fault for continuing on the same train from Syracuse.

The exception was to that portion of the charge which submitted to the jury the question, whether the agents of the defendant had used such means (as had been previously defined by the Court,) to give the information or notice and the consequent portion, charging that if the jury believed such means were used, then it was Page's fault and not that of the Company that he remained ignorant of the necessity of the change, and he was wrongfully in the cars, &c. In my opinion, this was submitting the question of notice to the jury quite as favorably to Page as it should have been.

The exception rises this question, and none other that I can see. If before or on reaching Syracuse, notice was given that the passengers for Lyons must change cars there, in such manner that all the passengers of ordinary intelligence, and with ordinary care and attention would have heard it, was Page wrongfully in the cars when they left Syracuse? The plaintiff's counsel insists that the action of the defendant's ticket agent at Albany, in pointing to the cars which Page took, was a misdirection, and misled Page, and put the defendant in the wrong, and absolved Page from the duty of giving that attention from any information or notice of a change of cars which ordinary passengers are supposed to give, or which he ought to have given had it not been for the misdirection; that if he was not awake, if he did not exhibit any vigilance at all, it was the fault of the company, which had misled him in designating the train which he took at Albany as the train which went to Lyons. But can the direction of the ticket agent at Albany be called a misdirection? I think it cannot. Passengers from Albany for Lyons could go by either the 6½ or 7½ o'clock train. If Page took the 7½ o'clock train he had to wait in Albany an hour; if he took the 6½ o'clock train he had to wait in Syracuse an hour and thirty-five minutes. How was the ticket agent at Albany to know that he did not prefer the delay at Syracuse? From his presenting himself and purchasing the ticket just before the 6½ o'clock train started, the agent had a right to presume that he preferred that train. Under these circumstances I think the designation by the agent of the 6½ o'clock train as the train for Lyons cannot be called a misdirection or fault. It was natural and reasonable under the circumstances that he should tell Page that the 6½ o'clock train was the train for Lyons, for the ticket which he bought would take him there, if he took the 6½ o'clock train, in about the same time as the 7½ o'clock train, and the agent had a right to suppose that he preferred the 6½ o'clock train.

The next exception to the charge of the Court was to that part of the charge submitting to the jury the question of fact whether Page was told by the conductor before reaching Marcellus to change cars there. As to this the evidence was contradictory. The charge was, substantially, that, if the jury found that Page was not in fault in continuing on from Syracuse, under the rules which had been laid down as to the notice to change cars on or before reaching there, then, if he was not told, before reaching Marcellus that he was on the wrong road, nothing occurred before reaching Marcellus to place him in the wrong; but if he was told before reaching Marcellus that he was on the wrong road, that he would meet there a train going to Syracuse which he must stop and take, then it was his duty to have done so, if the jury believed that he would have reached Syracuse in time to take the train which left Albany at 7½ A. M., for Lyons, and that he would have been carried back free of charge.

A train was met at Marcellus which Page might have taken and returned to Syracuse. There was no contradictory evidence on this point. The conductor had testified that he told Page, before reaching Marcellus to take the train which would be met there going to Syracuse. Page had testified that he had not been told that he was on the wrong road before reaching Marcellus. The conductor had not testified that he told Page that he would be carried back free, but he had testified that it was the custom of the company to do so under such circumstances; that he never knew of a charge for taking a person back who got on the wrong road by mistake. Page did not pretend that he made any inquiry as to his being carried back free. This being the evidence bearing on the question whether Page should have changed cars at Marcellus, I see no error in the charge of the Court in submitting that evidence to the jury. If it was the fault of the employees of the defendant, and not of Page, that he did not change cars at Syracuse, how could they remedy their faults otherwise than by sending him back to Syracuse in time for the 7½ A. M. train from Albany, free of additional charge? I see no other way. He was not tendered a free pass back, nor told that he would be carried back free; but, if told by the conductor, before reaching Marcellus, to take the train which was met there back to Syracuse, ought he not to have assumed that, under the circumstances he would have been carried back without charge? It appears to me that the question whether, if he had taken the train at Marcellus for Syracuse, he would have reached there in time for the 7½ o'clock train from Albany, and whether he would have been carried back without charge, were properly submitted to the jury. It cannot be said, I think, if Page was carried on the wrong road from Syracuse to Marcellus without any fault of his, that, therefore, he had a right to be carried to Rochester on the wrong road.

My conclusion is that the judgment of the Superior Court should be affirmed.

Judgment affirmed.

Financial Resources and Position of the Country.

As the base of all our great military operations the question of finance remains and extends itself. Victories may be expected with a full military chest, but without bread and shoes armies disappear.

With military successes or defeats, finance and commerce deeply sympathize, and no Government can carry itself along without their aid and confidence. These questions have also immediate reference to individual transactions, and affect the judgment of men in their private conduct, particularly in the United States, where the instructed and intelligent classes, contrary to experience and history in the old world, are vastly in the majority. The pulsations of the body politic are here therefore full and frequent, the nervous and sensitive portions are wide-spread and minute, and public opinion is consequently easily excited and is highly emotional. It is the duty of those who influence it, to guard it carefully against being misled, and it is at this moment not only proper for but the eventual interest of the capitalists and bankers of this country to look coolly and steadily at results, through the medium of facts, principles, and experience. It is in this position we desire to place ourselves with our correspondents at home and abroad.

The magnitude of the contest can scarcely be realised by us in the North, because the peculiar horrors of war have never reached our homes and firesides; little have they affected our comforts, or diminished our personal security. Our Northern cities are full of life and activity instead of death and decay; all our material interests appear to be thriving; we hear of debt and taxation, but as yet they are scarcely felt beyond the anxiety which attends a perusal of the statements of our indebtedness; our internal and external commerce are on the increase, and not from the transportation of men and munitions of war as some might suppose who have not noticed how little their actual transportation amounts to, in proportion to the freight which comes from our forests, our fields and our manufactures. It requires but a little concentration of mind to realize the actual state of things, and ordinary impartiality of judgment to decide some of these important

questions of the moment, and a correct decision is due to this and succeeding generations.

What then is the actual ability of the North to continue this contest to a successful issue. Has it money, has it credit, is it entitled to both, may we rely on our resources, shall we re-establish our once glorious nationality, or are we to fall apart into insignificant and divided communities, repelled from each other by each other, with as many codes as States, with new and every varying legislation, conflicting interests, petty jealousies, disputed boundaries, broken and interrupted lines of railway and canal communications, standing armies and navies in every port and on every lake and river, and taxation multiplied by the number of the States to maintain even the shadow of independence. Let those who on the great Ledger are thoughtlessly proposing to carry a separation of the States to the account of profit and loss, and let it go, never expect to make another entry if this Union is dissolved. It will be but a limited mart in which our future merchants will have an opportunity to traffic.

Before therefore we take any counsel of our fears, let us see if we have any reason for entertaining them. Our country is beyond all question an exception to all other nations. Centuries have been required to establish even the least respectable of Europe, and have established few or rather none at all in Asia and Africa. Our political rank, our wide-spread commerce, our large population, our great cities, our vast internal improvements have been the growth of about three generations. There are large numbers of persons still living, who stood at he altar of liberty, and saw the infant Union at its baptism. Our territory instead of being a narrow strip of land along the Atlantic coast, is now continental in area, and on a simple line of latitude we can march one quarter round the globe without a passport. Our railways, emulating our rivers in length and importance, are four times greater than those of any other country in the world, our internal trade infinitely larger, our foreign commerce second only to that of Great Britain, a thousand years old. Our soil offers every variety for culture, and our broad acres between the Atlantic and Pacific are capable of sustaining hundreds of millions of people without crowding each other. Our system of industry is on the largest scale affording the opportunity of the development of industry, talent, and common sense, to the full extent capable of their exercise by mortal men.

Instead of our population shooting off into colonial dependencies, irregular appendages of the main body, often destructive of its health, draining the seat of life, counteracting its vital forces and disturbing its natural action, our people, our emigrants, ourselves wherever we go, become a part of the body itself, an integral portion of the State and Government absorbed into its system, strengthening it, increasing it, enlarging it, steadying it, and renewing it. Until now, until this senseless, unjustifiable attempt at separation was commenced by ambitious and heartless theorists, our system was homogeneous, well arranged, truly full of reciprocity and generous interchange, and if we are true to ourselves we may have all this again.

We learn with regret therefore, that far from looking at the condition of our public affairs with philosophic if not patriotic eyes, there is a class of capitalists who have become wealthy under the protection of our free institutions, and yet distrust the very source from which their wealth has been derived; and it is estimated that as many as from 50 to 75 millions have been secretly remitted to Europe for safety. Without stopping to condemn this conduct as it might deserve, it will be better to point out the fact, that there is even yet all the gold in the country which it needs, if peace were at once restored. It may now lie where the precious metals always retreat in time of danger, in vaults and iron safes, until its time comes again for it to emerge. When it comes forth from its concealment it will be in tremendous masses.

That the quantity of specie existing in the United States at the present time is large, compared with former periods, the following statement will clearly exhibit:

Amount of specie existing in the United States at the commencement of 1849		$122,000,000
Product of California mines from 1849 to present time		1,016,000,000
Other sources of supply, within the U. States, during the same period		28,000,000
Amount imported from foreign countries during the same period		141,000,000
Amount introduced by immigrants during the same period, (3,500,000 immigrants, at $30 per head.)		105,000,000
Grand total		$1,412,000,000
Amount exported to foreign countries from 1849 to present time	$610,000,000	
Amount consumed in the arts, destroyed by fire and shipwreck, &c.. &c., during the same period	14,000,000	
		624,000,000
Amount of specie existing in the United States at the present time		$788,000,000

The correctness of this estimate is founded on the fact, that the amount of gold from California, placed on the manifests, bears no certain proportion to that actually brought into the Country; in fact that we can trace but about one quarter of the actual annual product of the Pacific gold regions, through the freight lists or Custom House returns. And also from the circumstance that the annual internal trade of the United States is ten thousand millions of dollars, it is evident some other medium than Bank bills merely, has hitherto been employed in the transfer of property and credits.

We have therefore good reason to believe that there is gold enough in this country, when it can reappear with safety to the holders, to form a basis for the largest financial operations in a prosperous future. It is the weigher of commercial values, not the value itself, and by its constitution and habits is never employed as a wholesale disbursing agent. It waits upon credit and commerce, but it is neither of these. It is the universal adjuster of differences, but is not either convenient for use in large masses, nor profitable nor even economical in that shape. We are therefore driven to the necessity of using other forms of money when larger sums are suddenly called for and disbursed, and this is our own condition at this moment. We have a large public debt, which to the imagination of the timid has already assumed the colossal proportions of two thousand millions of dollars. This is a mere delusion. We state on the best authority, authority not to be questioned, that our public debt on the 1st of February was but $815,000,000.

We go further and from the most careful examination of the working of our Internal revenue system and custom duties, and the estimates are purposely made low, *that we shall have revenue enough to pay our expenses, and interest, and a surplus* to form a sinking fund "ample enough" for the payment of our entire debt within the next third of a century. This statement not more satisfying than demonstrable, may be relied upon if the war should even last two or three years longer, and the present estimates now before Congress should be enlarged in 1864.

The creative power of American industry is too little considered by our financial theorists. They are continually looking at the dollar, but never how it is made. It is labor which has performed all the miracles on this side of the Atlantic. The aggregate of the real and personal property in the United States by the last census was estimated at about $17,000,000,000, and without including our public or mineral lands and the annual products or income. But looking from this dry tabular statement to the living work of men, we see that in a single year, our hay fields are raked over and stacked with a crop worth two hundred millions of dollars; that our churns produce about one hundred and twenty millions of dollars, that our hops, furnish three millions; that our live stock at this moment would pay off the national debt, and nearly 50 per cent of the stock would still be alive, and these are but a few items of the results of labor, when compared with the enormous cereal products, wheat, rye, corn and oats which stand in sheds, of miles in length upon our Western railroads and canals waiting their turn for market; our orchard bearings, our garden stuffs, our sugars, our seeds, our oils, our coals, our mines, our metals, all inexhaustible sources of remuneration and profit, though the laborers of the world were here, and hundreds of millions strong. It is simply absurd then to doubt the wealth or the permanent resources of this country. France and England having extended their limits of taxation as far as it is possible to go, always alarmed at a deficit of even two or three millions of dollars, or when as the French Minister Fould would say everything is not in equilibrium, may with some fear calculate perhaps the exact hour when their system of finance may come to an end. But with us it is totally different. In England the secret is "to double the tax bearing power" when the debt gets to be double. A distinguished British journal boasts of the endurance of the taxpayers. It says "England is peculiarly adapted for taxation. No financier could imagine a country more within the gripe of almost any financial system, whether bearing chiefly on consumption, on expenditure, on home produce, or on imports. There is no escaping the tax-gatherer here. But the United States, for the very reason that it is the most open, the most undeveloped, more expansive, and by nature the freest country in the world, so it can most easily evade the tax-gatherer."

The journalist in this last sentence, had nearly stumbled on the truth. It is expansion, development and freedom which have raised up in this country a mass of willing tax-payers, who for the first time in their lives have been now called to estimate their incomes and contribute directly to the suppression of a great rebellion. England has a geographical limit beyond which she cannot expand, and an arrangement of society which makes labor the only unprivileged power of the State. Here there are no limits of land or soil, or nature, on the earth or in its bosom, to keep back the earnest hand of the industrious man. The fu-

ture is sure to him if he persevere. But we have not space to follow up these opinions to their legitimate effect: this we will undertake to show on some future occasion, that compared with our actual wealth and resources, the annual productions of our industry, the vast and unlimited field for new operations, the debt of the country, and the financial difficulties of the current hour sink into absolute insignificance. If these gigantic powers of the North, then were but in the hands of the real talent of the country, our present history, would be the most brilliant, the most instructive and the most satisfactory, ever exhibited to the gaze of men.

If we appear in this CIRCULAR to have gone beyond our usual limit of topics, we have done so under the conviction that the position and resources of the North are not fully appreciated and that the despondency about our financial affairs which prevails among many good citizens, is as yet without any just foundation.—*Hallett's Financial Circular.*

North Pennsylvania Railroad.

The earnings of this road for the years ending November 30, 1861 and 1862 have been as follows:

	1861.	1862.
From passengers	$138,096 49	$148,329 53
" coal	101,375 62	105,390 19
" pig iron	7,855 93	12,349 01
" Catawissa lumber.	4,057 20	8,897 51
" local freight	73,373 47	86,559 02
" through "	25,571 89	29,743 55
" mails	2,756 00	2,756 00
" rents, etc.	5,138 86	3,161 45
	$364,225 46	$397,186 26

The expenses of 1862 were:

Maintenance of way	$26,705 04	
Motive power	62,665 16	
Maintenance of cars	15,008 66	
Conducting transportation.	58,501 72	
General expenses	15,345 62	
		178,226 20
Net earnings		$218,960 06

Compared with the previous year the gross earnings show an increase of $32,960 80; with an increase in expenses of only $16,124 57—making the increase in net earnings $16,836 23. The report says:

The arrangement entered into in 1861, for funding the coupons of the Company, and in progress of being carried out at the date of the last Annual Rsport, has enabled the Company to extinguish their floating debt, and to resume the prompt payment of the coupons as they mature. The amount funded at the close of the fiscal year, was $204,332 50 of the six per cents, and $35,500 00 of the ten per cents, making the total amount of scrip issued $239,832 50, leaving but $6,027 50 of the six per cent., and $500 00 of the ten per cent. yet to be funded, which, when all in, will make the total funded debt of the Company stand as follows, to wit:

Six per cent. bonds	$2,500,000
Ten " "	360,000
Scrip " "	246,360
Total funded debt.	$3,106,360

On which the annual interest will be, say,

On six per cent. bonds	$150,000 00
" ten " "	36,000 00
" scrip " "	14,781 60
Total interest on funded debt	$200,781 60
Ground rents, and interest on mort.	5,432 06
Making total annual interest	$206,218 66

During the past year a substantial and convenient passenger station house has been erected on the lot owned by the Company, fronting on Third street north of Thompson street, which was made the terminus for passenger trains, on the first day of September. The separation of the passenger business from that of the freight, has greatly increased the facilities for conducting both, as it has relieved the passenger trains from frequent and unavoidable delays on the city track, and has enabled the Company to appropriate the Willow street station to freight exclusively.

The construction account has been increased by the building of the new passenger station, &c., $23,076 58, of which amount $8,913 36 was derived from the sale of real estate, (referred to in previous Annual Reports,) covered by the Real Estate and Chattel Mortgage, and the proceeds reinvested in the new Station House, by the trustees, under the stipulations and provisions of said mortgage.

The completion of the Penn Haven and White Haven Railroad, now in course of construction, will add considerably to the business of the North Pennsylvania Road, as it will open a new and direct railroad route between Philadelphia and Wyoming Valley, over which passengers and freight can be carried through between Philadelphia and Wilkesbarre without change of cars, with a saving, in distance, of about fifty miles over either of the other routes. It is expected, by the Engineer in charge of the work, to have the road finished and opened for use before the close of the present year.

The company have 18 locomotives. The number of miles run has been: with passenger trains, 170,367, with freight trains, 92,967—total 263,334. Cost of repairs $11,863 66. Cost of fuel, 22,689. Cost of stores, $1,633 06. Number of passengers carried in the cars, 304,214; number carried one mile, 5,637,191—equal to 101,654 through passengers. Tons of freight carried one mile, 8,886,766.

CONDENSED BALANCE SHEET.

Capital stock		$3,147,350 00
Instalment account		6,575 00
Six per cent. bonds		2,500,000 00
Ten per cent. bonds		360,000 00
Scrip issued for coupons of six per cent. bonds		204,332 50
Scrip issued for coupons of ten per cent. bonds		35,500 00
Ground rents and mortgages		90,534 37
Coupons unpaid to July 1st, 1862		2,212 50
Coupons Nos. 12, 13, and 14, yet to be funded		6,027 50
Coupons Nos. 9 and 10, C. M., yet to be funded		500 00
Coupon No. 16, due January 1, 1863		75,000 00
Unpaid accounts		19,748 49
		$6,447,780 36
Construction		$4,798,776 44
Equipment of road		406,186 88
Engine houses, machine shop, &c.		69,737 88
Third street depot		20,457 11
Right of way		210,601 42
Real estate		380,985 49
Telegraph		4,967 39
Trustees under general mortgage		1,600 00
Stock North Pennsylvania R. R. Co.		25,767 11
Unpaid accounts		26,137 48
Stores on hand		29,185 86
Profit and loss		390,111 53
Bills receivable		66,608 55
Cash		15,707 22
		$6,447,780 36

The officers and directors for 1863 are as follows:

President.—FRANKLIN A. COMLY.

Directors.—John Brock, John Jordan, Jr., Algernon S. Roberts, J. Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, William L. Hirst, Alfred Hunt.

Treasurer.—WILLIAM WISTER.

Secretary.—EDWARD ARMSTRONG.

Engineer and Sup't.—SOLOMON W. ROBERTS.

The Paper Question.

A resolution passed the U. S. Senate on the 24th ult., requesting the Secretary of the Treasury to communicate to the Senate the amount of revenue, if any, which has accrued to the United States since the passage of the act of March 2, 1861, at its various ports of entry, from the duty on printing paper, and whether, in his opinion, a reduction of the duty on printing paper would tend to increase the public revenue.

To obtain the requisite information for the period subsequent to the date of the returns made to this office, the collectors of the principal ports were directed to make immediate reports.

From the Secretary's reply, it appears that at the ports of Philadelphia and Baltimore there have been no importations of printing paper, and, consequently, no revenue has been collected therefrom.

The tariff act of July 25 last classifies all paper under the heads "writing paper" and "manufactures of paper," in which latter classification printing paper is included.

The aggregate value of importations at Boston, under those heads, is $31,741, and the revenue collected thereon $10,020, of which $9,688 45 is the revenue on "manufactures of paper," including printing paper.

At New York the value of importations under the head of "manufactures of paper" is $126,141, producing a revenue of $39,683 95, making an aggregate value of the importations at the four principal ports, under the head of "manufactures of paper," of $156,825, yielding an aggregate revenue of $49,372 40, which amounts include manufactures of paper of all kinds other than writing paper. What proportion of this revenue is derived exclusively from printing paper it is impossible to ascertain. The Secretary adds:

"In my opinion the reduction of the duty on printing paper would not lessen the revenue from that source, but would tend largely to increase it."

The following documents accompanied his reply:

CUSTOM HOUSE, BOSTON,
COLLECTOR'S OFFICE, Jan. 26, 1863.

SIR—In compliance with your request, under date of 23d inst., I have caused the requisite examination to be made, and as the result I transmit an abstract of all the paper, including manufactures of paper, entered at this office under the act of March 2, 1861. *The whole amount of paper, and it all is included under the head of "writing paper," you will perceive is quite insignificant.* Very respectfully, your obedient servant.

J. Z. GOODRICH, Collector.

Hon. S. P. CHASE, Secretary of Treasury.

Imports of paper and manufactures of paper into the port of Boston from and after the passage of the act of March 2, 1861.

Whence.	Writing Paper.	Man'fac- tures of Paper.	Amount of Duty 30 per ct.	Total Value.
England	$597	21,019	6,484 80	21,616
France on the Atl'tic	171	—	51 30	171
Total.	$768	21,019	6,536 10	21,787
			35 per ct.	
France on the Atl'tic	—	1,708	597 80	1,708
Belgium.	289	—	101 15	289
England	—	7,957	2,784 95	7,957
Total	$289	9,665	3,483 90	9,954
Grand total	$1,057	30,684	10,020 60	31,741

B. F. COPELAND, Deputy Collector.

DISTRICT OF BOSTON AND CHARLESTOWN, Collector's Office, Jan. 26, 1863.

COLLECTOR'S OFFICE, CUSTOM HOUSE, NEW YORK, Jan. 26, 1863.

SIR—I am in receipt of your letter of the 23d instant, enclosing a resolution of the Senate calling for information as to the amount of revenue collected since the passage of the act of March 2, 1861, on printing paper. Printing paper not being subject to a different rate of duty from other paper, it has not been distinguished as such in the invoices and entries. *It is thought that but little, if any, has been imported.* The headings prescribed for the returns to the Treasury are "writing paper" and "paper and manufactures of not specified." Printing paper would be embraced under the latter head. I enclose a statement of the value of imports under each head, with the amount of duties accrued thereon. Very respectfully, your obedient servant.

C. P. CLINCH, Deputy Collector.

Hon. S. P. CHASE, Secretary of the Treasury.

Imports of Paper into the Port of New York from April 1, 1861, to December 31, 1862.

	Value.	*Duty.*
Paper, writing, 30 per cent	$72,157	21,647 10
Paper, writing, 35 per cent	22,432	7,851 20
Paper, m'n'fact'res of 30 per ct.	89,308	26,792 40
Paper, m'n'fact'res of 35 per ct.	36,833	12,891 55
Total	$220,730	69,182 25

CUSTOM HOUSE, BALTIMORE, Jan. 27, 1863.

SIR—Yours of the 23d instant, conveying a copy of a resolution of the Senate calling for information concerning the duty on printing paper, is received. After a careful examination *I have to report no printing paper entered at this port since March 2, 1861.* I am very respectfully, your obedient servant,

HENRY W. HOFFMAN, Collector.

Hon. S. P. CHASE, Secretary of the Treasury.

CUSTOM HOUSE, PHILADELPHIA, COLLECTOR'S OFFICE, Jan. 26, 1863.

SIR—In reply to your letter of the 23d instant, I beg leave to state that *there have been no importations of printing paper at this port since the 2d of March, 1861, and consequently no revenue received therefrom.* Very respectfully, yours,

WILLIAM B. THOMAS, Collector.

Hon. S. P. CHASE, Secretary of the Treasury.

Finances of Michigan.

The following statement, compiled from the Annual Report of the Treasurer, exhibits the financial condition of Michigan, and the various funds of the State, November 30, 1862:

The total receipts into the treasury during the fiscal year were		$1,124,595 10
Balance against the treasury Nov. 30, 1861	$27,179 97	
Total payments for the year	896,620 69	
		923,800 48
Balance in the treasury Nov. 30, 1862		$200,794 62

STATE DEBT.

The funded debt of the State is as follows:

Full paid "$5,000,000 loan" bonds, 6 per cents, due Jan. 1st, 1863	$77,000 00
Adjusted bonds, 6 per cts., due Jan. 1st, 1863	1,746,185 00
Temporary Loan, 7 per cts., due Jan. 1st, 1878	59,000 00
Renewal Loan, 6 per cts., due Jan. 1st, 1878	216,000 00
Canal Bonds, 6 per cts., due Jan. 1st, 1879	100,000 00
War Loan, 7 per cts., due Jan. 1, 1886	607,300 00
Outstanding Internal Improvement Warrants	3,553 75

FUNDABLE DEBT.

$140,000 outstanding *part paid* "$5,000,000" Loan, which when funded, will amount to	80,999 80
Total of funded and fundable debt	$2,981,038 55

During the past year, the balance of the "Penitentary Bonds," amounting to $13,000 has been paid. The War Loan Sinking Fund has realized $40,072 99, and that sum will be applied, Jan. 1st, 1863, to redeeming certain small war bonds. The sum of $21,506 98 has been levied in the State tax of 1862, and will be applicable to the Sinking Fund of the $2,000,000 loan, together with all the proceeds, after Jan. 1st, 1863, of the Primary School, Normal School and University Funds.

RECEIVED BY THE TREASURER.

On account of General Fund	$775,884 11
" Internal Improvement	463 22
" Primary School	35,030 74
" " " Interest	63,960 76
" University	13,668 81
" " Interest	17,803 68
" State Buildings	1,129 50
" Asylum	3,752 48
" Normal School	2,774 00
" " " Interest	3,010 49
" Swamp Lands	29,695 69
" " " Interest	9,270 71
" St. Mary's Canal	15,000 88
" War Fund	153,150 62
Total	$1,124,595 10

PAID BY THE TREASURER.

Balance against the treasury	$27,179 79
On account of General Fund	318,305 35
" Internal Improvement	117,343 01
" Primary School	43 00
" " " Interest	127,495 43
" University Interest	56,250 97
" Military	1,324 10
" State Buildings	12 75
" Asylum	65,027 25
" Normal School Interest	10,023 50
" Swamp Land	32,353 14
" " " Interest	516 64
" St. Mary's Canal	6,775 18
" War Fund	161,052 03
" M. C. R. R. Deposit	97 75
Balance on hand	200,794 62
	$1,124,595 10

South Shore Railroad.

The Treasurer's Report gives the receipts from all sources for the year ending Nov. 30, 1862, as $41,048 02; expenditures, $20,563 70; net earnings, $20,484 32. Out of the earnings have been paid of the coupons, $9,147 00; into the sinking fund, $2,000 00; dividend of three per cent., $7,500. The road was reported to be in a satisfactory condition. The last year's Board of Directors were elected as follows: Wm. Humphrey, James C. Doane, John W. Loud, Eliot L. White, Minot Tirrell, Wm. Sohier, Jos. Loud, Jr., Charles Humphrey.

The Oil Creek Railroad.--Its Extension to Franklin.

The Oil Creek Railroad, on which ground was broken in May last, and over which cars passed in October, from Corry to Titusville, 27 miles, is in progress of extension from Titusville down Oil Creek to Oil City, a distance, we believe, of 16 miles, beyond which point it is to be continued down the Allegheny river to Franklin, 27 miles from Titusville and 54 miles from Corry. This will make the Oil Creek Railroad Company—(which is an independent corporation free to enter into treaty for intertrade with all connecting roads, with the "favored nation clause" open equally to each, so far as mechanical causes do not interpose)—the owners of 54 miles of railroad, from the mouth of French Creek at Franklin, up the Allegheny to Oil Creek, thence up Oil Creek beyond the oil wells, and thence to Corry, whence a wide gauge route is open to Jersey City and a narrow gauge route will be opened to Philadelphia.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Jan. 30, 1863, was as follows:

Passengers	$14,983 34
Freight and live stock	47,092 37
Mails and sundries	1,286 93
Total	$63,362 64
Corresponding week of 1862	51,263 02
Increase	$12,099 62

The earnings of the Chicago and Alton Railroad for the 4th week of Jan., 1863, were:

	1863.	1862.
Passengers	$11,854 16	$7,138 89
Freight	14,662 41	11,352 66
Sundries	1,035 33	947 83
Total	$27,551 90	$19,439 38
Increase	$8,112 52	.....
Total for this month	$96,306 46	$81,463 12

In consequence of a change in the contract with the Joliet road, their proportion is included for both years.

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week of Jan., 1863, were $20,757 72
Same week, 1862 18,365 23
Increase $2,392 49

The earnings of the Cleveland and Toledo Railroad for the 4th week of January, 1863, were $48,781 00
Same week, 1862 33,576 00
Increase $15,205 00

The earnings of the Chicago and Rock Island Railroad for the 4th week of January, 1863, were $35,863 00
Same week, 1862 27,187 00
Increase $8,676 00

The earnings of the Galena and Chicago Union Railroad for the 4th week of January, were:

	1862.	1863.	
Freight	$29,372 25	$30,256 31	Inc. $884 06
Passengers	5,637 98	7,921 31	Inc. 2,283 33
Mails, etc.	2,020 21	1,100 00	Dec. 920 21
Total	$37,030 44	$39,277 62	Inc. 3,167 39

The earnings of the Chicago and Northwestern Railway for the 4th week of January, 1863 were $25,979 27
Do., 1862 13,445 15
Increase $12,534 12

The estimated earnings of the La Crosse and Milwaukee Railroad for January, 1863, were:

First week	$11,794 30
Second "	13,346 96
Third "	14,455 95
Fourth "	27,102 44
	$66,699 65
January, 1862	61,054 83
Increase	$5,644 82

The earnings of the Grand Trunk Railway for the week ending Jan. 31, 1863, were:

Passengers	$16,589 18
Freight and live stock	73,159 38
Mails and sundries	3,980 00
Total	$93,728 56
Corresponding week, 1862	82,771 04
Increase	$10,957 52

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1868	95
Registered Bonds / Coupon Bonds... } Under Act 31st December, 1848	8,908,842	6	1868	98
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds / Coupon Bonds... } Under Act 14th June, 1858	20,000,000	5	1874	91¼
		5	1874	81
Registered Bonds / Coupon Bonds... } Under Act 22d June, 1860	7,022,000	5	1871	87
		5	1871	85
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	97
Registered Bonds / Coupon Bonds... } Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	94½
		6	1881	96½
Treasury Bonds (coupon) / Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	139,993,000	7.3	1864	102⅝
		7.3	1864	102¼
Registered Bonds / Coupon Bonds... } Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	6	1882	92
		6	1882	92
Treasury Notes—				
Under Acts 20 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	152
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju & 5 Au.'61 & 17 Ma.'62 } convert. into 20 y'r b'ds due '81	14,913,315	---	Dem.	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	96
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	130
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	62-'74	----
" — " "	2,078,750	6	'63-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	107½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	105
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	109
" —University Fund Interest Bonds of 1861	650,000	6	1879	110
" —War Fund Bonds of 1861	2,000,000	6	1879	100
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	56
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	100
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	107
" — " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	71
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var.	----
Maine—Coupon Bonds	669,000	6	'63-'77	115
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,000	5	'61-'72	----
" — " " of 1861 "	247,000	6	'68-'72	130
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	135
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	110
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	65
" — " "	100,000	6	1882	66½
" — " " (loans to Railroads)	23,800,000	6	'72-'86	90
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — "	----------	6	65-'66	112
" — "	----------	6	'72-'75	121½
" — "	----------	6	1874	120
" — "	----------	5½	1865	----
" — "	----------	5	'66-'74	110
" — "	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	62
Ohio—Inscribed Certificates	4,095,309	6	1881	118
" — " "	1,015,000	5	1865	99½
" — " "	2,183,531	6	1870	120
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	120
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	----
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862	37,687,760	5	'61-'82	110
" —Inscribed Certificates		5	'61-'82	103½
" — " "	400,630	6	1879	115
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	62
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	115
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	75
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'68-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	120
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1878	120
" — " " (Bank Stock)	553,986	6	1870	118
" — " " (Improvement Stock)	4,963,215	6	1890	120
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	126½
" —Coupon Bonds (Water)	6,228,787	5	Var.	125
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	98
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —'Tompkin's Market Stock	162,000	6	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1884	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1883	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	529,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	101
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	118
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	110
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100
" " 2d " " "	3,980,670	6	1882	70½
" " Improvement " "	586,500	6	1870	53
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	37
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	23
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	102½
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	100
Housatonic Preferred	1,180,000	6	------	59½
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	106
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	----
" " " 2d "	1,014,000	7	------	76
New York & Harlem, Preferred	1,020,000	---	------	70
Philadelphia & Reading, Preferred	1,551,800	7	------	----

New York—Certificates	
State Loan	$6,756,654
Railroad Loan	339,000
Canal Debt—(old)	9,789,025
" " —(new)	13,200,000
" " —(misc.)	642,585
" " —(floating)	2,500,000

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	76,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	119,973	121,272	149,342	162,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,527,581
1863	242,729	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,096,464
1862	67,610	62,350	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	------
1863	96,306	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	153,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,375
1863	139,686	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	56,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	981,157
1863	68,143	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,256,004
1862	132,620	112,606	113,912	114,885	119,984	122,524	131,687	168,834	170,565	172,296	177,410	179,553	1,716,866
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,289	60,265	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,606	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,068	372,705	419,010	515,948	719,354	734,108	702,077	6,202,048
1862	695,607	603,030	636,615	605,755	575,344	516,190	587,010	609,881	764,448	910,985	903,016	921,567	8,329,748
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,726,896
1862	109,867	105,423	74,346	90,180	158,194	215,708	190,456	121,199	188,370	208,575	159,530	143,498	1,765,346
1863	130,199	------	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,013	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,908	122,683	114,804	135,299	146,424	173,261	197,762	246,263	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	------	------	------	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,864	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,699	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,092	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,135	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,256	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	223,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,649,169
1863	248,784	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,059	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1858	430,876	390,431	537,858	668,425	510,197	432,195	458,664	538,048	653,373	653,661	600,920	510,425	6,384,573
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	644,494	692,382	868,985	811,458	730,786	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,839	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,534
1863	129,775	------	------	------	------	------	------	------	------	------	------	------	------
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,860	18,611	25,666	29,551	31,968	35,494	28,958	29,466	302,280
1862	22,069	18,864	24,250	26,748	27,098	30,422	32,495	38,426	40,319	40,087	35,920	------	------
Philadelphia and Reading:													
1858	103,492	116,687	168,102	203,965	216,784	207,573	257,455	247,069	254,740	269,464	242,052	234,876	2,522,259
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	258,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	299,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364,334	368,897	3,743,224
Toledo and Wabash:													
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,839	46,340	737,155
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,381	103,408	124,398	77,663	50,848	926,908
1861	59,604	47,045	62,614	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,086	92,574	1,172,103
1862	82,235	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,548	109,915	1,373,633
1863	86,321	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	536,100	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	108½
" " " 1850	700,000	6	Jan. & July.	"	1880	109½
" " " 1856	1,128,500	6	Jan. & July.	"	1875	101½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108½
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	106½
2d Mortgage coupon	380,000	7	May & Nov.	" "		86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Steri'g)	885,000	5	"	London.	1889	107
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	103½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	110
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	115
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	115
2d Mortgage	800,000	7	June & Dec.	New York.	1865	87
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	30½
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	106
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	126
" " " inconvertible	2,690,000	8	" "	" "	1883	126
Plain Bonds, dated Sept. 20, 1880	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	117½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	119
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		105
1st Mortgage (general)	3,600,000	7	" "	" "		71½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "		96
2d Mortgage	2,000,000	6	" "	" "		42½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		94
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	112½
2d Mortgage	950,000	7	May & Nov.	" "	1880	96
*Cincinn., Wilm. and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	103½
2d Mortgage	244.200	7			1864	97
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	110
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	105
4th Mort. (M. L.) or 3d Extension	1,059,023	7	" "	" "	1886	82½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	161,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	112½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	93½
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	105
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n						
1st Mortgage	900,000		April & Oct.	New York.	1871	122
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	120
2d Mortgage	2,516,500		March & Sept.	" "	1881	120
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'63	114
1st Mortgage (Extended)	22,000	7	" "	" "	1882	117
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	114
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	90
Land Security	5,000,000	7	April & Oct.	" "	1881	68
Convertible Bonds	1,360,000	7	Jan & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	119
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	112
Convertible	1,002,000	7	" "	" "	1867	107
Illinois Central :						
Optional Right bonds	38,000	7	Jan. & July.	New York.	1868	----
Construction	10,798,500	7	April & Oct.	London.	1875	----
Construction	4,115,000	6	" "	New York.	1875	124
Eight per cent. bonds	326,000	8	March & Sept.	" "	1865	----
Indiana Central :						
*1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			
Income	281,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	85
2d Mortgage	400,000	7	" "	" "		85
Real Estate Mortgage	200,000	7			1858	65
Ind., Pittsburg and Cleveland :						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	116
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		31
2d Land Grant (Western Div.)	353,600	†	" "	"		31
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6				
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co. :						
Mortgage Bonds	500,000	7				
Mortgages on Land	473,809	7			1882	----
Louisville and Frankfort :						
Louisville Loan	174,000	---				
1st Mortgage	248,000	---				
Louisville and Nashville :						
State (Tenn.), 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston :						
State Tenn.) Loan	1,100,000	6				
1st Mortgage	1,800,000	7			1880	----
Memphis, Clarkesv. and Louisv. :						
State (Tenn.) Loan	910,000	6				
Memphis and Ohio :						
State (Tenn.) Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	129
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	904,000	7	Feb. & Aug.	" "	1861	103
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	107
Detroit and Toledo	684,000	7	" "	" "	1876	104
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	112½
2d General Mortgage	2,572,000	7	" "	" "	1877	103
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1901	111
1st Preferred stock	1,051,000	8				103
2d Preferred stock	1,014,000	7				90
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				61
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co. :						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	113
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	85,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	117½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	122
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	117½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	117½
Real Estate Bonds	252,975	6	" "	" "	1883	----
Bonds of June, 1854	3,000,000	7	June & Dec.	"	1864	104½
Convertible Bonds	990,000	7	Feb. & Aug.	"	1876	125
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	"	1883	107
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	119
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	125
3d Mortgage	6,000,000	7	" "	" "	1883	121
4th Mortgage	4,900,000	7	April & Oct.	" "	1880	112½
5th Mortgage	1,792,500	7	June & Dec.	" "	1888	107
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	119
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	104½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	104½
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Real Estate	35,910					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	103½
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	107
2d Mortgage	3,077,000	7†	" "	" "	1861	19½
North Missouri:						
State Loan (30 years)	4,350,000	6				90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91
Chattel Mortgage	360,000	10	" "	"	1887	110½
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64-'74	----
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1868	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6				90
State Loan (S. W. Branch)	1,268,000	6				
Construction	3,235,000	6				
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July	Philadelphia.	1880	120
2d Mortgage	2,421,000	6	April & Oct.	"	1875	115
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	103½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., German't'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	106
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1842, "	3,103,600	6	April & Oct.	"	1870	111
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	116
" 1844, (convertible)	863,000	6	" "	"	1880	115
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	105
" 1856, "	1,475,000	7	" "	"	1886	107½
Bonds and Mortg's—real estate	592,200					
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	132
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000					----
Alleghany Co. "	750,000					----
Connellsville "	100,000					----
Mc'Keesport "	100,000					----
Baltimore City "	94,000				1896	----
Baltimore City Stock	906,000				1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Real Estate Bonds	100,000				'68-'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1912	118
2d Mortgage	5,160,000	7	" "	" "	1912	105
3d Mortgage	2,000,000	7	" "	" "	1912	84½
Bridge Bonds, O. & P. R. R. Co.	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	337,173	6	" "	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		----
1st Mortgage (West'rn Division)	757,000	8		" "		----
Raleigh and Gaston:						
Coupon	100,000				1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	----
Richmond and Petersburg:						
Coupon	159,000				1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	73½
2d Mortgage	937,500	7	" "	"	1863	7½
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	122,083	7			1873	----
South Carolina:						
State Loan	187,000	6			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000					----
South-Western (Ga.):						
1st Mortgage	631,000				1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					----
2d Mortgage	450,000					----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000					90
St. Louis City Subscription	500,000					----
St. Louis County Subscription	1,000,000					----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	114
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	108
" " (series B)	1,100,000	7	April & Oct.	"	1894	108
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	91½
" " Income (series E)	1,700,000	7	" "	"	1894	81
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	107
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	107
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	90
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	90
Interest Bonds	111,895	7				81½
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	89
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	4
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7			1880	87½
2d Mortgage	25,000	7			1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	112
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	686,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,378	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,576	4,443,584	122.4	229,088	800,412	97,999	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11½	142½
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	6	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	136,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	888,562	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,649	117.4	489,800	806 060	301,979	....	122½
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	81
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,456	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	....	....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	91.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,690,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	812,500	—	8,123,343	232.0	.....	1,159,188	528,943	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	160,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,553	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago and Alton	10,000,000	.....	—	8,500,000	4,500,000	.....	10.000,000	220.0	.....	1,098,465	452,693	4	63½
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,067,025	1,561,227	679,772	—	108½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	86	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	19
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	89½
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	83
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	97
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,408	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper.	by Chic. & R. Is.	125,000	.....	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	218.0	—	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	218.0	.....	1,117,603	568,020	—	35
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	133,009	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,534	9	50
31 Dec. '61	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,338,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,939	—	87
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,765	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	98.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	—	.....	20.0	.....	.....	.....	—	85
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	—	} 18	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	....
30 Jun. '61	65.1	—	....	—	}			} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,778	245,911	98,679	4	80
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,588,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,124	—	66
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,856,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 424	—	....
31 Aug '60	58.7	—	....	135.3	....	....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	58.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	127,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	130,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,476	245,348	115,732	6	116
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	87½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,906	89.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	40
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	115
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	280,406	6	135
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	.....	.....	61.8	.....	588,871	272,429	8	141½
30 Nov. '61	44.6	24.0	60.1	—	30	59	296	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	128,104	.....	83.6	.....	928,932	408,594	8	144
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	114½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	566,939	246,402	4	106½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	116½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,668	9	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,656	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	135
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	81½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,093	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	138
30 Nov. '61	13.6	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	111
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	6
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	—	—	.....	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	30½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	165
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	88,188	5.3	76½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,089	3	97
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	58½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnerota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	300,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	554,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,483	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	—	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,833	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	336	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	879	*Pacific*	10,057,641	626,357	—	3,486,705	7,003,000	402,198	19,550,960	189.0	417,367	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.0	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	...	...	.....	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	40
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	29½
30 Nov. '59	28.1	—	2.5	—	4	4	28	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	65
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	129
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mn	es.	—	108
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	186,748	209,927	42,219	477,476	20.5	30,980	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,900	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	121
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	73
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76.0	.....	241,503	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,826	12	154
31 Dec. '61	60.2	—	.....	—	...	...	.....	Camden and Atlantic (Pref.)	1,833,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,438	30,076	—	14½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970 496	64.0	662,393	1,201,896	678,443	10	165
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec '61	53.0	—	.....	45.5	11	18	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,900	674,000	—	5,896,704	33.8	512,349	1,111,087	592,699	10	160
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,929	*	—	156,850	200,000	70,786	427,636	21.2	.....	89,804	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	35
31 Dec, '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	93
31 Dec, '61	38.5	—	.....	43.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—	34,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2d Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.		—	—	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by Western.		—	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,657	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,054,289	284,337	—	1,300,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.8	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,446	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,959,013	566,461	—	95
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	28½
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,523	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6	118
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	75
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,386,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,960	391,253	—	34½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.		60,000		6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,240	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B., N. Y. & E.		4,996	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	oper. by Rens. & Sar.		—	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,163	113,739	2,957,022	88.6	296,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	608,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	oper. b. Hud. a. River.		—	—	6	89½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by other Co's.		—	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	33,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	—	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	358,441	164,672	6	81
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	108,953	35,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,800	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,800	2,984,509	171.9	—	489,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,069	477,564	236,201	8	—
16 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	—	404,533	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,561	—	17
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,047	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	125
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	—	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	—	5,917,359	141.2	707,160	1,263,258	704,819	10	150
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	28,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.0	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	—	1,436,317	552,800	—	71
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,350,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	89½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. r. w. Lit. Miami.		177,371	—	8	87½
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,148	222,951	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	128,170	33,412	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	99,362	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	442,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	130
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '62	153.9	62.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	282,179	2,697,000	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '61	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,279	*	—	848,770	1,375,350	105,510	2,603,120	125.0	215,280	171,712	37 610	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	58,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. r. by C., C. & C.		—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,206,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	855,502	1,012,238	400,559	—	51
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	378,455	58,811	—	—	45.0	—	106,924	55,029	—	—
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,589	10	68
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,079,000	305,000	—	3,350,000	34,000	59,359	3,472,746	146.0	289,137	219,548	22,490	—	7½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,329,680	—	136
30 Nov. '61	35.8	—	2.3	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	—	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,186,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	40
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	oper. r. b. Buf. & S. L.		—	—	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R. Co.	14½	67½
31 Aug. '61	76.0	—	1.2	44.1	8	2	17	Hempfield	1,616,459	*	—	1,809,585	500,000	100,000	2,409,585	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	598,311	1,142,262	172,039	1,822,612	45.2	122,047	178,941	62,897	—	21
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,962	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.2	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	234,976	8	76
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	oper. r. by Catawissa R.R. Co.		—	—	—	47½
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	—	—	528,246	326,933	6	67½
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,978,898	278,387	—	3,248,600	—	—	3,248,600	130.0	293,692	619,043	335,671	11	54½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	6,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	202,124	—	11½
31 Dec. '61	331.1	28.1	301.7	—	229	119	3,551	Pennsylvania	26,541,156	447,522	1,421,980	12,264,100	16,637,400	1,322,915	34,234,559	423.0	4,413,086	7,800,001	2,646,988	6	68½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	235,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,965	110,387	7	60½
30 Nov. '61	147.4	4.0	61.0	—	146	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,920	12,411,600	—	25,225,48	151.4	1,795,927	2,905,826	1,412,905	—	48½
30 Nov. '61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	999,200	250,000	—	1,249,200	28.0	oper. by	Cam. &	Amboy	8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nh." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	32	109	585	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	3,742,000	200.5	439,780	1.516,985	675,484	6	66½
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803		1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	----
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 581	467.5	2,434,641	3,031,787	1,299,721	—	63½
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000	----------	----------	----	----------	----------	----------	----	----
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	----	----
30 Nov. '61	9.2	15.3	4.9	—	---	---	----	Schuylkill Valley	573,616	*		576,350	----------	----------	573,616	24.5	oper. by	Ph. & R	eading.	5	----
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822,117	5,435	1,327 552	----------	----------	105,568	55,143	----	----
30 Sep. '61	148.0	—	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*		4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,825	841,582	149.082	—	39½
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999		367,300	396,500	65,726	----------	29.6	68,543	101,499	64.270	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655		683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	----
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	276,800	----------	----------	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	443,666	*		4 7,17	8,500	----------	----------	13.6	----------	26,454	6,914	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*		400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*		200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*		400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,636,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	---	---	----	Memphis, Clarksev. & Louisv.	2,000,000	100,500		298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	---	---	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	----------	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	188.0	---	---	----	Buffalo Bayou, Braz. & Col'rdo	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	976,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	750 0	---	---	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	193	Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000	60 589	----------	90.7	118,219	133,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*		950,000	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	3,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	---	---	----	Vermont and Canada	1,350,695	----------	----------	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	150
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612		516,164	793,200	----------	----------	23.7	47,950	45 930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*		332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	—	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,989,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*		468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	8
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*		1,931,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554		667,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000		300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		500,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	---	---	----	*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,330,078	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*		1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milwaukee and Prairie du Chien*	7,500,000	*		4,826,800	2,467,000	58,549	8,036,604	234.4	----------	1,108,354	436,039	—	40
— — '57	50.0	—	----	—	85.0	---	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	—	38 8	8	7	321	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,592,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	—	55.0	---	---	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '62	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*		11,750,000	188,000	----------	11,938,000	16.10	----------	235,420	55,495	—	----
— — '62	49.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	49.0	----------	----------	----------	—	11
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*		15,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '62	229.0	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	26,104,725	357.0	----------	1,221,145	585,885	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '61	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '61	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
— — '61	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	255	European & North American	4,543,564	*		4,637,852	----------	----------	4,637,852	108.0	----------	130,678	36,432	—	----
1 July, '61	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,729,232	60.0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	----	60.1	---	---	----	Nova Scotia	4,268,717	*		----------	----------	----------	----------	61.5	----------	120,918	26,803	—	----
								NEW GRANADA.													
1 Dec, '62	48.7	—	----	—	11	22	120	Panama	8,000,000	*	615,558	5,000,000	3,375,000	----------	10,763,728	48.7	----------	1,743,294	1,013,444	12	184

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
State Stocks:—						
California 7s	131½	....	131½	131½	131½	130
Illinois War Loan	103	102	101½	....	100	
Indiana War Loan	100	....	....	....	....	
Kentucky 6s	101	....	....	....	....	
Louisiana 6s	....	....	....	....	....	
Maryland 6s	....	....	....	....	....	
Michigan 6s, 1878	....	....	....	....	....	
Minnesota 8s	....	....	....	....	....	
Missouri 6s	64½	64½	66	65½	65½	66½
Do. iss. to H. & St. J. R.	88½	90	90	90	90	90
North Carolina 6s	75	....	....	....	....	62
Ohio 6s, 1881	....	....	....	120	118	....
Tennessee 6s, 1890	61½	61½	62	62	62	....
Virginia 6s	74	....	73	....	72	73
Railroad Shares:—						
Buffalo & State Line	....	....	....	....	....	....
Chicago & Alton	....	....	63½	64	63½	....
" " pref.	....	....	85	85	84½	83½
Chicago, Burl. & Q.	107	107½	109½	109	108½	108½
Chic. & Northwest'n.	18	19½	20	20	18½	19
Chicago & Rock Isl.	89½	92½	92	91½	91½	89½
Clev., Col. and Cin.	159	....	160	....	159	....
Clev. and Pittsburg	69	72½	73½	73½	71½	71
Clev. and Toledo	87	90	91½	9..	90	89½
Del., Lack. & West.	....	....	....	....	....	....
Galena and Chicago	90½	91	93½	93	92½	93
Hudson River	94½	94½	94½	94½	94	95
Illinois Centr. (scrip)	90½	92	92½	92	91	91
Michigan Central	96½	96½	97	96½	....	97
M. S. and N. I.	56½	57½	59½	59½	57½	58½
M. S. & N. I. guar'd.	104	104½	105½	105½	105½	106
Mil. and P. du Chieu	38	41	....	40	40	
M. & P. du C. 1st pref.	....	....	....	....	....	....
M. & P. du C. 2d pref.	....	....	....	....	76	....
New York Central	119	119½	120	119	118½	118
Erie	73½	75½	77	75½	74	75
Erie pref.	99½	100	101	100	99½	100
Norwich & Worcest'r	....	80	81	....	....	....
N. York & Harlem	33½	34½	35	34½	33½	34½
N. Y. & H. "pref."	64½	67½	69	69½	....	70
Panama	....	184	....	....	....	....
Phila. and Reading	....	91	90	91½	90½	....
Pitts. Ft. W. & Chicago	63	65½	67½	66½	64	66½
St. L., Alton & T. H.	32½	33½	34½	35	33	....
" " " pref.	64½	....	66	....	66½	67
Toledo & Wabash	51	....	....	....	....	....
" " Pref.	....	....	....	92	....	....
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	107½	....	106	107	106½	....
Chicago & Alton, 1 M.	....	....	....	....	....	....
Chic. & N. W. 1st M.	71	71	71	71	70½	71½
" " 2d M.	....	....	43	43	43½	42½
" " S. F.	....	....	....	....	....	105
" " A. B.	....	....	....	....	....	....
" " L. B.	....	....	....	....	96	....
" "Ap. Ext'n.	....	....	....	....	....	....
" " G. B. Ext.	....	....	....	....	....	....
Clev. & Pitts., 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	82½	82	82½	83	....	82½
Cl. & Tol. S. F. 7 p. c.	....	....	....	112	....	112½
Chi., Bur. & Q. 8 p. c.	....	....	....	....	....	....
Chi. & R. I. 1st M. '70	....	....	....	....	....	....
D. L. & W. 1 M. 8p. '71-5.	121	121	122	122	....	....
" 2M. 8p. c. '81	120	....	....	....	....	....
Gal. & Ch. 1 M. 7p. c. '63	....	....	....	....	....	....
" 2 M. 7p. c. '75	114	....	....	....	....	....
" 1 M. Ex. '82	....	....	....	....	....	117
Hann. & St. J. bonds	....	....	....	....	68	....
Huds. R. 1 M. 7p. c. '69	....	....	....	....	120	119
" 2 M. S. F.	....	....	122	....	....	123
" 3 M. 7p. c. '75	111	....	....	....	112	....
" conv. bonds	108	108	108	107	....	107
Illinois Central bonds	125½	125½	125	125½	124	....
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. & P. du C. 1st M.	110½	....	110½	....	....	111
Mich. Cen. S. F. 8 pc. '82	....	....	....	130	....	129
" conv. 8 p. c. '69	....	....	....	....	....	....
M. S. & N. I. 1 M. S. F.	112	112½	113	....	....	112½
" " 2 M.	....	....	....	....	103	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N. Y. C. 6p. c. certif. '83	119	....	....	....	....	117½
" 1 M. 7 p. c. '64	....	....	....	....	....	....
" bonds 1876	....	....	....	....	....	....
N. Y. & E. 1 M. 7p. c. '67	....	120	119	....	....	....
" 2 M. 7 p. c. '79	125	....	....	....	....	....
" 3 M. 7p. c. '83	122	....	....	....	....	121
" 4 M. 7p. c. '80	112½	....	....	....	....	....
" 5 M. 7p. c. '88	....	106½	107	....	....	107
N. Y. & H. 1 M. 7p. c. '73	119	....	....	....	....	....
" 2 M. 7p. c. '84	....	....	....	....	....	....
" 3 M. 7p. c. '87	104½	....	....	....	....	....
Pitts., Ft. W. & Ch. 1 M.	....	....	....	....	118	....
" " " 2d M.	105½	105½	105½	105½	105	....
" " " 3d M.	80½	....	84	84½	....	....
St. L., Alt. & T. H. 1 M.	....	....	108	....	....	....
" " 2 M. pref.	91	....	92½	....	....	91½
" " Inc. b'ds.	80½	79½	81½	....	80½	81
Toledo & Wab. 1 M.	....	106½	....	106	107	107
" " 2 M.	89	89	89	90	89½	90
" " Int. b'ds.	....	81½	....	....	....	....
Miscellaneous:—						
Del. & Hud. Canal	130	....	130	130	129½	129½
Penn'a Coal Co.	130	....	130	....	....	....
Pacific Mail S.S. Co.	166	170	172	171	170	170½

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 11.

	Th.5.	F.6	Sat.7.	M.9.	Tu.10.	W.11.
Federal Stocks:—						
U. S. 5s, 1871, coup.	85	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	85½	85½	87	86½	87	....
U. S. 5s, 1865	....	87	....	87	....	....
U. S. 6s, 1881, reg.	92½	92	93½	93½	94	94½
U. S. 6s, 1881, cou.	94½	94	96	95	96½	96½
U. S. 6s, '81, O. W. L. y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, coup.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	95	95	....	95	....	....
U. S. 6s, 1868, "	....	....	....	....	....	....
U. S. 6s, 1868, coup.	98	....	....	....	98	98
U. S. 6s, 1 year certif.	94	94	94½	95½	96½	96
U. S. 6s, 5-20s, coupon	....	92	....	....	....	....
Treasury 7 3-10 Notes	102	102	102	102½	103	102½
U. S. Demand Notes	154½	156	154½	154½	152	152
American Gold	158	158½	157½	156½	154	156

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
Boston and Lowell	....	....	....	115	....	....
Boston and Maine	134½	135	134½	134½	135	135
Boston and Providence	....	141	141½	....	142½	141½
Boston and Worcest.	150	150	150½	143	145½	144
Connecticut River	113	....	114½	....	....	....
Eastern, Mass.	104	104	106	106	108	106½
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	....	121	....	....	116	116½
Manchester & Lawr'ce.	....	121	....	....	....	....
Michigan Central	97	....	97	98	....	96½
Northern, N. H.	74	....	74	....	....	73
Old Colony and Fall R.	....	....	140	141	139	138
Ph., Wil. & Baltimore	67½	67½	67½	....	....	66½
Portl'd, Saco & Ports.	....	....	....	....	....	116
Vermont & Canada	....	....	....	150	150	....
Vermont & Mass.	31	30½	31	31	....	30½
Western	170	171	170	169½	165	....
Cambridge (Horse)	....	126	126	....	126	....
Metropolitan "	....	70	70½	70½	70½	70½
Middlesex "	111½	....	112	....	111	....
Central Copper Co.	....	37	38	39½	40	40½
Franklin Copper Co.	53½	....	55½	54	....	53
Isle Royale "	....	23½	26½	24	24½	25
National "	....	....	....	....	....	24
Minnesota "	....	53	....	82½	82	81
Pewabic "	52½	52½	55	....	50	52
Pittsburg "	80	....	80	....	80	....
Quincy "	72	....	73	74	72½	....
Rockland "	....	....	....	20½	20½	20½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Beaver Meadow	67½	67½	67½	....	68	68
Cattawissa	....	7	7	7½	7½	7½
" preferred	23	23	....	23	23½	23½
Camden & Amboy	....	152	153	153	153	154
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	104½	....	....	....	....	....
" " 6s, '89	....	105½	107	....	....	....
Elmira & W'msport	39	....	39½	39½	39½	40
" " pref.	50½	....	....	50½	....	51
" " 7s	....	....	....	....	112	112
" " 10s	....	68	....	....	70	....
Harrisburg	68	....	....	....	67½	....
Lehigh Navigation	59½	59	....	....	....	57½
" " 6s	118	118	....	....	....	....
" " scrip	34½	....	....	....	34	34
Lehigh Valley R. R.	....	....	....	....	....	....
" " scrip	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	43½	....	44½	44½	45	47½
" " 7s	....	....	....	....	....	....
Long Island	....	27½	27½	27½	28	28½
" " 6s	104	....	....	....	....	....
Minehill	54½	....	54½	....	54½	54½
North Pennsylvania	....	11½	11½	11½	11½	11½
" 6s	91	91	....	91	91	91
" " 10s	....	....	....	....	....	....
Pennsylvania R. R.	69½	68½	67	67½	68½	68½
" 1st m.	120	120	120	120	....	....
" 2d m.	116	115	....	115	....	115
Penn. State, 5s	105½	105½	105	105	104	103½
" " 5s, coupon	....	....	....	110	....	....
" " 6s, "	....	....	....	115	....	115
Philadelphia City, 6s	109	108½	109	108½	....	....
" " new	115	115½	116	116	116	115
Philad., Germ. & Nor.	59½	60	....	59½	60	60½
Phila. & Reading	45	45	45	45½	45½	45½
" " 6s, '86	107½	107	106½	....	....	105
" " 6s, '70	....	....	111	....	....	111
Philadelphia & Erie, 6s	110	110	111	111	....	....
Philad. & Sunbury, 7s	....	....	....	108½	108½	....
Sunbury and Erie, 7s	114	....	....	114	....	....
Arch street, (Horse)	....	27½	....	27½	....	27½
Chestnut & Wal. "	....	55	....	54½	54½	....
Girard College, "	....	....	26	26	26½	26½
Green & Coates, "	....	44	43	....	43	42
Race and Vine, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	78	....	78	....
Spruce & Pine, "	....	....	16½	....	....	....
13th & 15th sts, "	....	27	27	....	....	....
West Philad., "	....	....	....	....	....	....
10th & 11th sts. "	....	....	....	....	....	39½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 9.

	Tu.3.	W.4.	Th.5.	F.6.	Sat.7.	M.9.
Baltimore City 6s, 1875	120	....	120	120	120	....
" " 1886	119	120	120	....	....	....
" " 1870	....	....	118	....	....	....
" " 1890	120	120	120	....	....	....
Balt. and Ohio	88½	90	89	....	88½	87½
" " b'ds, '62	....	....	85	....	....	....
" " " '67	....	110	110	....	109½	110½
" " " '75	109	....	....	....	....	108
" " " '80	109	109	....	108½	....	....
" " " '85	109	....	109	....	108½	....
Northern Central	....	41	....	....	40	....
" " b'ds, '85	....	....	105½	....	103½	....
" " " '95	....	....	....	....	....	....
Washington Branch	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 24th January:

Maryland 5s	71	to	73
United States 5s, 1874	60	"	62
Virginia State 6s	48	"	50
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	70	"	71
D. Pennsylvania do. do.	70½	"	71½
Erie shares, $100 (all paid)	46	"	47
Do., 7s, preference	66	"	68
Do., assessment scrip	..	"	..
Do., 7s, 1st mort., 1867	81	"	83
Do., 7s, 2d mort., 1859	75	"	85
Do., 7s, 3d mort., 1883	73	"	75
Do., 7s, 4th mort.	69	"	71
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	77	"	78
Do. do. $100 shares, $90 paid, dis.	40	"	39
Do. do. $100 shares, all paid	54	"	55
Michigan Central 8s, Convertible, 1869	77	"	80
Do. do. S. F. 1st mort., do., '82	78	"	82
Michigan S. and N. Indiana 7s, S. F., 1886	68	"	72
Do. do. do. $100 shares	25	"	28
New York Central 6s, S. F., 1883	70	"	75
Do. do. 7s, 1864	70	"	75
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	72	"	74
Panama, 1st mortgage 7s, 1865	103	"	105
Do. 2d mortgage 7s, 1872	103	"	106
Pennsylvania, 1st mort., 6s, Convertible	75	"	78
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	38	"	40
Philadelphia and Reading, $50 shares	25	"	28

American Railroad Journal.

Saturday, February 14, 1863.

Stock Exchange and Money Market.

The distrust in the gold market continues. The price fell Tuesday nearly 3 per cent., reacted, and then closed at a fall of 3½ per cent. from the rates of Saturday last. There appears to be a settled conviction in the public mind, that it has been pushed up beyond its real and comparative value, considering the circumstance that other commodities have not universally appreciated to the supposed over issue of paper. This is a remarkable fact, which has a strong influence on the opinions of financial men. Sympathetically, exchange had gone down to 168 per cent., and now that Mr. Chase's plan of a general banking system with a uniform currency appears likely to succeed, still greater hesitation appears in the operations of our money brokers and exchange dealers. This system has its friends and opponents, as have all other projects of a public nature. It is contended, that as in several of the States it substantially prevails to the extent of requiring a deposit of State and Government stocks as a basis of issue with a limit to circulation, that the local system will still be preferred to that of Mr. Chase. But the answer to this is, that the currency of these State banks can never obtain the extent of circulation, they would if they issued a national currency.

The best New York State bank bill is at a discount in a distant State, and so *vice versa*, while a national note, for such it may be called, would pass freely everywhere. Thus the great difficulty of domestic exchanges, and the oppressive discounts

charged in different parts of the country would be done away with. Such are the views which are beginning to prevail on the subject, and if there be any force in them, the plan of Mr. Chase when put in operation, would unquestionably prevail after a time.

While under this state of things the Share List at the Stock Exchange has declined, it is noticed that Government stocks and Treasury currency are again on the advance and in good request.

Our foreign trade exhibited great strength and activity during the week ending 10th of February. Our exports of domestic produce and miscellaneous goods amounted to the enormous sum of $5,154,962, against $2,144,476 the same week in 1862, and $2,664,873 in 1861.

A movement has been made in Congress to have Government demand notes, receivable at the Custom House for duties, and the merchants and bankers of this city are understood to be universally in favor of it. We had in this JOURNAL previously put forth a similar proposition, but modified, so as to limit the amount to the quantity necessary in the usual course of a year's business. This is a material improvement for many reasons. The Government having the right to avail itself of its credit and resources, should issue say fifty or sixty millions of Custom House duties notes, receivable at the Custom House, and sell them in open market for what they would bring. It has the same right to do this, that it has to invite offers for its stocks and gain the premium by the competition. In the present state of the market, a very handsome sum could be realised at once. As the price fell, so would gold and exchange beyond all question. Not only this, but the cost of goods would fall and the consumers gain correspondingly. We have attempted to find out the objections if any to this measure, and in vain. The merchants would gain by it, the revenue would be increased by it, and while the importations would increase, the price of goods would lessen.

It is confidently stated that the amount of "green backs" held in the City Banks of New York is really less than one half of the amount of gold coin they report as in their possession. This is conclusive therefore of the fact, that this currency is absorbed and preferred in the business transactions of the people. Another curious fact is ascertained, that more than six hundred millions of the public debt, which on the 1st of February all told was but $815,000,000 are held by the people, and only 18 per cent. of it is owned or held by the banks in the city, and this mostly in trust for depositors. That this estimate is the truth or very nearly, appears from collateral evidence at hand.

The following official statement is from the Bank Department at Albany, made up from the returns of the banks, on the call of Superintendent Van Dyke, of the amount of United States securities owned by the banks of the State and City of New York, Jan. 19, 1863:

United States stocks	$81,631,780
Treasury Notes, 7.30s	25,383,505
Indebtedness Certificates	14,941,679
Certificates bearing interest	37,047,870
Certificates payable in gold	6,774,612
Demand and Legal Tender Notes	20,189,098
Total of all	$135,968,044

The Banks for Savings in this State and City hold, in addition, in trust for their depositors, $18,018,530, of which $10,392,102 is in funded stocks.

It is also interesting, to know the per centage of the Stocks and Treasury paper (interest bearing) of the United States, and of the United States Circulation of legal tender, held by the banks of the sum total outstanding at about the close of January. It is as follows:

	Total.	Owned by N. Y. B'ks.	Per ct. By b'ks.
Funded 6 per ct.	$112,818,142		
Funded 5 per ct.	30,483,000		
Total funded	$143,301,142	$31,631,780	22
Treas. b'ds 7.30s.	139,998,000	25,383,505	18
Treas. Deposits	79,285,000	43,821,982	55
Treas. Certific'tes	138,444,000	14,941,679	11
U. S. Notes	247,021,315	20,189,098	8½
Total	$747,999,457	$135,968,044	18p.c.

It is thus seen that of the funded debt of the United States, 78 per cent. is distributed among the people, including their bankers, in other States than New York, and 22 per cent., or $31,631,780 is owned by the banks of the State and City of New York, including $11,899,150 which they have pledged in the Bank Department as security for their own circulation.

It also appears that of the entire legal circulation of U. S. Notes, the banks held on the 19th of January last only $20,189,098, or about 8½ per cent. of the whole outstanding issue. Those who pretend therefore that there is a superabundance of this currency are refuted by this fact, and we have general and concurrent testimony that the financial condition of the Government is yet strong and unimpaired, and that the confidence of the people is unabated.

Great anxiety is beginning to be felt for the immediate construction of the Pacific Railroad. Its friends and supporters are getting stronger, and the splendid success of the Atlantic and Great Western in the construction of 201 miles of railway in seven months, at a very moderate cost per mile, is cited as evidence that the Pacific can be constructed with equal rapidity and by similar moderate expenditure. The road to the Colorado territory could be made in a single year, and it would pay from the start.

The following interesting statement is valuable just now, as it embraces facts useful to members of Congress who are legislating upon the finances. It is carefully prepared by an officer of the Government:

In the following named States there is no security given for bank note circulation beyond the liability of stockholders in case of failure:

	Circulation Jan. 3.
1. Maine	$5,000,000
2. New Hampshire	3,500,000
3. Vermont	3,000,000
4. Rhode Island	6,250,000
5. Connecticut	8,000,000
6. New Jersey	8,124,000
7. Pennsylvania	27,500,000
8. Delaware	1,200,000
9. Maryland	5,000,000
10. Kentucky	7,000,000
11. Michigan	150,000
Total	$74,724,000

In the following States the circulation is wholly secured by State bonds deposited as collateral security:

12. Illinois	$600,000
13. Iowa	1,164,000
14. Minnesota	80,000
15. Wisconsin	2,643,000
Total	$4,487,000

In the following States there is a mixed system, partly based on State bonds, as collateral security and partly on individual liability:

16. Massachusetts	$2,600,000	$26,820,000	$29,420,000
17. New York	34,556,000	*4,000,000	38,556,000
18. Indiana	1,100,000	5,560,000	6,660,000
19. Missouri	2,500,000	2,020,000	4,520,000
20. Ohio	3,608,000	6,425,000	10,033,000
Total	$44,364,000	$44,825,000	$89,189,000

*Remnant of the old Safety Fund system—the whole of which will disappear in the years 1863–66.

RECAPITULATION.

Eleven States unsecured	$74,724,000
Five States unsecured	44,825,000
Total	$119,549,000
Four States secured by bonds	4,487,000
Five States secured by bonds	44,364,000
Total	$48,851,000

GRAND TOTAL.

Unsecured	$119,549,000 or about 71 per cent.
Secured	48,851,000 or about 29 per cent.

Total bank circulation of the loyal States	$168,400,000	100

It will thus appear, and from official data in almost every case, that the secured bank circulation of the loyal States at the end of the year 1862 or beginning of 1863, was only $48,851,000, or about 29 per cent. of the whole, leaving the sum of $119,549,000 totally unsecured, except by the recourse (in case of failure) to the private property of shareholders.

The following statistics are from reliable data as to the years 1856 and 1862:

	1856.	1862.
Number of banks	1,317	1,389
Number whose notes are not counterfeited	463	253
Number of kinds of "imitations"	1,462	461
Number of kinds of "alterations"	1,119	3,039
Number of kinds of spurious	224	1,685

The Canal enlargement for military purposes has signally failed in Congress. This JOURNAL from sincere convictions of its being entirely useless for such purposes, has always opposed the project, and besides the State of New York has canals fully large enough for its commercial necessities. If the people of Illinois wish to enlarge their canal and improve their river, there is no objection to that. But let it be done on its own proper merits, and without political or other combinations.

Our readers will find our tables this week containing the latest corrections, and full of instructive facts.

The following quotations of sales are in addition to those given elsewhere in our columns:

New York.—Lackawanna and Western bonds, 118; Detroit, Monroe and Toledo 1st mort., 104; Illinois Central full paid stock, 88; Illinois coupon bonds, 1862, 101; do., 1879, 107; Citizens Gas Co., Brooklyn, 99; Canton Co., 26¾; Cumberland Coal pref., 20; N. J. Zinc Co., 100; Brooklyn City Water Loan, 100; Quicksilver Mining Co., 19.

Boston.—Rutland and Burlington 1st mortgage, 70@73½; do., 2d mort., 6¼@7½; Vermont Cen-

tral 1st mort., 38@39; do., 2d mort., 4; Northern (Ogdensburg) 1st mort., 106½@107; do., 2d mort., 18¾@19¼; do., do., coupons, 5; Vermont and Massachusetts 6s, 106¼; Boston and New York Air Line 6s, 1873, 40@48½; Michigan Central 8s, 1882, 129; Cheshire, 29½; do., 6s, 106; Boston, Concord and Montreal, 40; Worcester and Nashua, 76½; Concord and Portsmouth 129; Concord, 66@67; Housatonic pref., 59¼; Troy and Greenbush, guar., 59½; Cheshire (horse) guar., 50; Malden and Melrose, 15; Lynn and Boston, 45; Boston City 5s, 1877, 122¼; do., 1883, 125¼; Cambridge 6s, 1881, 109; Bath 6s, 10 Brooklyn 7s, 1865, (sewerage) 104⅞; Mass. s, 1876, 135; Vermont 6s, 1871, 114¼@115; Maine 6s, 1871, 112½; New Hampshire, 6s 1874, 116; Copper Falls Mining Co., 9½; Huron, 11@12¼; Petherick, 3⅛; Pontiac, 4⅛; Acton, 6¾; Toltec, 4; Bohemian, 6; Mesnard, 8¼; Columbian, 2⅞@3¼; Albany and Boston, 9¼; Canada, 1⅛.

Philadelphia.—Schuylkill Nav., 5; do., 6s, 1872, 100; do., 1882, 70½; Morris Canal, 56¾; do., pref., 131; Susq. Canal, 5½; do., bonds, 38⅝; Chesapeake and Delaware 6s, 101; East Brandywine 7s, 71½; Camden and Atlantic, 10@15; do., pref., 19@21; Huntington and Broad Top, 21; do., pref., 25¼; do., 1st mort., 101; Philadelphia and Erie, 34½@39¼; Norristown R. R. 6s, 105; Philadelphia City 5s, 97; North Penn. mort., scrip, 83; do., Chattle scrip, 74; Reading 6s, 1843–'80, 118; do., 1844–'80, 115; Erie City, 90; Allegheny ity 6s, 87½; Allegheny Co., 6s, 55@60; Del. Div., 41; Ridge Avenue, horse, 17¾; do., 7s, 105; 5th and 6th streets, 57½

Baltimore.—Central Ohio 1st mort., 115; do., 2d mort., 87; do., income bonds, 21; Western Md. bonds, 85¾@86½; North Western Va., 5; do., 1st mort., 110; do., 2d mort., 105; do., 3d mort., 23½; Maryland 6s, 1870, 120.

Night Travel on Railway.

SMITH'S AIR LIGHT.

It is well understood that the night trains on our numerous railways are crowded with passengers. Men of business prefer them, as a means of saving time, and the introduction of cars with accommodations for sleeping, an American invention, characteristic of our countrymen, has made a night journey not only convenient, but really comfortable. This improvement has nowhere else been adopted, except in India on some of the new lines, and the reason is, that journies in that country are from climatic reasons, generally pursued at night. Our system is well arranged. To leave we will say, the City of Buffalo at half-past 10 p. m., to enter a sleeping car, to rest comfortably while the train is at a speed often of from 30 to 40 miles per hour and to wake up at sunrise at Troy or Albany is a most agreeable arrangement.

To accomplish this however safely, not only requires good engines and careful drivers, but good lights. These have been obtained to a certain extent by the use of large oil lamps set in parabolic reflectors which by the nature of their curve, throw forward or reflect the rays of light in parallel lines, in a great body forward on the track. Yet they are difficult to keep in order, the light depends on the quality of the oil, the temperature of the weather, and the care of the persons charged with keeping the apparatus clean.

It was quite natural then for our ingenious inventors to attempt a substitute for these head lights, both to obtain a larger illuminating power, and to reduce its expense. Who ever has examined the reports of the Superintendents of our great lines will find the lamp department a serious source of outlay. On the New York Central Railway it is ascertained, that the head lights of an Engine, oil, breakage of glasses, wicks &c., cost for five hours each day, and three hundred days in the year, no less than $108 75.

Dr. George Hand Smith, a scientific and practical gentleman of the City of Rochester, after several years careful study of the subject, has arrived at the most important and valuable results, and has produced an air light, though this term does not fully explain its principle, which bids fair to throw even the famous oxyhydrogen combination completely into the shade. His method may be thus popularly explained, as it is now successfully employed on the Central Railway. Two small iron casks or reservoirs, are respectively charged with the ordinary coal gas of our cities, and atmospheric air, which operation is easily performed in about three minutes. These are carried under the boiler of the Locomotive and occupy but little space. From these pass two tubes, one from each reservoir, to the burners in the lamps. These are quiet simple in their construction, and carry four bent tubes pointing to a common centre in which is a small cylinder or pencil of lime, about the thickness of a pencil case about two inches in length and representing the wick. The gas and air are let on from the reservoirs by a stop cock, and an arrangement which secure a regular and commensurate supply of the gas and air. Below these jet tubes, is a slot through which a small quantity of the coal gas is allowed to escape so as to burn and heat the tubes as it passes through. A match is applied, and one of the most brilliant and powerful lights imaginable is at once produced. It may be well to say the theory of this process of combustion as stated by Dr. Smith is, that the preheating of the tubes through the slot, supplies the loss of heat from the nitrogen of the air, which is a supporter of combustion though not combustible itself, and would abstract a considerable quantity from the heat of the flame. We imagine also, that the heating of the atmospheric supply is also an advantage, as we see in the hot blast of the iron furnaces. Be this as it may, from these small four jets and this pencil of lime, at the small cost of one cent and a half per hour, while the oil burner costs six cents, a ball of light twenty inches in diameter of dazzling brilliancy is projected forward a distance of two thousand feet, or in other words more than three times as far as that of the old oil lamps. Fine print may be read at the distance of three hundred feet.

It is evident then that this admirable contrivance of Dr. Smith, gives entire command of the track for that distance to the Engineer, increasing his power of control in time three fold, as he approaches an obstacle by timely application of the brakes. As the cost of Dr. Smith's light for an engine is ascertained to be, on the basis before stated, of five hours' work for three hundred days, but $26.87, its use will be a saving on every locomotive of $81.88 per annum.

We may therefore pronounce economically, that the question of its superiority is settled, and of its principle, so simple, so ingenious, and so easily applied we can not doubt, nor fear that we are "by the glare of false science betrayed." We perceive at a glance, that railways alone are not to be benefitted by this discovery. It must come into general use for public buildings, parks, steamers, and light houses. We presume that a single lamp from the dome of a theatre, with an appropriate reflector, would light up the interior of the largest edifice we have of that description.

We have avoided entering into any scientific analysis of this invention or comparison of its effects as compared with other well known lights, as well as the extent of their illuminating power photometrically ascertained.

West Chester and Philadelphia Railroad.

The following is a comparative statement of the earnings and expenses of this road, for the years ending December 31, 1861 and 1862:

	1861.	1862.
Earnings	$129,447 16	$140,202 61
Expenses	61,367 16	61,556 40
Net earnings	$68,080 00	$76,646 21

The increase in gross earnings was $10,755 45; in expenses, $189 24; and in net earnings, $10,566 21. The number of passengers carried during the year, and the amount received therefrom was as follows:

	No. Passeng's.	Am't Rec'd.
Through passengers	32,296	$19,219 65
Way pass. to Philadelphia	.....	.....
Local travel	98,374	32,521 31
Coupon travel	19,239	6,276 15
Passengers between Philadelphia and Phila. and Baltimore Central R. R.	35,106	13,340 28
Passengers between West Chester and Phila. and Baltimore Central R. R.	7,112	1,280 16
Excursion pssengers from Philadelphia. Full and half passengers	8,722	932 75
Commutation passengers	23,875	2,224 50
Local travel	39,383	10,072 18
Total	264,107	$85,866 98

The number of regular passenger trains run during the year was 3,232; average number of passengers per train, 79.

The freight tonnage was as follows:

Freight through	2,785
" way	10,678
Coal, way	16,978
" through	2,938
" to Phila. and Baltim'e Central R. R.	5,430
Freight between Phila. and Balt. Central R. R. and Philadelphia	21,505
Freight between Phila. and Balt. Central Railroad and way stations	877
Total tonnage	61,191

The number of freight cars (4 wheel) hauled was as follows:

	West.	East.
Loaded	10,016	5,725
Empty	2,085	6,325
Total	12,101	12,050

Average distance hauled by trains, 16 miles; average number of freight cars per train, 24.

The amount received from freight and passengers to and from the Philadelphia and Baltimore Central Railroad was as follows:

	1861.	1862.
Passengers	$12,954 38	$14,620 44
Freight	11,104 93	10,416 60
Total	$24.059 31	$25,037 40
—Increase	$977 73	

Debt of Ohio.

From the Report of the Commissioners of the Sinking Fund we learn that the total funded debt of the State, November 15, 1860, was..$14,250,238 89
The "Union Loans," contracted during the year 1861, were 1,212,039 45

$15,462,273 34

During the year 1861, there was redeemed..$565,000 00
During the year 1862, there was redeemed. 755,610 78

$1,320,610 73

Total funded debt, Nov. 15, 1862..$14,141,662 61

Consisting of the following loans:

FOREIGN.

Loan of 1856, not bearing interest...	$1,666 33
Loan of 1860, bearing 6 per cent. int.	1,608,905 07
Loan of 1865, bearing 5 per cent. int.	1,015,000 00
Loan of 1868, bearing 6 per cent. int.	379,866 00
Loan of 1870, bearing 6 per cent. int.	2,183,531 93
Loan of 1875, bearing 6 per cent. int.	1,600,000 00
Loan of 1881, bearing 6 per cent. int.	4,095,309 47
Loan of 1886, bearing 6 per cent. int.	2,400,000 00
Total foreign debt	$13,283,778 80

DOMESTIC.

Not bearing interest.....	$1,825 36
Loan of 1863, 6 per cents.	275,385 00
Loan of 1866, 6 per cents.	299,704 32
Loan of 1868, 6 per cents.	280,969 13
Total domestic debt.....	$857,883 81
Total funded debt.....	$14,141,662 61

The interest on the above is as follows:—

Annual interest on the foreign debt...	$786,806 75
Annual interest on the domestic debt.	51,363 51
Total.....	$838,170 26

To this sum there should be added the irreducible debt, composed of school or trust funds, held by the State, which is now $2,879,379 29; thus making a grand total of $17,021,041 90. The Commissioners state that $4,095,309 47 of the loan of 1860 have been converted into the loan of 1881, under the provisions of an act passed March 28, 1862.

The domestic debt is payable, principal and interest, at the State Treasury. The foreign debt is payable, both principal and interest in New York. On the latter the interest has been paid in gold, and on the former in currency. This distinction is believed to be unjust, and the Governor desires that provision be made for a uniform rule upon the subject. He says:

Upon the question, itself, of paying our interest in coin, much may be said on either side. In favor of the measure, it may be claimed that Ohio agreed to pay in coin, and having thus agreed, and being abundantly able to perform all her agreements we can not with honor, compel our creditors to take anything else.

On the other side, it may be said, that when this agreement was made, it was not even contemplated by our wisest statesmen that anything but coin would ever be declared a legal tender, nor that the national government would ever be compelled to issue a currency, and require the business community to receive it at par, when the same would not command, in coin, its nominal value.

This state of things, however, is upon us, and the wisest cannot tell how long it may continue. Is this a sufficient reason to justify us in violating an agreement? Surely our constituents will respond. No. The fund commissioners should, therefore, be directed by law to provide sufficient coin to pay the interest upon all of our debt. The principal of the debt, being payable at our pleasure after stated periods, may be suffered to run until a more favorable time for its liquidation.

The following will show the receipts and disbursements by the Sinking Fund Commissioners during the year ending November 15, 1862:

RECEIPTS.

Balance in the Treasury, November 15, 1861		$9,306 83
From taxes—sinking fund	$1,249,832 43	
From taxes—war loan	301,623 19	
		1,551,455 62
From sales of school land—section 16....	73,023 96	
From sales of school land—section 29 ...	4,485 36	
From Virginia military	8,708 73	
		86,218 05
From sales of land.....		1,489 75
From surplus revenue.....		14,883 86
From dividends and interest on stocks and bonds.....		23,753 69
From assets of J. G. Breslin, late Treasurer		2,555 53
From sales of Little Miami R. R. stock....	$205,905 50	
From sales of Little Miami R. R. bonds...	54,646 67	
From stock of Cincinnati and Whitewater canal.....	1,500 00	
		262,052 17
From other sources.....		1,122 50
Total receipts for the year.....		$1,952,838 00

DISBURSEMENTS.

For interest on foreign debt.....	$806,793 12	
For interest on domestic debt.....	13,373 10	
For int'r'st on Union loan	54,223 66	
		$874,389 88
For interest on school funds.....		168,305 37
For redemption of foreign debt.....	$600,150 46	
For redemption of Union loan	251,500 00	
		851,650 46
For expenses of Union loan		39 00
For expenses of New York office...		3,076 34
For expenses of home office.....		1,216 64
For expenses of Commissioners....		875 00
Total disbursements.....		$1,899,552 69
Balance in Treasury.....		$53,285 31
Balance in New York.....		98,072 00
Total balance of sinking fund on hand, Nov. 15, 1862.....		$151,357 31

Great Improvements in Spikes and Bolts.

We publish an advertisement in another column, in relation to copper coated spikes and bolts, a valuable article, made by a new and scientific process, and apparently indestructible. A copper coating is applied to the iron by an intense heat, which fuses and amalgamates it so as to convert it almost into a bronze. Neither salt water corrodes, nor electricity acts upon it. The price is moderate. The Agenti sa well known Steam Ship Builder, and his recommendation is a good warrant for the excellence of the article.

Winter Freight on the Grand Trunk.

We notice in the Montreal papers a circular from the Local Superintendent of the Grand Trunk, to the general agents, in which he offers to reduce the rates on large consignments, to induce shippers of wheat, flour, &c., to forward at once, instead of waiting the opening of navigation. The agents are directed to exert themselves among the merchants and shippers in the western section, for that object.

Finances of New Jersey.

We extract from the message of the Governor the following statement of the financial condition of this State:

The receipts from all sources since the date of the last statement laid before the Legislature have been $263,922 02
Cash on hand Jan. 1, 1862..... 14,235 55
Total..... $278,157 57
Disbursements 186,073 07
Balance Jan. 1, 1861..... $92,084 50

Debts due and payable same date were $168,504 87, being $76,420 37 in excess of cash on hand. But, compared with the statement of January, 1862, the ordinary indebtedness account has been reduced in amount $61,072 03, and is now within the constitutional limit.

The State quota of the Direct National Tax was $450,134. It was paid, after the deduction of 15 per cent, in claims against the United States.

The war fund account of the State is as follows

Bonds issued.....		$791,100 00
Due Banks		405,870 84
Total		$1,196,970 84
Due the State from the United States.....	$317,796 84	
Cash on hand.....	27,550 62	
Tax assumed by State..	382,613 90	
		$727,961 36
Total.....		$469,009 48

The Treasurer has cash in hand, beside the above, $67,560 10, being the 15 per cent deducted from United States tax. In all $410,164 52 are due the State—more than sufficient to pay the Bank indebtedness. A State tax of $100,000 is recommended to pay interest on bonds and to secure a sinking fund,

The attention of the Legislature is inviting to the act of Congress granting lands in aid of a College of Agriculture, Mechanic Arts, and Military Instruction.

Grand Trunk Railway.—Change of Terminus.

We take the following extract from the Annual Report of the Boston Board of Trade for the year 1862, which has just been published:

"In January, 1860, the Government of this board appointed a committee to confer with the president and directors of the Grand Trunk and of the Maine and Eastern Railroads, relative to changing the terminus of the first named road from Portland to Boston. This committee performed much and valuable service; but such was the nature of the question itself, and the hostile action in the State of Maine, that the object was not accomplished. But in stating the obstacles to success in our last annual report, we said, in substance, that we deemed the present terminus of the Grand Trunk, and the transfer to steam-vessels of merchandise laden in cars at the West for Boston, as in direct contravention of the laws of trade, and as sure, therefore, to come to an end in the natural course of things. The fact is so, even before the time we anticipated. Late in 1862, the Boston and Lowell, the Nashua and Lowell, the Concord, the Northern New Hampshire, the Vermont Central, the Vermont and Canada, and the Northern New York, concluded an arrangement with the Grand Trunk, by which persons and things to and from the West, are to pass the St. Lawrence at Ogdensburg, and thus avoiding Portland, be transported direct to Boston. The saving of distance, by this change of route is one hundred and nine miles. The track on the Grand Trunk is about a mile from the village of Prescott, but is to be extended to the river, to connect with a steamer of a model and capacity to carry across to Ogdensburg a train of loaded freight cars. In

Boston the facilities for unloading and storing the exports of the West for home consumption are to be increased; while at the wharves of the 'East Boston Wharf Company,' merchandise can now be received into the warehouse for storage, or to be shipped coastwise, or to Europe, directly from the cars, thus saving the expense of carting and labor, and damage by handling. From this brief statement of facts, it seems that the union or consolidation of the 'Northern roads,' or from Boston to the Canada side of the St. Lawrence, which during the year, we have endeavored to promote between the roads which connect us with Albany, has been consummated. Since the policy of this board has ever been, and will continue to be, to encourage every line of transportation whether by land or sea, but, to recommend or favor none; and since nothing is truer, as a rule than the commercial maxim that, 'The cost of carriage determines the route,' we leave the future with those who, managing the lines of Lake Erie and to Lake Ontario, by way of Buffalo, Oswego, and Ogdensburg, respectively, are of necessity, in competition with one another and with the Public Works of Canada. We simply add, that our own part in this arrangement is limited to efforts to include an increase of storehouses, and the construction of grain elevators in this city through a select committee, at the request of one of the trustees of the Northern New York road, and other officers of the line, in connection with merchants who are deeply concerned in the corn, flour, and provision trade of the West."

New York and Boston Air Line Railroad.

The Directors of the New York and Boston Air Line Railroad have published a report which deserves the attention of capitalists. The road is now in full operation to Bellingham, a distance of 33 miles, and 7 miles more road will extend it to Woonsocket in the valley of the Blackstone. "When this shall be accomplished (say the directors) they are certain of the possession of as good a line of road, for way of business, as any other of like extent leading out of Boston." But they aim at carrying out, in part at least, the original idea of making "a more direct, rapid, and consequently cheaper and more frequent communication between Boston and New York than now exists." With this view they desire to extend the road 22 miles from Woonsocket to Daysville on the line of the Norwich and Worcester Railroad, to make connection with the Norwich route to New York and to accommodate and profit by the large manufacturing business of the valley of Pascoag. A letter from D. S. Whipple of Mapleville, R. I., shows that the extension would accommodate 44 factories, employing nearly 3,000 operatives, and requiring the transportation of 25,000 tons of freight per annum. The directors propose to issue $1,500,000 first mortgage bonds, secured by a mortgage of the road from Brookline to Daysville. With the proceeds, in part, they will complete the road, and dispose of the balance as follows:—

1st. Exchange with parties holding mortgage notes of this corporation bonds to the entire amount of ($400,000) at equal rates.

2d. Make a just settlement with holders of Charles River Railroad bonds, paying part in new bonds and part in stock.

3d. Liquidate and settle all the floating debt of the corporation, by proffering to the holders one-half in bonds, and the balance in shares.

The directors are confident that with the road opened to Woonsocket the earnings will pay the interest on the bonds required for the purpose, and, when completed to Daysville, the interest on the bonds and 6 per cent. on the stock.—*Boston Advertiser.*

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SIXTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of February next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of March next on stock registered at London.
Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.
The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Saturday, the thirty-first day of January instant, and be re-opened on the morning of Monday, the twenty-third day of February next.
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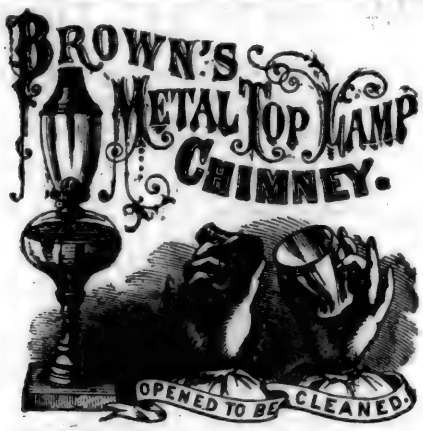
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WILL NOT CRACK OR BREAK

FROM SUDDEN CHANGES OF

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THE CHIMNEY in common use breaks from unequal expansion and contraction, caused by the upper portion becoming much more highly heated than the lower portion. This constant liability of the Chimney to be broken by being suddenly cooled or "over-heated," is entirely removed by a unique and beautiful invention, BROWN'S METAL TOP LAMP CHIMNEY, which, being made in accordance with the simple law of expansion and contraction, is found to be almost "fire-proof," as far as heating by the flame of the lamp is concerned.

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1. It will not crack or break from sudden changes of temperature, or "over-heating."

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It is really the ideal of perfection in a lamp chimney, and after using one for an evening you will wonder that you could tolerate the old expensive style.

A "BROWN'S METAL TOP LAMP CHIMNEY," **IS WARRANTED, with ordinary care, to last just as long as the lamp on which it is used.**

Price (with a small SHADE for common size,) Zinc-top, **25** cents, Brass, **31** cents; Silver-Plated, **50** cents.

Dealers will be furnished, per Express, with a SAMPLE BOX containing one-half dozen Chimneys, assorted styles and sizes, with circulars, colored show cards, Price list, etc., on receipt of **$1.25.**

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ARE CHEAPER AT THEIR COST THAN IRON ONES GRATIS.
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This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale Ulster Co. N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direc from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.

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N. B.—Freights obtained by good vessels on the best terms and Insurance when required.

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Locomotive Engines,

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EITHER SINGLE OR DOUBLE PLATE,

WITH OR WITHOUT AXLES.

WHEELS FITTED

To HAMMERED or ROLLED AXLES,

IN THE BEST MANNER, AT THE SHORTEST NOTICE,

AND ON THE MOST REASONABLE TERMS.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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American Railroad Journal.

New York, Saturday, February 21, 1863.

Our Ability to Bear Taxation.

The leading British journal of the day boasts of the ability of the British people to bear taxation, no matter how great be the ingenuity of their National Legislature in imposing it, nor how pressing the burden of the imposition. In this Country it has been our boast, that taxation is the last object of our Government, and indirection and voluntary payment have been the rule in obtaining the necessary revenue. But the crisis is upon us, as it has been at sometime or other, on all other nations, when their existence has depended on the ability of the people to pay, and their readiness to give. We are involved in a struggle which might, with common forbearance, have been avoided altogether. We have armies on the field, and navies on the sea, all charged with the mission of death against those who are our kin. Mourn over this as we may, the die is cast. Men will have it so, and it appears as if the sword alone can give us peace.

But any peace that should destroy the Union, set State against State, sever and oppose their interests, endanger their boundaries, destroy the freedom of their trade, obstruct their rivers and lakes, shut up their ports, break up their internal lines of communication, vary their traffic, interrupt their established relations, introduce conflicting laws and throw society ere long back upon its original elements, to be rearranged, reconstituted and moulded into form, to be again torn asunder with each new whim of their founders, or of the hour, would be no peace at all, but endless war and misery. It is in this light we accept the struggle which is forced upon us, believing in the long settled principle, that the greater must control the less, and that tranquility cannot be restored except by the ascendancy of the most powerful. It would be well if those who have broken down the old ramparts, should learn this truth before they discover they can never find again such a strong hold, and rock of defence, as this they assail.

So then we are compelled to lay aside all our sentimentalism, for the consideration of material facts, and to have recourse to what the staticians tell us of the power and resources of the North to support and continue the conflict. In population we are as three is to one, and that one but a half, if it be divided by color, vastly superior in area, in cities, towns and villages, in railways, ships and steamers and factories, in all products of value but a single one, in schools, academies and colleges, in the learned professions, in effective labor and positive wealth. It is ascertained that if even our National debt should reach two thousand millions of dollars, about half of that of Great Britain, it would not be more than about 18 per cent of the real and personal property of the loyal States, which sum distributed over a series of years would be repaid easily out of the ordinary profits of labor and business. During the French revolution, and while England was far more agitated with its own future than we have been with ours, it was proposed by them to raise 20 per cent at once out of all the property in the kingdom (as a gift never to be repaid,) by the people to the Government. Mr. Pitt reserved the proposition for the last moment, and it never arrived. What the British people were willing to do to save their Country from threatened subjugation, might be expected from our patriotic citizens in our extreme. But that time has not come for us and never can, for even while war is raging in distant borders, we are here enjoying exemption from its ravages, and the productive power of the people was never in greater activity. The thousand millions of dollars expended thus far by the Government has gone directly into the hands of the workers of this Country, and most of it will remain there. The classes chiefly affected by taxation are therefore prepared to meet its demands. Capitalists who have accumulated fortunes under our benign institutions must in return cheerfully part with something to retain what they have so readily accumulated. Thus we have the doctrine of equivalents at work to make all things right in the end. We continue therefore to hope for the best in spite of the evils which come upon us in the shape of debt and taxation. "There is a Providence that shapes our ends, rough hew them as we will."

Philadelphia and Erie Railroad.

The Annual Meeting of the stockholders of this company was held in Philadelphia on the 9th inst. The Report, which was read by Wm. G. Moorehead, Esq., President of the Company states that operations of the past year have been chiefly confined to the prosecution of the work on the unfinished portion of the road, and to the payment of the floating debt of the company.

On the 1st of September the road was opened for use from Whetham station to North Point, at the mouth of Young Woman's creek, a distance of eight and a half miles, and on the 1st of December a further distance of fifteen miles to the mouth of Sinnemahoning. To this point the trains have been regularly running until the 5th of last month, (January,) when they were extended a further distance of ten miles to Grove Flatt, making the whole extension of the eastern division, as now run above Whetham, thirty-four miles.

On the western division, the track has been extended from Warren to Sheffield, 13 miles, on which trains are now running regularly, thus making 47 miles of track laid and put in use during the past year. There remains but 90 miles of track to complete the entire road from Sunbury to Erie. On this a large amount of grading has been done, and although considerable remains to be done, we have the assurance of the contractors that, with their present organized force and arrangements for an increase, together with the fact that most of the iron, cross-ties and other material for the superstructure, have been secured

and are ready for delivery as wanted, the whole line will be finished and opened for use during the present year—probably on or before the 1st of November, but at the latest by the 1st of December.

The transportation of petroleum as a source of revenue is referred to. It is stated that "the yield of all the wells in the oil district of Northwestern Pennsylvania during the past year is estimated at 2,106,000 barrels. Of this amount there has been transported over portions of the road 220,000 barrels, or over one-tenth of the whole. The completion of your road, with suitable branches to the oil district, and proper facilities in this city for refining and exporting the oil, in connection with the fact that this extraordinary oil district approximates nearer to your railroad than to any other outlet to market, cannot fail to secure to your line much the largest share of this important business, as well as make our commercial metropolis the greatest mart in the Union for its sale and export."

On the 1st of January, 1862, the floating debt of the company was $1,810,626, and on the 10th of the ensuing month (February), it was reduced to $994,188. Of this amount there has since been paid $875,312, leaving a balance on January 1, 1863, of $118,876 unpaid.

The lease entered into with the Pennsylvania Railroad Company did not go into effect until the 1st of February, 1863. Consequently the road was not operated during the month of January by that company.

The receipts for January were	$34,428 92
Remaining eleven months	408,980 94
	$443,409 86

The following statement of the receipts for the last three years will represent the comparative increase in the business of the road:

Receipts in 1860	$239,418
do. 1861	350,430
do. 1862	443,419

Showing an increase of $11,977 in 1862 over 1861, which extra may be fairly credited to the use of additional road opened late last fall.

The terms of the lease to the Pennsylvania Railroad Company gives to this company thirty per cent. of the entire business of the road. This, on the gross receipts of the past year, ($443,419,) is $138,026, a result which, in view of the increased productiveness of the road heretofore finished, and the extensions recently added and to be added as the track-laying progresses, leaves no reason to doubt that the proportion belonging to this company will be sufficient to pay the interest on its bonded indebtedness as it becomes due, and that soon after its completion the stockholders may expect to realize their long-deferred hope of remuneration for their outlay.

The report concludes by saying that it is believed, indeed is not doubted, that the revenue from the road will go on increasing to an extent which will insure a continuance of dividends after payment of the State interest in 1872 shall be resumed.

The reports of the Treasurer and Chief Engineer were also read.

The meeting adjourned to go into an election for managers, of which the result was the choice of Messrs. William G. Moorhead, Ellis Lewis, Henry Duhring, D. K. Jackman, C. B. Wright, Edward F. Gay, J. D. Whetham, F. M. Drexel, P. Metcalf, John S. Brown.

Sandusky, Mansfield and Newark Railroad.

The earnings of this road for the years ending December 31, 1861 and 1862, have been as follows:

	1861.	1862.
From passengers	$75,584 31	$90,851 03
" freight	80,537 53	132,471 38
" mails, express, etc.	15,590 14	16,073 26
	$171,711 98	$239,395 67

The expenses of 1862 were:

Repairs of engines	$10,299 79	
" cars	16,484 64	
" track	54,138 37	
Train expenses	23,289 86	
Station "	17,974 38	
Shop "	2,135 68	
Fuel	13,052 21	
Oil, waste, etc.	1,935 88	
Salaries, etc.	17,096 38	
		156,407 19
Net earnings		$82,982 48

Compared with the previous year, the gross earnings of 1862 show an increase of $67,683 69 with an increase in expenses of $22,305 44—making the increase in net earnings $45,378 25.

The income, both gross and net, is the largest realized by the company since 1856. The gratifying increase is mainly attributable to the liberal wheat crop of 1862. With an equally good crop, the present year, it is believed that the earnings will show a handsome increase over those of the past year. Of the increase in gross earnings, the sum of $57,489, or 85 per cent of it, was gained in the last half of the year. As a large share of the last wheat crop still remains with the farmers, a large increase is expected in the traffic the ensuing spring over the corresponding period of last year.

The road has been maintained in good order the past year; 141 tons of new rails have been purchased and laid in the track, also 100 tons of re-rolled rails; 16,000 lbs of spike, 8,079 wrought iron and 100 cast iron chairs have been used, and 2412 rails repaired. Important alterations and improvements have been made in side tracks water stations, wood houses, etc., at various points on the road. The bridges, culverts, masonry and "protection" have received proper care, and 11½ miles of track balasted during the year. The company will require during the ensuing year, 35,000 cross-ties, 200 tons of new T rail, 11,650 new chairs, 8 tons of T rail spike, and 150 tons of old T iron re-rolled. Eleven new bridges, of an aggregate length of 450 feet, will be required to keep the bridges perfectly secure.

The receipts from all sources during the year have been $245,782 40; and the disbursements $234,483 32—leaving a balance in cash of $11,299 08. Included in these disbusements is $5,209 42 for taxes; $1,313 76 for interest on domestic bonds, and $61,550 for the redemption of over due domestic bonds. Upon this subject the report says:

The Directors at their April meeting, directed your Treasurer to pay the balance of the original issue of "Domestic Bonds" falling due July 25, 1859, and at their October meeting, he was further instructed to pay the same class of Bonds that had matured July 25, 1860 and 1861. Notice was accordingly given to the holders, as far as they were known to him, to present their Bonds for payment, and, as will appear from his report, the sum of $61'550 has been redeemed within the year ending December 31st, 1862. Of these Bonds there remain outstanding and unpaid, at this date, the sum of $2,900. The Treasurer has been instructed to issue public notice in a daily newspaper, requiring the presentation of these Bonds for payment, before 1st day of February next, and that interest on them will cease at that date.

We congratulate the Stockholders on our release from this long standing obligation: we likewise take the occasion to express our grateful satisfaction for the patient forbearance, exercised by the holders of these Bonds. Of the new series of Domestic Bonds, issued under a decree of court on final settlement with the Receiver of the Old Company, amounting in all to $20,000, the Board have to state that they were payable in instalments of $5,000 each, maturing in April and October, 1862 and 1863. It will be seen that two instalments ($10,000,) have already matured, and the balance matures this year.

When this small sum shall have been paid, the Company will stand charged with no other indebtness but its Mortgage Bonds. The holders of these mortgage securities may now look forward to an early receipt of their interest regularly, either in whole or in part. A moderate increase over the business of 1862, will enable us to pay a full year's interest, and the prospects now strongly indicate that increase.

The total mileage of all trains has been 214,404 miles. Through passengers carried, 1,194; way, do., 101,369. Total tonnage, 64,961.

CONDENSED BALANCE SHEET.

Capital stock issued	$806,520 19
" " due receiver	42,250 00
First mortgage bonds	1,290,000 00
Domestic bonds	3,800 00
" " new series	20,000 00
Bills payable	108 06
" " special funded coupons.	105,509 78
Sundry accounts	13,533 47
Profit and loss	326,515 22
	$2,608,236 72
Railway property	$2,309,418 95
Coupons first mortgage bonds	121,650 31
" " funded.	105,509 78
Coupons Domestic bonds	22,346 76
Interest Domestic bonds overdue	11,141 15
Stock on hand	13,459 26
Sundry accounts	13,411 43
Cash in Treasury	11,299 08
	$2,608,236 72

The company have built during the year, 1 passenger car, 27 box grain cars, 4 hand and 4 ditching cars. The equipment now consists of 11 locomotives; 10 passenger, 5 baggage, 74 box grain, 50 merchandize, 41 platform and coal, 5 lime, 22 hand, 12 ditching, 12 stock, and 11 rack cars.

The officers and directors for 1863, are as follows:

Directors.—Wm. Durbin, Wm. P. Chapman. John W. Sprague, Samuel M. Robinson, Robt. McComb, H. P. Warden, Jas. E. Woodbridge, Jerome Buckingham, James Lyon.

President.—Wm. Durbin.

Secretary.—John W. Sprague.

Treasurer.—Wm. P. Chapman.

Assistant Sup't.—James H. Stewart.

Schuylkill and Octorara Railroad Company.

On the 10th inst., Mr. Clymer introduced into Senate of Pennsylvania, a bill to incorporate the Schuylkill and Octorara Railroad Company, with power to construct a railroad from the valley of the Schuylkill, in the county of Berks to the Maryland line, by the most eligible route, with the right to continue or extend the same into the State of Maryland, and connect with any railroad therein, with the consent of that State. The capital stock of the company is to consist of 10,000

shares of $50 each, with power to increase the same from time to time and borrow money. The road must be commenced within five years and completed within eight years after the passing of this act.

Finances of Pennsylvania.

EXTRACTS FROM THE MESSAGE OF THE GOVERNOR.

The balance in Treasury, Nov. 30th, 1861, was		$1,551,605 72
Receipts during fiscal year ending Nov. 30th, 1861, were as follows:		
Ordinary sources	$4,047,822 39	
6 per cent. loan act, May 15th, 1861	387,850 00	
From various banks as an equivalent for coin for the payment of interest on public debt	140.768 30	
Refunded cash, milit'ry	29,566 42	
U. States Government.	605,740 52	
		5,211,747 63
Total in Treasury for fiscal year ending March 30, 1861		$6,763,353 35
And the payments have been as follows:		
For ordinary purposes.	$3,083,110 06	
Paid on State interest as an equivalent for coin	146,631 22	
Military expenses, Act April 12, 1861	7 62	
Military expenses, Act May 15, 1861	460,548 68	
Military expenses, Act May 16, 1861	1,217 26	
Military expenses, Act April 16, 1862	20,607 04	
Military pensions, Act May 15, 1861	400 54	
Commissioners of sinking fund	427,881 51	
Domestic creditors	105 32	
Temporary loan redeemed	100,000 00	
United States Government direct tax	350.000 00	
		4,590,509 25
Leaving balance in Treasury Nov. 30, 1862		$2,172,844 10
Of which amount one hundred and ninety-five thousand five hundred and seventy-six dollars and twenty-seven cents is the balance of unexpended military loans as follows:		
Balance of said fund Nov. 30, 1861	390,507 41	
Receipts under Act May 15, 1861	387,850 00	
		$778,357 41
Paid for military expenses as above	482,781 14	
Paid for redemption of temporary loan	100,000 00	
		582,781 14
		$195,576 27
Receipts from ordinary sources:		
For year ending Nov. 30, 1862		$4,047,822 39
" " " 1861		3,017,645 57
Excess of receipts for 1862		$1,030,176 82
Payments for ordinary purposes, excepting interest:		
For year ending Nov. 30, 1861		$1,118,662 93
" " " 1862		$1,023,345 77
Decrease in expenditures of 1862		$95,317 16

From the tables exhibited it will appear that the receipts from ordinary sources of revenue for the year 1862, are in excess of the receipts of the year 1861 one million thirty thousand one hundred and seventy-six dollars and eighty-two cents (the excess of interest paid in 1862 over that in 1861 being $144,095 37); and that the ordinary expenditures for 1862 were ninety-five thousand three hundred and seventeen dollars and sixteen cents less than the year previous.

The healthy condition of the revenues, and the excess of receipts over the expenditures, secured by the rigid economy which has been practiced (especially considering the necessary increase of taxation by the National Government,) seem to invite the attention of the Legislature to a revision of the revenue laws, with a view to lightening the burthens of the people. In this connection it is proper to invite your attention to the justice and expediency of restricting the rate of local taxation now in some parts of the State oppressive.

Amount of public debt of Pennsylvania, as it stood on the 1st day December, 1861		$40,580,666 08
Additional amount received at the State Treasury during the fiscal year ending November 30, 1862, on military loan, authorized per Act of May 15, 1861		387,850 00
		$40,968,516 08
Deduct amount redeemed at the State Treasury during the fiscal year ending November 30, 1862, viz:		
5 per cent. State stocks.	$268,809 49	
4½ per ct. State stocks	50,000 00	
4 per cent. State stocks	100,000 00	
Interest certificates	17 25	
Relief notes	1,411 00	
Domestic creditors' certificates	64 52	
Military loan, per Act of April 12, 1861, redeemed	100,000 00	
		$520,302 26
Public debt, Dec. 1, 1862		$40,448,213 82

Towards the extinguishment of the public debt, the sinking fund holds securities amounting to ten millions seven hundred and eighty-one thousand dollars, as follows:

Bonds of Sunbury and Erie Railroad Company	$3,500,000
Bonds of Pennsylvania Railroad Company	7,000,000
Bonds of Wyoming Canal Company	281,000
	$10,781,000

Should there be no extraordinary demand on the Treasury, there can be appropriated from the large balance on hand and the increasing revenues, at least a million and a half of dollars during the coming year towards the payment of the public debt.

The operations of the sinking fund, during the last year, have been, as shown by my proclamation of the 8th of September last, as follows:

Amount of debt of commonwealth reduced		$262,801 67
As follows, viz:		
State loans	$261,178 74	
Interest certificates	370 41	
Domestic creditors' certificates	64 52	
Relief notes cancelled	11 88	
		$262,801 67

It will be observed that the fiscal year ends on the thirtieth of November, and the sinking fund year on the first Monday of September. This is the reason for the apparent deficiency in the amount of debt paid as stated in the Treasurer's Report and by the Commissioners of the sinking fund.

In accordance with the Act of 10th February, 1862, the quota of this State of the direct tax of the United States, amounting to one million nine hundred and forty-six thousand seven hundred and nineteen dollars and thirty-three cents, was on the 14th June, 1862, paid to the United States, partly by a relinquishment of a portion of the sums claimed by this State from the Government and partly in cash, after deducting the fifteen per cent. allowed by the Act of Congress for prompt payment. Pennsylvania thus paid her quota of the direct tax before any other State. There is still due to the State, principally for advances since made for transportation and equipments of volunteers, about three hundred thousand dollars.

On the 20th of February last, I issued my warrant authorizing the State Treasurer to deliver to the Philadelphia and Erie Railroad Company one thousand of the bonds deposited with the State in conformity with the Act of May 7, 1861. On the 20th of November I issued a similar warrant. Both warrants were granted after receiving reports from John A. Wright, Esq., the Commissioner appointed for the purpose, that the proceeds of the bonds previously issued had been appropriated in accordance with the provisions of the law. The company has now received three of the five millions of bonds deposited in the State Treasury. With the proceeds of the bonds issued, fifty-two miles of road have been completed, making with what had formerly been finished, a total of one hundred and ninety-nine miles, leaving eighty-nine miles unfinished, of which nearly all is graded and ready for the iron. The bonds still in the Treasury will yield an amount ample to complete the road, and thus open this important route of trade and commerce. The development of the vast mineral and other resources of our northwestern counties by this means, will undoubtedly in a few years render valuable the securities of the Sunbury and Erie Railroad Company, now forming part of the sinking fund of the commonwealth.

The interest on the State debt was paid in August last in specie or its equivalent, in conformity with the existing law, at the cost of one hundred and forty-six million seven hundred and thirty-one thousand one hundred and twenty-two dollars for the difference between specie and paper currency, of which the banks under the provisions of the Act of 17th April, 1862, have already refunded to the State one hundred and forty thousand seven hundred and sixty dollars and thirty cents.

This burden on the banks has become heavier than in my judgment, ought to be borne by any special interest.

Unless the Legislature should otherwise provide it will be the duty of the State Treasurer to pay in like manner the interest which will fall due hereafter. We should all be careful not to violate the faith or impair the credit of the Commonwealth. The serious and early consideration of the Legislature is invited to the whole subject.

In my opinion there are already more incorporated banks in the Commonwealth than are at required for the public convenience, and I therefore recommend that no more shall be incorporated.

The Wyoming Canal is still in the hands of the receiver. Certain creditors of the Company having instituted proceedings in the Supreme Court for selling the canal under the mortgage, the Attorney General has intervened in the suit to oppose the making of a decree of sale. No decree has been made, and the proceedings are yet pending. Meanwhile, it being alleged that the subscribers and stockholders have paid up but a small part of the nominal capital of the Company, and information has been filed in the Supreme Court by the Attorney General, to compel them to pay up the capital, or such charges and assessments as may be necessary to extinguish the debt due to the Commonwealth. This proceeding is also still pending. It is understood that the gross receipts of the canal during the last season have been about one hundred and thirty thousand dollars, and the annual interest on the mortgage bonds of the Company a little over fifty-one thousand dollars.

In pursuance of the joint resolution passed 11th of April, 1862, the Attorney General has instituted proceedings on the proper cashier's bonds to recover the money due to the Commonwealth by the Bank of Commerce at Erie, and I have employed John H. Walker, Esq., as special counsel

for the Commonwealth, in the prosecution of the officers of the bank in the Court of Quarter Sessions of Erie county.

In accordance with the provisions of the Act of 6th May, 1862, an information in equity was filed by the Attorney General against the Delaware and Hudson Canal Company and the Pennsylvania Coal Company. The case was argued before the Supreme Court at Sunbury, in October last.

Our Position.

This rebellion has been not only a calamity to the American people, but the whole world. We had reached a point where we had demonstrated the value of republican institutions and their power rapidly to develop human interests and human happiness. The great masses were industrious prosperous and content, our national ark had borne us safely over the floods which had devastated other lands, and nothing remained for us to reach the greatest national glory, but to foster industry and commerce, cultivate the refined and useful arts, and be true to each other, our country and our God.

From this proud eminence we have been pushed by mad ambition and bigoted propagandism alike, by extremes hating each other, yet uniting cordially in the common work of destruction, while those who really constitute the nation, who have given it power and wealth, and stability, find themselves in the midst of a tempest which threatens every interest dear to man. Happily all is not lost, that may seem lost. The questions of the day find earnest minds determined to answer them, and it only requires the answers to be truthful and certain, to determine what the action of the country shall be. There is no rage of sections, nor animosity of parties, nor ambition of leaders that has not to yield to destiny and time. We believe the restoration of this Union is one of those events, which must come sooner or later, either by the effect of the present contest, or the indissoluble influences of our natural boundaries, and interests, our climate and social ties. This may be easily demonstrated financially, and all we want is, that military success shall not fall behind what it should speedily be. Several interesting questions at once present themselves for solution. We know that taxation is heavy, that the country is incurring debt, that gold and exchange are high and our paper currency is expanded.

Our public debt on the 1st of February was $815,000,000, which is but about five per cent. of the real and personal property of the country. But suppose it should reach the sum of $2,000,000,000, in the event of the war continuing for two years longer, it would then be far from a crushing debt, even with our present population. This may be seen by reference to the following table which shows the public debt of other nations, and its pressure per capita on their respective peoples.

POPULATION AND PUBLIC DEBT.

	Population.	Debt.	Debt per capita.
United States.	31,443,322	$2,000,000,000	$63½
Great Britain.	29,293,319	4,410,951,476	137
France	37,382,225	1,905,926,999	51
Russia	66,891,493	1,296,800,000	19½
Austria	35,018,988	1,195,118,428	34
Prussia	17,739,913	382,362,963	21½
Italy	21,728,529	453,132,650	21
Spain	15,464,340	700,551,497	45½
Holland	3,521,416	422,036,198	119¾
Turkey	36,600,000	555,160,680	15

Now if we take the valuation of the real and personal property of the United States, as ascertained by the last census to wit, $16,159,616,068, we perceive that even a debt of $2,000,000,000, will be but 12½ per centum of that valuation. But if we consider also, that the products of labor as ascertained by the last census are almost as many millions more, the proportions are greatly lessened. Establishing then the fact of our ultimate ability to pay our debt per capita, in the actual value of the present real and personal property of the nation, we must not overlook the immense and constant annual additions to it by the hand of labor, whether directly or indirectly applied to production. The exchanges of the commodities annually produced in the United States, in the shape of a direct internal trade, are estimated to be full ten thousand millions of dollars per annum.

There is still a cotton crop in this country undisposed of, according to the estimates of the foreign consuls remaining at the South, of four millions of bales, say 1,000,000,000 lbs. worth 80 cents per lb. This cotton belongs to this country and will never be sold except upon the event of a restoration of the Union, or by the permission of the Government of the U. S. This value is therefore to be considered as inseparable from any financial views of the future, and to be held in reserve for that purpose.

Its sale under any circumstances therefore will have a controlling effect on Exchange, and the price of gold. The product of labor in other forms is also constant in all elements of calculation, and if it be estimated at what it amounts to in the shape of exports alone, is equal to $248,000,000 per annum. But this is the smallest part of production. What we consume and lay up among ourselves annually, may be judged from the ease and comfort of our industrious population, and the continuous studding of our plains, and hills and river sides, with cities, towns and villages, public and private buildings, and the increase of our railways, ships and steamers.

So with regard to the precious metals. We have these too in abundance, ample enough for all the duties they are ever called on to perform in times of peace and in the business of commerce.

ESTIMATE OF SPECIE.

The late Albert Gallatin estimated the amount of gold and silver in circulation in 1821 at		$30,000,000
Domestic gold and silver produced (of which $12,800,000 was deposited in the mint for coinage) from 1821 to 1847		15,000,000
Specie and bullion imported from 1821 to 1847 $243,878,841 Exported 164,755,050		79,123,791
Total specie and bullion apparent 1847		$124,123,791
California gold produced 1848, '-61		975,000,000
Other domestic		20,000,000
Domestic silver		5,000,000
Total domestic bullion		$1,124,123,791
Coin and bullion imported 1848, 1860		141,686,735
		$1,265,810,526
Coin and bullion exported 1848, 1861		553,826,603
Apparent increase 1848, 1861		$711,983,923
Domestic production in 1862		75,000,000
Probable total in circulation and in deposit in 1861		$786,983,923

To this must be added amount brought over by emigrants, and by passengers from the Pacific, not entered on manifests.

It is thus evident, we have gold enough in this Country to meet any present and future contingency for the adjustment of all our exchanges foreign and domestic.

Among other elements in our favor, there is one at work which is active, though at first sight it would not seem so. And this is the price of Exchange. At present rates, it offers extraordinary inducements to American shippers, who may send nearly everything abroad and sell it. The time is come when we may almost send coals to New Castle and escape the charge of folly. Articles are continually going abroad, which would not have paid freight and commissions in former years. So also foreign merchants and capitalists, if they have divested themselves of the prejudices, and fears of which they at first took counsel, will find that the very best use they can make of their gold, is to place it in our public securities and railway shares, which they can pay for in currency at an enormous profit. Indeed that movement seems to have commenced, as it is well known, orders to a large amount of this character have been filled within a few weeks in this city. When we look over the long list of foreign loans, and speculative companies, in which foreign capitalists are to renew the experience they have already had in Spanish and South American and Turkish investments, we are amazed they continue to risk their property in enterprises where there is neither industry nor commerce, or protection to either—in countries worn out and effete in the long and luckless struggles of centuries—instead of placing their means in this young and vigorous country, full of life and resources and courage. Every dollar properly invested in the United States, has a root, which throws out many branches and much fruit. In this country it is the rule; in others, the same result is the exception.—*Hallett's Financial Circular.*

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad in January was:

LAND DEPARTMENT.

Acres construction lands sold	11,288.25	for	$105,219 26
Acres interest fund lands sold	1,078.56	"	22,467 68
Acres free land sold	2,220.17	"	10,322 03
Total sales during the month of Jan'y, 1862	14,586.98	"	$138,009 02
To which add town lot sales			1,012 60
Total of all			$189,021 62
Acres sold since Jan'y 1, 1863	14,586.98	for	$139,021 62
Acres sold previously, net sales	1,198,326.00	"	15,139,473 89
Total	1,212,912.98	"	$15,278,495 51
Construction bonds cancelled previous to Dec. 31, 1862			$2,276,500 00
Cash collected in January			71,931 41

TRAFFIC DEPARTMENT.

Receipts from passengers	$100,254 70
" freight	151,448 55
" mails	6,358 33
" rent of road	3,000 00
" other sources	6,000 00
Total receipts in January, 1863	$267,061 58
" " 1862	190,130 42

The earnings of the Housatonic Railroad for

January, 1863, were	$18,976 16
Do., 1862	11,259 60
Increase	$6,716 56

The business of the Philadelphia and Reading Railroad Company for the month of January, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal.	$239,639 78	$124,123 21
Do. merchandise.	55,991 70	40,007 62
Do. travel, etc. ..	40,053 59	28,085 04
	$335,685 07	$192,215 87
Transport'tion, roadway, dumpage, renewal fund, and all charges	202,345 16	112,831 51
Net profit for the m'th	$133,339 91	$79,384 36
Do. previous month.	258,363 67	155,433 56
Total net profit for 2 months.....	$391,703 58	$234,817 92

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of January ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From freights	$233,036 89	$214,394 94
" passengers	86,965 34	60,519 79
" express matter.	3,072 50	2,700 00
" mails	7,825 00	7,825 00
" rent of railway.	7,083 33	7,083 33
" miscellaneous..	768 87	897 24
Total.....	$338,751 93	$293,420 30
Increase.....		$45,331 63

The Milwaukee and Prairie du Chien Railroad earned in January:

	1863.	1862.
Passengers	$45,974 22	$64,478 03
Freight	17,137 09	15,126 35
Mails, etc.....	4,023 98	4,299 17
Total.....	$67,135 29	$83,903 55
Decrease	16,768 26	

The Michigan Central Railroad earned in Jan'y,

1863	$242,073 01
1862	230,159 03
Increase	$11,913 98

The earnings of the Erie Railway for January,

1863, were.....	$835,452 91
Do., 1862	699,097 45
Increase.....	$136,355 46

The January business of the Chicago and Northwestern Railroad Company shows a very favorable result. The passenger increase is very encouraging. The figures are:

	1863.	1862.
Passengers	$27,999 70	$17,451 57
Freight.....	37,163 95	26,600 34
Express.....	887 50	807 03
Mails.....	2,033 33	1,695 83
Miscellaneous	58 33	50 00
Total	$68,142 81	$46,604 77
Increase	$21,538 04	.....

The receipts of the New York and Harlem railroad for January, 1862, were..... $100,604 32
Do., 1863 ..... 129,775 34
Increase..... $29,171 02

The Chicago, Burlington and Quincy Railroad earned in January:

	1862.	1863.	Increase.
Freight.....	$121,954 72	$173,864 49	$51,909 77
Passengers..	32,541 34	29,905 20	*2,636 14
Mails	7,418 14	4,870 53	*2,547 61
Total..	$161,914 20	$208,640 22	$46,726 02
Aggr'gate for 364 miles .	$187,771 98	$242,729 68	$54,957 85

The January earnings of the St. Louis, Alton and Terre Haute Railroad were:

	1863.	1862.
Passengers	$36,776	$23,401
Freight	69,409	45,666
Mails, etc.....	1,832	3,394
Total	$108,017	$72,461
Increase.....	$35,556	.....

The earnings of the Chicago and Rock Island Railroad in January, 1863, were $139,686 00
January, 1862..... 106,979 00
Increase..... $32,707 00

The Hudson River Railroad Company's earnings for January, 1863, were $458,953 06
January, 1862..... 307,330 18
Increase..... $151,622 88

The earnings of the Michigan Southern and Northern Indiana Railroad in January were:

	1862.	1863.
Passengers	$42,270 88	$78,992 20
Freight	112,242 74	166,541 94
Miscellaneous	8,637 39	8,250 00
Total.....	$163,151 82	$248,784 14
Increase.....		$85,632 32

The earnings of the Cleveland and Toledo Railroad in January, 1863, were $145,950 00
January, 1862..... 106,664 00
Increase..... $39,286 00

The earnings of the Toledo and Wabash Railroad in January, 1863, were..... $86,321 00
January, 1862..... 82,235 00
Increase $4,086 00

The earnings of the La Crosse and Milwaukee Railroad in January, 1863, were $66,699 65
January, 1862..... 61,054 83
Increase $5,644 82

The earnings of the Galena and Chicago Railroad in January, 1863, were..... $130,199 00
January, 1862..... 109,867 00
Increase..... $20,332 00

The earnings of the Chicago and Alton Railroad in January, 1863, were $96,306 46
January, 1862..... 81,463 12
Increase..... $14,843 34

The January earnings of the Norwich and Worcester Railroad show a large gain upon January, 1862, when there was a gain of $6,000 on January, 1861. The figures are:

January, 1863.....	$27,793 24
January, 1862.....	22,066 01
Increase.....	$5,727 23

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Feb. 6, 1863, was as follows:

Passengers.....	$16,303 67
Freight and live stock	53,894 09
Mails and sundries.....	2,603 90
Total.....	$72,801 66
Corresponding week of 1862	50,562 01
Increase	$22,239 65

The earnings of the Michigan Central Railroad for the 4th week of Jan., 1863, were..$56,977 04
Same week, 1862 ..... 41,287 07
Increase..... $15,689 97

The earnings of the Grand Trunk Railway for the week ending Feb. 7, 1863, were:

Passengers	$14,676 94
Freight and live stock	61,802 04
Mails and sundries.....	4,080 00
Total.....	$80,558 98
Corresponding week, 1862	79,539 07
Increase	$1,019 91

The earnings of the Galena and Chicago Union Railroad for the 1st week of February, 1863, were $26,639 69
Same week, 1862 ..... 27,128 02
Decrease..... $488 33

The earnings of the Chicago and Rock Island Railroad for the 1st week of February, 1863, were..... $32,452 00
Same week, 1862..... 28,452 00
Increase..... $4,000 00

The earnings of the Michigan Southern Railroad for the 1st week of Feb., 1863, were ..$50,988 00
Same week, 1862 ..... 33,575 00
Increase..... $17,413 00

The earnings of the Chicago and Alton Railroad for the 1st week of Feb., 1863, were:

	1863.	1862.
Passengers	$9,828 50	$6,055 88
Freight	17,207 04	10,561 03
Sundries	974 33	899 38
Total.....	$28,009 87	$17,516 24
Increase	$10,493 63	.....
Total since Jan. 1	$124,316 33	$98,979 36

In consequence of a change in the contract with the Joliet road, their proportion is included for both years.

The earnings of the Illinois Central Railroad for the 1st week of Feb'ry, 1863, were..$56,613 39
Do., 1862..... 35,959 00
Increase..... $20,654 39

The earnings of the Toledo and Wabash Railroad Company for the 1st week of February, 1863, were $20,081 24
Same week, 1862 ..... 12,724 11
Increase..... $7,357 13

The earnings of the Chicago and Northwestern Railway for the 1st week of February, 1863, were $25,978 97
Do., 1862..... 13,444 15
Increase..... $12,534 82

The earnings of the Cleveland and Toledo Railroad for the 1st week of February, 1863, were $34,125 00
Same week, 1862 ..... 24,620 00
Increase..... $9,505 00

The following is a comparative statement of the earnings of the La Crosse and Milwaukee Railroad for the week ending Feb. 7, 1863:

Freight	$13,256 34
Passengers	3,733 34
Miscellaneous	640 29
	$17,629 97
Earnings for week ending Feb. 7, 1862:	
Freight	$6,880 47
Passengers	3,707 93
Miscellaneous	679 31
	11,217 71
Increase.....	$6,412 26

Taxation of Banks.

THE ACT ALLOWING A DEDUCTION WHEN THE PROFITS DO NOT EQUAL FIVE PER CENT OF THE CAPITAL. A BANK ORGANIZED ONLY THREE MONTHS LIABLE TO BE TAXED THE FULL AMOUNT THOUGH ITS PROFITS ARE LESS THAN FIVE PER CENT.

The Park Bank claimed the right of being exempted from paying taxes upon the full amount of its capital, under the act of 1853. By this act the Legislature provided that any incorporated company named in the assessment roll whose profits during the preceding year were not equal to five per cent. of its capital stock paid in or secured to be paid in, should be entitled to commute for their taxes by paying to the treasurer of the county in which the company might be located, a sum of five per cent. upon their net income, and the amount assessed upon their real estate.

The Bank was duly organized under the general banking law of the State of New York on the 12th of March 1856, but it did not commence business till the 31st of March. In July 1856 it was assessed upon its capital by the assessors of the City of New York; the tax amounting to $21,000. The bank claimed that it was not liable to taxation on its capital stock until one year from the date of its commencing its banking business on the 31st of March. It claimed to commute by paying $2,400, being five per cent. on the net profits or clear income which had accrued from its business.

The claim being rejected by the board of supervisors, a case agreed upon pursuant to section 372 of the code, was submitted without action to a General Term of the N. Y. Supreme Court. The General Term decided in favor of the supervisors and the bank then appealed to the Court of Appeals. The Court of Appeals now affirm the judgment rendered by the Supreme Court, holding, that the act of 1853 (ch 654), allowing corporations which have not received net annual profits equal to five per cent. upon their capital, to commute for taxes was applicable only to corporations which have been in existence for a full year before the assessment is made. That the Park Bank having been organized only three months was liable to be taxed for the full amount of its capital, though its income and profits were less than five per cent. The following opinion was rendered upon the decision of the case.

LOTT, J.—It was provided by an act of the legislature, passed July 21, 1853, (ch 654), that any incorporated company named in an assessment roll upon proof made to the board of supervisors, as therein required, that it had "not been during the preceding year in the receipt of net annual profits or clear income, equal to five per cent." on the capital stock paid in or secured to be paid in after deducting therefrom the assessed value of its real estate, should be "entitled to commute for their taxes on such capital stock by paying directly to the treasurer of the county in which the business of such company is transacted, a sum equal to five per cent. on such net annual profits or clear income, and also such further sum as shall have been assessed on such roll as the taxes on their real estate."

The Park Bank claimed the right of commutation under that act, and in the proof made to the board of supervisors of the City and County of N. York at their annual meeting in July 1856, it appeared that it was a banking association duly organized under the general banking law on the 12th of March in that year, but did not proceed to carry on any banking business, except to call in its capital and take other steps preparatory thereto, till the 31st of March thereafter; that its capital stock paid in or secured to be paid in was two millions of dollars, and that its clear income from the period of its organization till the time such exemption was claimed in July amounted to and did not exceed the sum of forty-eight thousand and five dollars and seventy-nine cents, being less than five per cent. on its capital after the deduction of the assessed value of the real estate, which was one hundred and twenty-five thousand dollars. Upon these facts the question is presented whether this bank was entitled to the privileges claimed by it under the provision of the act above referred to. As a general rule the whole of the capital stock of banks, except such as is held by the State, or incorporated literary and charitable associations, is liable to taxation, and no regard is had to the time during which they have carried on business. It is the duty of the assessors to include all in the assessment roll, and they are to be charged by the board of supervisors with their proportional share of the public burdens on such capital. The provision of the law above referred to was an innovation upon a long established system and continued in force only till 1857, when it was repealed (Laws of 1857 ch. 456 sec. 1.) It was a special privilege granted, and the corporations claiming it were bound to furnish the board of supervisors with the requisite proof to entitle them to it, within two days from the commencement of their annual meeting. It was, therefore, an exception to a general rule, and it should appear that a corporation was clearly within the exception before it should be permitted to discharge itself from its just proportion of the public burden, to the prejudice of other tax payers. One of the requirements to entitle a bank to its benefit, in my opinion, is that it should have been in existence for a year previous to the annual meeting of the board of supervisors. The law requires that it should be shown that the company has not been "during the preceding year in the receipt of net annual profits or clear income equal to five per cent. on its capital stock," &c., and the commutation is to be based on such net annual profits or clear income. It contemplates that the corporation shall have been in business during a whole year. It is in such cases only that their annual profits or income can accrue. It was no doubt the object of the law to relieve all incorporated companies from taxation on their capital, when their business was not sufficiently profitable to justify the imposition of the ordinary burden to which property is subject for the support of government. A year preceding the usual time designated for imposing taxes was fixed as the period for determinating that fact, and therefore the annual profits were the test of success, and formed the basis of taxation. Such, indeed, is claimed to be the construction of the law by the bank. It says that "the effect of the words is, and the intent was, that the corporate capital should not be fully taxed in its corporate form until it had been one year successfully operating; and that whenever corporate operations were successful like indulgence should be allowed." It is claimed, in other words, that if it should appear that corporations which have been in existence for less than a year, have been prosperous and have during the time they have carried on their business, realized more than five per cent. on their capital, that they nevertheless could not be taxed on the whole capital, and consequently that their corporate existence for a year and the receipt of profits to the amount specified, were both "pre-requisite to liability," on the part of a corporate company, to be taxed in the usual way.

Assuming, therefore, that the law in question has application to such incorporated companies as have been in existence for a whole year preceding the annual meeting of the board of supervisors, it, in my opinion, follows as a necessary consequence that the claim of the Park Bank was properly refused. The fact of such existence during that time is a pre-requisite to the right of commutation and not to the ordinary mode of taxation. The law does not prescribe a new rule of taxing corporations, but merely gives them the privilege of relieving themselves from the operation of that rule upon showing certain facts to the satisfaction of the board of supervisors. In the present case the material fact necessary to be shown, the corporate existence of the bank for a whole year was wanting. There was, moreover, no basis on which the commutation could be made. There were no "net annual profits or clear income" on which it could be estimated. It was impossible, therefore, to include it within the privileged class of corporations, and it has no ground of complaint when it is subjected to the same rule of taxation which is applicable to the community generally. A different construction would lead to results which could not have been intended by the legislature. The rule contended for by the appellant would leave all the capital that had been invested in an incorporated company at any time within the year from its ordinary burden of taxation, although profits far exceeding five per cent. had accrued thereon both before and after its investment.

The law should not be so construed as to produce such a result if any other meaning can be reasonably and fairly be given to it, and the views above expressed show that such a construction is not only unnecessary but unwarranted. The judgment of the Supreme Court should therefore be affirmed.

Goods Traffic on British Railways.

The total extent of general goods carried in England and Wales in 1861 was 25,074,982 tons, yielding a revenue of £7,978,803; in Scotland, 4,101,938 tons, yielding £1,026,524; and in Ireland £1,461,973, yielding £417,978—presenting an aggregate for the three kingdoms of 30,638,893 tons, and £9,423,305.

The Drain of Gold.

With two slight exceptions, the drain of gold has now been continued week by week for the unprecedented period of half a year, until a total reduction has taken place to the extent of £4,100,089, while we are still without the slightest symptoms not only of an approaching reaction, but even of a temporary cessation of the outflow. Under these circumstances the opinion increases that the banking facilities afforded to the importers of foreign produce must have been unduly great for some months past, and are now probably on a scale which, unless greater prudence should be immediately enforced, may ultimately necessi-

ate an advance of the bank rate of discount to 5 per cent.—*London Times.*

Product of the Lake Superior Copper Region.

We have prepared (says the *Lake Superior News and Journal*, of January 16,) the following tables, from the most reliable data at our command, showing the rise and progress of the copper business of the Lake.

Aggregate shipments of rough copper from Lake Superior from 1845 to 1862:

	Tons and lbs.	Value.
1845	.1300	$390
1846	29.	2,610
1847	239.	107,550
1848	516.	206,400
1849	753.	301,200
1850	640.	266,000
1851	872.	348,800
1852	887.	300,450
1853	1,452.	508,200
1854	2,300.	805,000
1855	3,196.	1,437,000
1856	5,726.	2,400,100
1857	5,759.	2,015,650
1858	5,896.	1,610,000
1859	6,041.	1,032,000
1860	8,614.	2,520,000
1861	10,337.	3,180,000
1862	*10,000.	4,000,000

Amount of rough copper, in tons and pounds, shipped from the principal mines of the three districts:

Keweenaw District.	1860.	1861.	1862.
Amygdaloid	....	68.	....
Central	78.6	162.	....
Clark	7.2	....	....
Connecticut	5.3	....	....
Copper Falls	328.	272.	200.
Eagle River	....	....	5.2
Garden City	....	10.3	....
North American	....	33.9	27.2
Northwest	103.5	62.3	....
Phœnix	31.2	46.9	57.6
Pittsburg and Boston	1,357.	1,496.5	1,635.
North Cliff	....	....	1.8
Petherick	....	....	63.2

Central and Amygdaloid not reported—think their shipments in 1862 were nearly 1,000 tons.

Portage Lake District.	1860.	1861.	1862.
Albany and Boston	....	4.2	....
C. C. Douglas	24.	....	....
Isle Royale	458.6	726.	623.6*
Franklin	267.	855.	970. *
Hancock	7.2	56	91.5*
Huron	7.8	105	103.8*
Mesnard	....	....	30. *
Pewabic	1,368.8	1,129.	1,050. *
Portage	....	42	....
Quincy	866.	1,791.4	1,440.0*
Ontonagon District.	1860.	1861.	1862.
Adventure	29.7	3.3	16.6
Aztec	4.9	....	....
Bohemian	....	7.6	17.
Evergreen Bluff	41.9	70.6	82.1
Flint Steel River	....	1.5	....
Hamilton	7.9	....	....
Knowlton	....	11.4	19.5
Mass	....	....	1.3
Minnesota	2,183.4	1,880.4	1,525.
National	727.8	943.	596.
Nebraska	26.4	7.3	....
Ogima	....	9.7	27.9
Ridge	22	31.	28.6
Rockland	552.7	469.	331.7
Superior	14.	39.7	53.3
Toltec	....	2.2	....
Carp Lake	....	....	7.1
Recapitulation.	1860.	1861.	1862.
Keweenaw District	1,910.8	2,151.9	2,726.8*
Portage Lake "	3,064.6	4,708.6	4,288.9*
Ontonagon "	3,610.7	3,476.7	2,706.1
Carp Lake "	20.5	....	7.1
Sundry mines	7.6	....	....

* Estimated.

Commerce of the Port of New York.

Value of imports at New York from foreign ports for the month of January:

	1861.	1862.	1863.
Entered for consumption	$8,178,937	$6,763,396	$8,741,227
Withdrawn from warehouse	4,356,252	2,825,665	2,881,531
Free goods	2,825,665	2,552,050	2,413,649
Specie and bullion	7,262,229	163,659	101,906
Total entered at the port	$20,780,009	$13,835,356	$14,138,313
Entered for warehouse	8,560,680	3,141,725	4,482,794

Value of imports at New York from foreign ports for seven months ending January 31st—

	1861.	1862.	1863.
Entered for consumption	$29,056,370	$65,579,632	$10,956,200
Withdrawn from warehouse	24,599,415	20,442,377	10,575,600
Free goods	15,620,057	11,495,247	15,333,400
Specie and bullion	11,342,403	979,628	5,269,200
Total entered at the port	$80,588,245	$98,496,934	$42,956,200
Entered for warehouse	15,541,913	26,266,903	2,965,300

Received for customs at New York—

	1861.	1862.	1863.
6 mos. ending Jan. 1	$17,637,802.21	$11,129,646.35	$27,190,726.64
In January	2,059,202.33	3,351,657.22	4,127,906.82
Total 7 months	$19,697,004.54	$14,481,303.57	$31,318,635.46

Value of exports from New York to foreign ports for the month of January:

	1861.	1862.	1863.
Domestic produce	$10,277,925	$12,053,477	$14,329,398
Foreign merchandise (free)	399,940	27,193	73,111
Foreign merchandise (dutiable)	465,978	149,493	668,275
Specie and bullion	58,894	2,668,274	4,624,574
Total exports	$11,202,737	$14,988,437	$19,695,358
Total exclusive of specie	11,143,843	12,320,163	15,070,784

Value of exports from New York to foreign ports for the seven months ending January 31st—

	1861.	1862.	1863.
Domestic produce	$66,990,359	$71,812,033	$104,503,616
Foreign merchandise (free)	939,176	496,811	2,608,623
Foreign m'chandise (dutiable)	3,138,743	1,914,989	3,019,455
Specie and bullion	20,670,313	3,645,086	36,085,244
Total exports	$91,738,590	$87,868,919	$146,316,938
Exclusive of specie	71,068,277	84,223,833	110,131,694

The following will show the total value of dry goods imported at New York for January of six years:

1858	$10,956,200
1859	17,906,790
1860	15,333,400
1861	10,575,600
1862	2,965,300
1863	5,269,200

The following is a comparative summary of the importations of dry goods at this port for January—

ENTERED FOR CONSUMPTION.

	1861.	1862.	1863.
Manufactures of wool	$1,618,912	$1,140,129	$1,562,012
" cotton	733,748	314,598	632,815
" silk	1,494,635	406,210	610,196
" flax	373,677	164,259	553,356
Miscellaneous	391,993	63,600	259,092
Total	$4,822,966	$2,110,796	$3,907,470

WITHDRAWN FROM WAREHOUSE.

Manufactures of wool	$282,902	$403,133	$244,098
" cotton	306,304	492,796	181,530
" silk	368,107	523,924	180,983
" flax	165,848	259,844	154,763
Miscellaneous	80,865	62,547	32,812
Total	$1,161,512	$1,742,244	$794,116
Add entered for consumption	4,822,966	2,110,796	3,907,470
Total on market	$5,984,478	$3,853,040	$4,701,586

ENTERED FOR WAREHOUSE.

Manufactures of wool	$1,170,623	$517,479	$619,476
" cotton	1,940,394	61,493	227,135
" silk	1,633,536	208,565	298,163
" flax	607,490	47,881	177,469
Miscellaneous	229,858	22,048	39,448
Total	$6,133,891	$854,456	$1,361,711
Add entered for consumption	4,822,966	2,110,796	3,907,470
Total	$10,966,857	$2,965,252	$5,269,181

The following will show the value of dry goods entered for consumption, withdrawn from warehouse, and entered for warehousing, in January for three years:

	Entered for consumption.	Withdrawn from warehouse.	Entered for warehouse.
1861	$4,822,966	$1,161,512	$6,133,891
1862	2,110,796	1,742,244	854,456
1863	3,907,470	794,116	1,361,711

For seven months the amounts have been as follows:

ENTERED FOR CONSUMPTION.

	1861.	1862.	1863.
Manufactures of wool	$17,906,790	$6,708,176	$14,516,587
" cotton	5,939,979	1,219,266	3,711,169
" silk	17,396,886	2,381,425	6,667,155
" flax	3,124,359	1,103,540	4,721,091
Miscellaneous	3,752,608	551,536	1,701,429
Total	$48,169,752	$11,963,913	$31,316,431

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

Manufactures of wool	$2,268,396	$1,339,417	$1,823,711
" cotton	1,033,460	1,739,679	902,011
" silk	928,996	2,457,942	1,124,131
" flax	610,737	900,491	709,067
Miscellaneous	265,420	222,309	383,061
Total	$5,007,020	$6,659,738	$5,041,961
Add consumption entries	48,169,752	11,963,913	31,316,431
Total on market	$53,176,772	$20,623,651	$36,358,402

ENTERED FOR WAREHOUSING.

	1861.	1862.	1863.
Manufactures of wool	$4,751,965	$2,111,907	$2,494,600
" cotton	4,939,732	484,777	934,265
" silk	3,673,569	1,631,516	1,069,304
" flax	1,898,299	197,189	736,456
Miscellaneous	795,166	173,690	281,400
Total warehouse entries	$16,058,731	$4,599,309	$5,516,227
Add entered for consumption	48,169,752	11,963,913	31,316,431
Total entered port	$64,228,483	$16,563,222	$36,832,658

The following will show the value of the different descriptions of dry goods imported at New York for seven months of three fiscal years:

	1860-'61.	1861-'62.	1862-'63.
Manufactures of wool	$22,722,900	$8,820,100	$17,010,600
" cotton	10,867,000	1,704,100	4,645,400
" silk	21,060,600	4,073,900	7,736,500
" flax	5,050,800	1,300,700	5,457,600
Miscellaneous	4,547,900	725,400	1,982,700
Total	$64,250,600	$16,563,200	$36,832,900

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	97½
Registered Bonds / Coupon Bonds } Under Act 31st December, 1848	8,908,842	6	1868	98
		6	1868	98
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	91½
Registered Bonds / Coupon Bonds } Under Act 14th June, 1858	20,000,000	5	1874	89
		5	1874	81
Registered Bonds / Coupon Bonds } Under Act 22d June, 1860	7,022,000	5	1871	87
		5	1871	85
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	97
Registered Bonds / Coupon Bonds } Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	96
		6	1881	97½
Treasury Bonds (coupon) / Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	103¼
		7.3	1864	103¼
Registered Bonds / Coupon Bonds } Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	6	1882	97
		6	1882	97
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	100½
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju & 5 Au. '61 & 17 Ma. '62 } convert. into 20 / y'r b'ds due '81	14,913,315	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 26 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	96½
(N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.)				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	131
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	62-'74	----
" — " "	2,073,750	6	'63-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	105½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107½
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	109
" —University Fund Interest Bonds of 1861	650,000	6	1879	110
" —War Fund Bonds of 1861	2,000,000	6	1879	100
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	55
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	100
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	100½
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	75
" — " " (bank)	5,394,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var.	----
Maine—Coupon Bonds	669,000	6	'63-'77	115
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	134
" — " " of 1861 "	247,000	6	'68-'72	132
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	132
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	110
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106
Minnesota—Coupon Bonds (State)	260,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	65
" — " "	100,000	6	1862	66½
" — " " (loans to Railroads)	23,800,000	6	'72-'86	90
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — " State Loan	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'76	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	128
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	76
Ohio—Inscribed Certificates	4,095,309	6	1881	117½
" — " "	1,015,000	5	1865	100½
" — " "	2,183,531	6	1870	120
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	118
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	----
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / Inscribed Certificates } (1st January, 1862	37,687,760	5	'61-'82	110
		5	'61-'82	103
" — " "	400,630	6	1879	115
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	63
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	115
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	72
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	120
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	120
" — " " (Bank Stock)	553,966	6	1870	118
" — " " (Improvement Stock)	4,963,215	6	1890	120
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	126¼
" —Coupon Bonds (Water)	6,228,787	5	Var.	125
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	98
" — " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	6	1873	----
" —Floating Debt Fund Stock	2,320,000	6	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'96	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	101
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	110
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100
" " 2d " "	3,980,670	6	1882	70½
" " Improvement " "	586,500	6	1870	53
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	39
" " Preferred Interest Bonds	227,589	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	23
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	108
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	103½
Housatonic Preferred	1,180,000	8	------	59½
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	106¼
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	109
" " " 2d "	1,014,000	7	------	76
New York & Harlem, Preferred	1,020,000	---	------	77
Philadelphia & Reading, Preferred	1,551,800	7	------	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44.040	57,138	66,668	70,815	60.697	36.885	591,304
1861	36,633	37.426	49.194	58,881	56,174	45,993	46.417	43,516	51,212	73,432	79,409	76,783	657.070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158.566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	167,772	119,973	121,272	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,527,531
1863	242,729	------	-----	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73.751	64,937	938,631
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	109,254	80,296	1,098,464
1862	67,610	62,350	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	------
1863	96,306	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1.181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153.127	137,408	134,522	1,328,375
1863	139,686	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19.535	22,970	25,881	28,291	28,066	24.326	28,536	51,340	55,831	55,003	42,101	400.459
1860	32,192	33,408	46.346	48,919	62,392	45,985	39.500	49,571	80,819	108,737	74.331	53,554	675.754
1861	48.325	48,651	59.920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81.296	55.199	855.658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	981,157
1863	68,143	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73.072	72,739	91,520	80,025	82,835	83,397	76.759	92.652	97,614	92.073	90.563	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118.539	119,487	107,672	86,879	71.402	1,073.422
1861	73,913	67,610	83,392	95.081	96.435	89,028	82,690	106,535	120,793	135,050	140,561	104,916	1,255,004
1862	132,620	112,606	113,912	114,885	119,984	122,524	131,687	168,834	170,585	172,296	177,410	179.553	1,716,866
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61.791	72,389	79,673	76.304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65.907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889.499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955.959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4.651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600.124	587,242	561.448	412,723	5,235,424
1861	404.507	391,932	458,560	547,174	506.610	430,063	372,705	419,010	515,948	719.354	734.108	702,077	6,202.048
1862	699,097	603,030	636,615	605,755	575,344	516,190	587,010	609,881	764,448	910,985	903,016	921.867	8,333,238
1863	835,453	------	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369.441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145.389	150,359	200,276	221,326	172,700	122 309	1,720,396
1862	109,867	105,423	74,346	90,180	158,194	215,708	190,456	121,199	188,370	208,575	159,530	143,498	1,765,346
1863	130,199	------	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157.443	232,083	1,933.434
1860	212,714	209,422	161.047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169.549	220.370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135.299	146,424	173,261	197,762	246,283	2,023.537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154.690	153,644	144,894	149.592	139,102	181.612	246.829	245.392	250,742	192,322	2,126.066
1860	185,257	185,926	209.994	183,758	219,890	188,060	193,931	248.971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177.829	189,280	268,983	289,862	284,020	243,249	224.401	2,899.612
1862	190.130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	------	------	------	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45.689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,699	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37.429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153.407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,135	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1.754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,649,169
1863	248,784	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756.416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149.550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,314
1862	230.159	159,658	151,902	175,696	186,039	174,001	172.189	216,624	295,956	322,360	307,475	258,633	2,650,701
1863	242,073	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,340	370,544	509,211	478,563	409,628	447,813	504.217	591,920	743,599	709,671	637,792	520.396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730.736	523,047	7,154.622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696.175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,230	91,190	100,118	97,218	97,857	85,785	94,554	1.102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100.679	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,839	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,534
1863	129,775	------	------	------	------	------	------	------	------	------	------	------	------
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,860	18,611	25,666	29,531	31,968	35,494	26,958	29,466	302,280
1862	22,069	18,364	24,250	26,748	27,098	30,422	32,495	38,426	40,319	40,087	35,920	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241.695	264,622	283,646	288,619	245.977	2,735,395
1860	163,551	171,841	257,410	248,110	265.011	278 270	314,806	337,495	339.911	368,956	321,208	249,031	3.315.500
1861	161,106	160,538	191,266	252,154	263.917	270,051	289,987	265,358	234.456	276,209	291,763	278,219	2,905.839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,797	448,994	463,873	466,557	454,926	4,088,837
1863	335,685	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	240,419	277,380	397,525	491,290	364,334	368,897	3.743,224
1863	338,752	------	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75.789	74,421	81.839	46,340	737.155
1860	43,867	43,003	64,605	74.167	68,731	68,001	83,836	124,381	103,408	124,398	77,663	50.848	926.908
1861	59,604	47,045	62,514	76,514	79,310	80,104	93.453	138.504	142,537	162.858	137.086	92,574	1,172,102
1862	82.235	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,548	109,915	1,373,633
1863	86,321	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	70
Stock, convert. (Coupon)	710,000	6			'53-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	108½
" " " 1850	700,000	6	Jan. & July.	"	1880	107
" " " 1855	1,128,500	6	Jan. & July.	"	1875	107
" " " 1854	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108½
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	380,000	7	May & Nov.	" "		86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ⅛ in '59, ¼ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	107
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	106½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109½
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	115
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	115
2d Mortgage	800,000	7	June & Dec.	New York.	1865	87
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	30
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	106
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	126
" " " inconvertible	2,690,000	8	" "	" "	1883	126
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	117½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	109
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	119

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		105
1st Mortgage (general)	8,600,000	7	" "	" "		71½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "		96
2d Mortgage	2,000,000	6	" "	" "		42½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		94
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	394,000	7	Jan. & July.	New York.	1867	
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
*Cincinn., Wilm. and Zanesville						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1860	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	103½
2d Mortgage	244,200	7			1864	97
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	110
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	105
4th Mort. (M. L.) or 3d Extension	1,059,023	7	" "	" "	1886	83
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	258,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	110½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	93½
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecti't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	105
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	800,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1870	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	121
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	117½
2d Mortgage	2,516,500		March & Sept.	" "	1881	
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'62-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	113
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'68	114
1st Mortgage (Extended)	22,000	7	" "	" "	1882	117
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	114
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	90
Land Security	5,000,000	7	April & Oct.	" "	1881	68
Convertible Bonds	1,260,000	7	Jan & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				---
Mortgage	125,000	7			1866	---
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	119
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	111
Convertible	1,002,000	7	" "	" "	1867	107
Illinois Central :						
Optional Right bonds	38,000	7	Jan. & July.	New York.	1868	----
Construction	10,798,500	7	April & Oct.	London.	1875	----
Construction	4,115,000	6	" "	New York.	1875	125½
Eight per cent. bonds	326,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "	" "	----	110
Income	281,500	---			---	---
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	400,000	7	" "	" "	----	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	272,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			----	----
1st Mortgage	260,000	7			----	----
2d Mortgage (convertible)	1,000,000	7			----	----
3d Mortgage	600,000	7			----	----
Guaranteed by Covington	200,000	6			----	----
Cincinnati (exchanged)	100,000	6			----	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†			----	----
City of Keokuk, (special tax)	150,000	10†			----	----
Lee County, 20 years	150,000	8			----	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8			----	----
City of Keokuk	200,000	8			----	----
Henry and Louisa Company's	50,000	8			----	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	115
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	31
2d Land Grant (Western Div.)	353,600	†	" "	"	----	31
3d Mortgage (whole road)	1,700,000	†			----	----
Farm Mortgage	1,087,700	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6			----	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co. :						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7			----	----
Louisville and Frankfort :						
Louisville Loan	174,000	---			----	----
1st Mortgage	248,000	---			----	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6			----	----
1st Mortgage	2,000,000	7	Feb & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6			----	----
Mortgage	24,000	7			----	----
Mortgage	10,000	6			----	----
Marietta and Cincinnati :						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7			----	----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6			----	----
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6			----	---
Michigan Central :						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	121
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	127
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	944,000	7	Feb. & Aug.	" "	1861	103
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, con'v.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	107
Detroit and Toledo	684,000	7	" "	" "	1876	104
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	112½
2d General Mortgage	2,572,000	7	" "	" "	1877	103
*Milwaukee and Beloit :						
1st Mortgage	630,000	8			----	----
Milwaukee and Chicago :						
1st Mortgage	400,000	8			----	----
2d Mortgage	200,000	7			----	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8			----	----
2d Mortgage	600,000	8			----	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	111½
1st Preferred stock	1,951,000	8			----	103
2d Preferred stock	1,014,000	7			----	90
Mississippi Central :						
1st Mortgage	1,007,363	7			----	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7			----	----
2d Mortgage (S. F.)	400,000	8			----	----
Oskaloosa Division	1,425,000	7			----	----
Land Grant	7,000,000	7			----	60
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,709	6			----	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6			----	----
Tennessee State Loan	674,880	6			----	----
Alabama State Loan	389,416	6			----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			----	----
Montgomery and West Point :						
Alabama State Loan	122,622	---			----	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co. :						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	113
Muscogee :						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---			----	----
Chat. and Clev. Subsc. (endors.)	231,000	---			----	----
*New Albany and Salem :						
Crawfordsville	175,000	7			----	----
1st Mortgage	500,000	10			----	----
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	85,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63'4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	117½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	122
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	117½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	117½
Real Estate Bonds	252,975	6	" "	" "	1883	----
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	104½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	126
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	107
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	119
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	125
3d Mortgage	6,000,000	7	" "	" "	1883	120
4th Mortgage	4,900,000	7	April & Oct.	" "	1890	111½
5th Mortgage	1,792,500	7	June & Dec.	" "	1888	107
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York	1873	117
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	104½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	105
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	N York.	1866	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Real Estate	35,910	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	102½
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	107
2d Mortgage	3,077,000	7†	" "	" "	1861	18½
North Missouri:						
State Loan (30 years)	4,350,000	6			------	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	360,000	10	" "	"	1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	----
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	253,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6			------	90
State Loan (S. W. Branch)	1,268,000	6			------	----
Construction	3,235,000	6			------	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July	Philadelphia.	1880	116
2d Mortgage	2,421,000	6	April & Oct.	"	1875	113½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	103½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	109
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	115
" 1844, (convertible)	863,000	6	" "	"	1880	115
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	102½
" 1856, "	1,475,000	7	" "	"	1886	107½
Bonds and Mortg's—real estate	592,200	---			------	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	132
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000	---			------	----
Alleghany Co. "	750,000	---			------	----
Connellsville "	100,000	---			------	----
Mc'Keesport "	100,000	---			------	----
Baltimore City "	94,000	---			1886	----
Baltimore City Stock	906,000	---			1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Real Estate Bonds	100,000	---			'68–'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1912	118
2d Mortgage	5,160,000	7	" "	" "	1912	105
3d Mortgage	2,000,000	7	" "	" "	1912	86½
Bridge Bonds, O. & P. R. R. Co.	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	337,178	6	" "	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
Q1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	------	----
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	68½
2d Mortgage	937,500	7	" "	"	1863	8
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			------	----
2d Mortgage	450,000	---			------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	---			------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	114
Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	*New York.	1894	108
" " (series B)	1,100,000	7	April & Oct.	"	1894	108
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov.	"	1894	93
" " Income (series E)	1,700,000	7	" "	"	1894	83
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	106½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	106½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	91½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	91½
Interest Bonds	111,895	7			------	81½
•Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	33
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	5½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7			1880	87½
2d Mortgage	25,000	7			1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	111
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1868	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*		877,953	505,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991		335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*		.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*		600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*		.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*		793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11½	142½
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*		1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*		738,538	750,000	156 429	1,644,967	62.0	127,390	185,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*		922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*		602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	868	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,800	808 060	301.979	....	125
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	80
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	.....	.....	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,507,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,966	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago and Alton	10,000,000	.....	.....	5,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,093	4	....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	.....	12,176,115	168.0	1,067,025	1,551,227	679,772	....	64
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	....	110
1 Apr. '62	242.0	—	29.0	36	23	647		Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,085,000	264,676	11,817,527	213.0	.....	849,719	414,826	—	11
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,803,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	94½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	73.5	—	60	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	94½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,985,758	1,150,903	—	93
.. .. ..	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	...	...	.....	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	218.0	—	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	.....	3,700,000	6,700,000	.....	10,400,000	218.0	.....	1,117,603	668,020	—	35
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,288,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	25
31 Dec. '61	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11.066	2,082,545	84.0	.....	331,813	165,939	—	70
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 5	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,846	200,160	81,779	—	....
.. .. ..	—	—	—	438.0	...	...	.....	Iowa Central Air Line	.....	.....	.....	246,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,990,000	237,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	85
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	— }	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	106,944	43,267	—	....
30 Jun. '61	65.1	—	....	— }				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	.....	1,649,551	65.1	244,773	245,911	98,679	4	80
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,588,481	2,255,500	661,269	9,465,250	269 0	613,803	716,478	371,122	—	66
.. .. '59	18.8	—	....	70.2	...	...	.....	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	228,649	—	....
31 Mar. '61	206.0	—	—	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 424	—	....
31 Aug '60	58.7	—	....	136.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,915	248,989	108,434	1,710,819	43.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,595	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	115
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	1,090,000	37.0	.....	55,408	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	18,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	87½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	18.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,280,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	40
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,783	7	113
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,389	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	132½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,990	102,100	—	3,160,000	132,720	—	.....	61.8	.....	588,871	272,429	8	138
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	148
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,568	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	113
30 Nov. '61	44.2	38.4	25.3	—	28	47	429	Eastern	3,985,884	315,165	264,102	2,853,400	1,885,000	34,000	4,903,862	120.7	432,160	665,939	246,402	4	107½
30 Nov. '61	18.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	120
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	33.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	8	27	Lowell and Lawrence	352,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	135
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	92½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	133
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	111
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	6
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	36
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	161
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	76
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Voquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	23.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,439	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	97½
31 Mar. '62	248.0	281.0	.....	—	83	104	985	Mich S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	62½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,584,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	—	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,504,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,003,000	402,198	12,550,960	189.0	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,684	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	40
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	30
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	225,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	65
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	129
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	106½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	120
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,186	4	72½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	347,032	78,832	—	500,000	750,000	282,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	186,192	3,236,054	76 0	.....	241,503	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	—	12,171,200	124 2	.....	2,058,989	913,829	12	154
31 Dec. '61	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic (Pref.)	1,833,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	30,076	—	20
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	170
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,400	678,000	—	5,695,704	33.8	512,349	1,111,087	592,699	10	157
31 Dec. '61	21.3	—	.....	2	6	17		Northern New Jersey	411,929	*	—	156,850	200,000	70,786	427,636	21.2	.....	89,804	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	58,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	249,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	98
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—	84,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677			647,191		17,239	664,428						
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		oper. by Re	ns. & Sarat.				
30 Sep. '61	38.0	—	6.0	—				Albany and West Stockbridge	2,388,359			1,000,000	1,388,359		2,388,359	oper. by W	estern.			6	100
30 Sep. '61	14.8	—	1.6	—				Blossburg and Corning	496,661	*		250,000	220,000		470,000	14.8	20,075	31,546	16,871		
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697		492,050	161,450	97,690	750,220	23.8	677,887	122,103	37,512	8	
30 Sep. '61	23.5	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337		1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	136,547	3,682,852	176 0	609,076	823,425	275,486		
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,888	521,376		1,960,000	1,049,000		3,009,000	82.5	367,365	340,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—				Cayuga and Susquehanna				343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732		
30 Sept. '61	17.3	—	2.1	—				Chemung	400,000	*		380,000			380,000	19.4	oper. by	Erie.	24,000		
30 Sep. '61	46.8	—	2.9	—				Elmira, Jefferson & Canand.	500,000			500,000			500,000	49.7	oper. by	Erie.	30,000		
30 Sep. '61	17.3	—	3.0	—				Hudson and Boston (West'rn)	175,000			175,000			175,000	20.3	oper. by	West'rn			
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445		3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,969,018	566,461		99
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,325	354,611		1,852,715	777,998	2,680	2,633,395	100.5	243,196	297,646	137,347		34
30 Sep. '62	297.8	258.1	379.0	—	229	231	2,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,583	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6	119½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623		11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108		77½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756		120,000	136,000	6,000	261,000	8.0	204,098	26,517	14,594		
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804		5,717,100	5,637,664	43,789	11,298,553	165.0	1,209,243	1,144,980	391,253		34½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	oper. by Ce	ntral.		60,000	6	
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322			4,571,900		4,571,900	139.5	358,460	425,637	90 061		
30 Sep. '61	36.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629		396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518		665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,487		
30 Sep. '61	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	762,980	157,048		610,000	249,750		859,750	27.2	142,758	267,682	125,385	6	
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776		557,600	150,000	13,480	721,080	oper. by B.	N. Y. & E.	4,996			
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322		30,889		57,262	88,151	19.0	23,667	4,731			
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684			300,000	73,000		373,080	oper. by Ren	s. & Sar.			5	
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584		500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689		
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	297,159	36,443		63,102	193,687	70,919	327,708	13.3		16,543	8,894		
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654		1,200,130	1,643,153	113,739	2,957,022	88.6	296,157	231,270	137,347		
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937		606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958		
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073		274,400				oper. by Hud	a. River.			6	59½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601			30,000	680,000		710,000	oper. by oth	er Co's.				
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755		811,560			811,560	37.81	33,318	65,344	26,786		
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748			96,000	45,500	11,625	153,125	----	oper. by	Erie R.	W. Co.		
30 Sep. '61	90.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304		1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	104,672	6	84
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	---	---	----	Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9	----------	103,963	35,572		
-- -- '58	223.0	—	----	—	---	---	----	North Carolina	4,235,000	*		4,000,000				223.0	----------				
-- -- '59	97.0	—	----	—	---	---	----	Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0	----------	206.917	108,541		
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	282,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----------	469,458	219,688		
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	823,069	477,554	235,201	8	
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	----------		866,939		77,294	----------	132.8	----------				
31 Dec. '61	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	----------	404,533	168,653		
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	----------	699,716	230,551		17
31 Mar. '62	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	----------	3,818,784	198.3	----------	646,205	329,714	7½	140
31 Dec. '60	30.0	—	----	69.1	—	—	—	Cinc. and Indianapolis Junc.	----------	----------		----------	----------	----------	----------	32.0	----------	----------	----------		28
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,978	----------	131.8	304,168	190,745	19,180		
31 Dec. '61	135.4	5.8	----	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637.216	563,566	4,746,200	510,000	—	5,917,359	141.2	707,160	1,263,253	704,819	10	155
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651		89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,976	734,991	10	114
30 Nov. '62	101.0	102.5	----	—	45	30	896	Cleveland and Pittsburg	7,636,094	*		3,832,712	4,324,606	94,329	8,251,646	203.5	----------	1,436,317	552,800		73
31 May '62	109.2	79.4	----	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	96,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	95
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486	----------	61.5	75,120	68,128	19,763		
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000	----------	72.0	144,000	84,000	17,760		50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	150
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,951		
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912		307,246	716,000	80,845	----------	36.6	----------	62,025	8,565		
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658	----------	1,104,096	16.0	40,064	64,000	33,000		
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	----------	45.0	----------	128,170	33,412		
-- -- '59	36.0	—	----	84.0	—	—	—	Fremont and Indiana	----------	----------		----------	----------	----------	1,358,867	----------	----------	----------	----------		
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	388,000	*		300,000	473,000	75,000	----------	47.0	----------	69,352	----------		
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*		118,885	50,000	3,965	----------	13.0	24,000	31,126	10,460		
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	4'2,002	2,981,267	1,400,000	----------	4,960,780	138.0	814,908	1,336,991	632,114	8	146
31 Jan. '62	182.0	21.6	----	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*		8,781,699	235,789	106,895	9,792,293	226.6	----------	434,290	99,554		
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	----------	829,932	119,032		1½
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215	----------	125.0	----------	----------	----------		
30 Jun. '62	153.9	52.0	----	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	206.9	401,452	438,153	107,033		
31 Dec. '61	116.0	9.0	----	—	10	10	237	Sandusky, Mansfield & New'k	2,309,279	*		848,770	1,375,350	105,510	2,603,120	125.0	215,280	171,712	37 610		
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000	----------	55.6	70,000	110,200	53,100		
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	*		193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	----------		
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,206,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----------	----------		
31 Aug. '61	242.4	—	----	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559		51
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	----------	----------		----------	378,455	58,811	----------	45.0	----------	106,924	55,029		
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861		1,816,150	1,500	----------	1,817,650	24.5	174,238	345,505	194,589	10	67½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,079,000	305,000		3,350,000	34,000	59,359	3,472,746	146.0	289,137	219,548	22,490		7½
30 Sep. '61	52.6	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*		956,900	270,500	----------	1,308,919	52.5	181,087	249,778	159,631	8	
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	----------	2,169,946	1,339,680		136
30 Nov. '61	35.8	—	2.8	—	6	3	74	East Pennsylvania	660,319	94,810		490,700	598,400	27,612	1,116,712	35.8	----------	131,532	65,016		
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*		1,000,000	1,000,000	55,295	2,214,878	78.0	252,639	307,496	130,149		40
30 Sep. '61	18.6	—	4.0	—	---	---	----	Erie and Northeast	700,000	*		600,000	400,000	----------	1,000,000	ope	r. b. Buf.	& S. L.	----------	10	
31 Aug. '61	36.9	18.6	17.0	—	---	---	----	Harrisburg and Lancaster	1,882,550	41,341		1,182,550	700,000	----------	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14½	65½
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*		1,309,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4.268		
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*		508,311	1,142,282	172,039	1,822,612	45.2	122,047	178,941	62,897		21
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*		710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774		
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*		2,258,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	76
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*		2,256,100	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R.R.Co.		44
31 Dec. '61	20.0	—	4.0	—	---	---	----	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,418,871	352,608	9,466,699	----	----------	528,246	326,933	6	57½
31 Dec. '61	130.0	—	60.5	—	---	---	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367	----------	3,248,600	----------	3,248,600	130.0	293,692	619,043	336,671	11	58½
30 Nov. '62	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,485 476	406,187	----------	3,147,350	2,860,000	----------	6,447,780	65.7	263 334	397,186	218,960		11½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447.522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,559	428.0	4,413,036	7,300,001	2,646,988	6	66
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	----------	----------	250,000	50,000	----------	20.0	----------	1,837	----------		
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	285,439	----------	1,243,500	374,800	----------	1,618,300	24.0	249,960	219,965	110,387	7	60½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,788	3,481,461	645,170	11,548,929	12,411,600	----------	25,228,43	151.4	1,795,927	2,906,838	1,412,905		45½
30 Nov. '61	28.3	—	—	—	—	—	—	Philadelphia and Trenton	608,882	----------	----------	999,200	250,000	----------	1,249,200	28.0	oper. by	Cam. & Amboy		8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Siddings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	——		32	109	565	Phila., Wilmington and Balt..	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	70
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville ..	2,828,895	90,803		1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	——	——
31 Dec. '61	467.5	——	68.7	——	104	80	1,261	Pitts'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999,681	467.5	2,484,641	3,031,787	1,299,721	——	68
30 Sep. '59	31.0	——	——	11.0	——	——	——	Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000	——	——	——	——	——	——	——	——
30 Sep. '61	54.0	——	3.0	——	7	7	26	Schuylkill and Susquehanna..	1,258,700	*		1,258,700	97,000	——	1,355,700	54.0	——	——	——	——	——
30 Nov. '61	9.2	15.3	4.9	——	——	——	——	Schuylkill Valley	573,616	*		576,950	——	——	573,616	24.5	oper. by	Ph. & Reading.		5	——
31 Nov. '61	28.0	1.2	2.0	——	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822,117	5,435	1,327 552	——	——	105,568	55,143	——	——
30 Sep. '61	148.0	——	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie....	10,709,006	*		4,520,175	4,644,000	1,776,128	10,940,298	148.0	236,825	341,582	149 082	——	38½
30 Sep. '61	29.6	——	2.1	——	4	3	70	Tioga	718,918	97,999		367,300	396,500	65,726	——	29.6	68,543	101,499	64,270	.6	47½
30 Sep. '61	26.4	——	3.0	——	5	11	22	Westchester and Philadelphia	1,295,617	73,655		683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,024	——	——
								RHODE ISLAND.													
1 Jan. '60	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	276,800	——	——	62.0	240,449	331,522	105,782	5	55
30 Nov. '61	13.6	——	0.5	——	——	3	5	Providence, Warren & Bristol	448,666	*		437,917	8,500	——	——	13.6	——	26,454	6,914	——	——
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	——	182.4	2	——	26	Blue Ridge	2,126,539	——	——	1,916,515	217,577	——	2,134,092	13.2	——	——	——	——	——
31 Dec. '58	54.9	——	——	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9	——	——	——	——	——
31 Dec. '58	109.6	——	——	——	13	9	176	Charlotte and South Carolina.	1,719,045	*		1,201,000	384,000	——	——	109.6	——	283,263	151,536	6	——
—— —— '58	40.3	——	——	——	——	——	——	Cheraw and Darlington	600,000	*		400,000	200,000	——	——	49.3	——	——	——	——	——
1 Jan. '59	143.2	21.3	——	——	——	——	——	Greenville and Columbia.....	2,439,769	324,161		1,429,008	1,145,000	245,546	2,919,554	164.5	——	341,190	125,871	——	——
31 Aug. '58	22.5	——	——	——	——	——	——	Kings Mountain	196,230	*		200,000	——	——	200,000	22.5	——	——	——	5	——
31 July '58	32.0	——	——	——	——	——	——	Laurens	543,403	*		400,000	106,218	——	575,729	32.0	——	27,568	8,527	——	——
28 Feb. '59	102.0	——	——	——	——	——	——	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0	——	220,014	96,145	——	——
31 Dec. '60	136.0	106.0	——	——	62	59	790	South Carolina.....	——	——	——	——	2,643,833	——	——	——	——	1,499,636	701,943	7	——
31 July '58	25.1	——	——	41.9	——	——	——	Spartanburg and Union	——	——	——	——	——	——	——	25.1	——	——	——	——	——
								TENNESSEE.													
30 Sep. '60	47.6	——	——	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	——	29,967	19,187	——	——
1859.....	——	——	——	17.0	2	——	14	Edgefield and Kentucky	857,947	*	——	333,204	612,000	60,900	——	30.0	29,845	9,359	7,486	——	——
1859.....	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia..	3,637,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	318,718	187,466	——	——
1859.....	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia .	2,310,033	156,264	——	536,654	1,902,000	390,407	——	130.3	150,142	297,806	149,167	——	——
1860.....	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston.....	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	——	1,635,096	873,597	——	——
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio.....	2,259,267	141,144	——	570,000	1,361,000	145,000	——	——	——	——	——	——	——
1859.....	100.0	——	30.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	——
1859.....	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	519,618	——	59.4	69,870	177,256	60,029	——	——
1859.....	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,369	——	47.4	54,175	83,129	44,666	——	——
1859.....	34.2	——	7.0	——	12	2	81	McMinnville and Manchester.	533,807	66,816	——	144,894	406,000	5,000	——	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga....	3,632,882	*	——	2,056,544	1,731,000	——	——	169.0	——	734,118	337,384	6	——
1859.....	——	——	——	——	——	——	——	Nashville and Northwestern .	——	——	——	——	——	——	——	——	——	——	——	——	——
1860.....	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	——	45.8	57,950	127,953	87,243	——	——
1869.....	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	——	——	——	216,962	413,000	408,477	——	30.0	——	1,248	——	——	——
								TEXAS, (*all aided by State*).													
—— —— '58	32 0	——	——	158.0	——	——	——	Buffalo Bayou, Braz.& Col'r'do	——	——	——	——	——	——	——	32.0	——	——	——	——	——
—— —— '58	56 0	——	——	184.0	——	——	——	Galvest., Houst. & Henderson	——	——	——	——	——	——	——	56.0	——	——	——	——	——
—— —— '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria.....	1,250,000	——	——	275-000	240,000	171,560	——	50.0	31,300	32,670	——	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central ..	4,232,345	*	——	455,000	975,000	369,000	——	70.0	102,200	262,846	196,568	——	——
—— —— '59	25.0	——	——	110.0	——	——	——	San Antonio & Mexican Gulf.	——	——	——	——	——	——	——	25.0	——	——	——	——	——
—— —— '59	28.0	——	——	756 0	——	——	——	Southern Pacific	——	——	——	——	——	——	——	28.0	——	——	——	——	——
								VERMONT.													
31 May, '61	90.7	——	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	——	1,280,400	800,000	60 589	——	90.7	118,219	183,750	92,683	——	80
31 Aug. '60	119.6	——	13.0	——	26	18	600	Rutland and Burlington.....	3,989,708	617,743	——	2,233,376	3,172,560	979,119	6,385,045	119.6	349 440	334,368	113,318	——	——
31 Aug. '60	62.0	.....	4.0	——	10	6	174	Rutland and Washington	1,771,683	*	——	950,000	——	——	——	62.0	142,339	150,318	30,288	——	——
31 Aug. '60	119.0	——	20.0	——	42	28	885	Vermont Central.....	8,402,055	*	——	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	——	150½
31 Aug. '60	47.0	——	2.8	——	——	——	——	Vermont and Canada	1,350,695	——	——	1,350,000	——	——	1,380,695	ope	r. by Vt.	Central	.....	——	——
31 Aug. '60	23.7	——	0.7	——	3	4	43	Vermont Valley	1,212,274	89,612	——	516,164	793,200	——	——	23.7	47,950	45 930	8,522	——	——
31 Aug. '60	54.0	10.5	.....	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	——	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	——	113.7	703,034	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg.....	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	.....
30 Sep. '59	103.5	——	.....	——	8	——	——	Northwestern Virginia.....	5,322,150	*	——	468,605	5,719,229	——	——	103.5	345,427	248,004	loss	——	3
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	——	——	——	2,063,655	2,517,500	590,056	——	167.7	270,846	450,427	222,214	——	.....
30 Sep. '59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg.....	3,040,636	374,996	——	1,365,300	1,351,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	.....
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	——	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	——	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River....	704,840	20,554	——	657,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan. '60	80.0	——	——	——	10	11	161	Seaboard and Roanoke.....	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	——	240,446	121,053	7	.....
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,758	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	——	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	.....
30 Sep. '59	32.0	——	2.5	——	5	4	49	Winchester and Potomac	516,830	59,000	——	300,000	120,000	24,736	——	32.0	30,000	49,971	14,469	——	.....
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford.....	1,500,000	55,000	——	800,000	700,000	25,000	——	55.0	——	——	——	——	——
31 Dec. '61	199.9	——	24.9	——	——	——	——	*Milwaukee and Minnesota*.....	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	329,580	——	.....
31 Dec. '58	40.0	——	.....	——	5	10	75	Milwaukee and Chicago.....	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	——	.....
—— —— '57	42.0	——	.....	27.8	——	——	——	Milwaukee and Horicon	919,757	*	——	1,101,200	——	——	——	42.0	10 mos.	60,066	——	——	——
31 Dec. '61	191.9	42.5	28.3	——	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,467,000	58,549	8,036,604	234.4	——	1,108,254	436,039	——	40
—— —— '57	50.0	——	.....	85.0	——	——	——	Milw., Watertown & Baraboo	514,238	——	——	345,861	132,000	——	——	50.0	——	121,401	——	——	——
10 May, '61	104.0	——	.....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	——	.....
—— —— '58	10.0	——	.....	55.0	——	——	——	Wisconsin Central	600,000	——	——	——	——	——	operated	by	Fox Riv	er Vall.	——	——	——
								CANADA.													
31 July '62	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	——	11,750,000	188,080	——	11,938,000	16.10	——	235,420	55,495	——	——
—— —— '62	49.0	——	.....	——	16	17	214	Montreal and Champlain.....	——	——	——	——	——	——	——	49.0	——	——	——	——	11
—— —— '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	——	——	——	——	——	——	——	48.0	——	——	——	——	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	——	15,603,128	31,351,133	——	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
—— —— '62	229.0	128.0	.....	——	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	——	26,104,725	357.0	——	1,221,145	585,885	1½	——
—— —— '62	24.0	——	.....	——	2	2	52	London and Port Stanley.....	——	——	——	——	——	——	——	24.0	——	——	——	——	——
31 Dec. '61	95.0	1.0	.....	——	17	20	337	Northern (O. S. & H.).....	——	——	——	——	——	——	——	96.6	——	——	——	——	——
—— —— '61	54.0	——	.....	——	5	8	118	Ottawa and Prescott	——	——	——	——	——	——	——	54.0	——	——	——	——	——
—— —— '61	25.0	——	.....	——	4	——	57	Welland	——	——	——	——	——	——	——	25.0	——	——	——	——	——
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	——	14	18	235	European & North American	4,548,564	*	——	4,637,852	——	——	4,637,852	108.0	——	130,678	36,432	——	——
1 July,'61	60.0	——	.....	——	——	——	——	New Brunswick and Canada..	1,402,748	102,388	——	1,380,000	13,100	136,000	1,729,232	60 0	——	132,555	36,670	——	——
								NOVA SCOTIA.													
31 Dec. '61	61.5	——	.....	60.1	——	——	——	Nova Scotia	4,268,717	*	——	——	——	——	——	61.5	——	120,918	26,803	——	——
								NEW GRANADA.													
1 Dec. '62	48.7	——	——	——	11	22	120	Panama.....	8,000,000	*	615,558	5,000,000	3,375,000	——	10,763,723	48.7	——	1,743,294	1,013,444	12	182

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18
STATE STOCKS:—						
California 7s	----	----	130¼	----	130¼	131
Illinois War Loan	----	----	100	----	100	----
Indiana War Loan	----	----	100	----	----	----
Kentucky 6s	101	100¼	100¼	----	----	----
Louisiana 6s	----	75	75	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	65½	66¼	66¼	66¼	66¼	66¼
Do. iss. to H. & St. J. R.	90	----	----	----	90	----
North Carolina 6s	----	75	----	74	75	----
Ohio 6s, 1881	----	----	117¼	----	117	117¼
Tennessee 6s, 1890	62	62½	62½	62¼	62½	63
Virginia 6s	72	----	----	----	----	----
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago & Alton	----	83¼	----	63¼	62½	64
" " pref.	----	83¼	83¼	84	85	85½
Chicago, Burl. & Q.	107¼	108	109¼	110	109½	110
Chic. & Northwest'n.	19	18	18	17	16½	17
Chicago & Rock Isl.	91	91½	92½	93¼	93½	94¼
Clev., Col. and Cin.	----	158	----	----	155	----
Clev. and Pittsburg	69	70	69½	71½	72	73
Clev. and Toledo	89½	90	91	92½	93½	95
Del., Lack. & West.	----	----	----	----	----	----
Galena and Chicago	92½	92½	----	94	93¼	94¼
Hudson River	95	94½	96	98	98	99
Illinois Centr. (scrip)	91	90½	90½	93	92½	93
Michigan Central	96	96	95½	97	97	97½
M. S. and N. I.	57½	59½	59½	60½	61	62½
M. S. & N. I. guar'd	105½	105½	105½	106¼	106½	106½
Mil. and P. du Chien	----	38½	----	----	----	40
M. & P. du C. 1st pref.	----	----	----	----	109	----
M. & P. du C. 2d pref.	----	----	----	----	----	76
New York Central	118½	118½	118	119	119½	119½
Erie	----	74½	74½	77	77	77½
Erie pref.	----	99½	99	101½	102	103½
Norwich & Worcest'r	----	----	80	80	----	80
N. York & Harlem	36	34½	35½	36½	36½	37½
N. Y. & H. "pref."	70½	70	71	75½	75½	77
Panama	182	182	182	----	182	----
Phila. and Reading	----	91	90½	91½	----	91½
Pitts. Ft. W. & Chicago	----	66	65	67	67½	68
St. L., Alton & T. H.	----	33	33½	33½	36	35
" " " pref.	66	----	----	67½	70	70
Toledo & Wabash	51	51	----	----	51	----
" " Pref.	----	----	----	----	----	----
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	104	106	106	109	----	110
Chicago & Alton, 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	109	110	----	109
Chic. & N. W. 1st M.	71	71	72	71½	----	----
" " 2d M.	----	43	----	42½	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	96	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	81	81	81	81	81½	83
Cl. & Tol. S. F. 7 p. c.	111	111½	111	110½	110½	110½
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	----
Chi. & R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-5	----	----	121	----	----	----
" 2 M. 8 p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	----
" 2 M. 7 p. c. '75	----	----	----	----	114	----
" 1 M. Ex. '82	----	----	----	117	----	----
Hann. & St. J. bonds	----	----	----	----	68	----
Huds. R. 1 M. 7p. c. '69	119	119	119	----	----	----
" 2 M. S. F.	----	----	123	----	----	----
" 3 M. 7p. c. '75	111	----	111	111	----	----
" conv. bonds	108	----	----	----	----	107
Illinois Central bonds	125	125	125	125	125	125½
La Crosse & Mil. L. G.	----	----	----	----	31	----
Mil. & P. du C. 1st M.	111½	111½	----	----	----	----
Mich. Cen. S. F. 8 pc. '82	129	129½	----	----	127	----
" conv. 8 p. c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	112½	----	----	112½	----
" " 2 M.	100½	102	----	103	102½	103
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p. c. certif. '83	----	----	120	----	----	----
" 1 M. 7 p. c. '64	----	----	----	----	----	----
" bonds 1876	----	126	----	----	----	----
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	----	----	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7p. c. '83	120½	----	121	120	120	120
" 4 M. 7 p. c. '80	111½	111	----	111	----	111½
" 5 M. 7 p. c. '88	107	----	----	----	----	----
N. Y. & H. 1 M. 7 p. c. '73	----	----	----	----	----	117
" 2 M. 7 p. c. '64	----	----	----	----	----	----
" 3 M. 7 p. c. '67	105	105	105	----	105	----
Pitts., Ft. W. & Ch. 1 M.	----	----	----	----	----	----
" " " 2d M.	105½	105½	105½	105½	105	105
" " " 3d M.	84	85	85	86½	----	----
St. L., Alt. & T. H. 1 M.	108	----	----	----	----	108
" " 2 M. pref.	92	92	92	92	93	93
" " Inc. b'ds.	82½	82½	83½	83	83½	83
Toledo & Wab. 1 M.	106½	----	----	----	106	106½
" " 2 M.	----	----	91½	91½	91	91½
" " Int. b'ds.	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	129	----	128	128½	128	129
Penn'a Coal Co.	126x	126½	----	----	----	----
Pacific Mail S. S. Co.	171	167½x	165½	165	165	162

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18
FEDERAL STOCKS:—						
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	89	----	----	----
U. S. 5s, 1874, coup.	87½	89	89½	90½	91	91½
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	94½	95	95½	97	96½	96
U. S. 6s, 1881, coup.	97	97	97½	98½	97½	97½
U. S. 6s, '81, O. W. L'y	----	----	----	----	----	97
U. S. 6s, 1861, " ¼y	----	----	----	----	94½	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	95	----	----	98	97½
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	95½	95½	91½	96½	96½	96½
U. S. 6s, 5-20s, coupon	91	----	----	----	97	----
Treasury 7 3-10 Notes	103	103	103½	103½	103½	103½
U. S. Demand Notes	152½	154½	155	156½	----	160½
American Gold	154½	156½	156	158	159½	162

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	134½	134	----	131½	131	132½
Boston and Providence	----	----	----	----	138	----
Boston and Worcest	143½	143½	145	145½	145½	148
Connecticut River	----	----	113	----	----	----
Eastern, Mass.	106½	107½	106½	107½	107½	107½
Eastern, N. H.	106½	----	----	----	----	----
Fitchburg	----	----	----	119	120	120
Manchester & Lawr'ce	----	121	----	120	----	----
Michigan Central	----	96½	----	96½	----	----
Northern, N. H.	----	----	----	71½	71	71½
Old Colony and Fall R.	134	134	134	134	----	183
Ph., Wil. & Baltimore	67½	68	68½	69½	70	70
Portl'd, Saco & Ports.	----	----	----	----	115	----
Vermont & Canada	----	----	----	----	----	150½
Vermont & Mass.	31½	33½	35½	35	35½	36
Western	155	155	167	158	160	161
Cambridge (Horse)	----	126	----	----	----	----
Metropolitan "	----	71	71	----	70½	----
Middlesex "	110½	110½	110½	----	110½	----
Central Copper Co.	41½	42	44	47	47½	47½
Franklin Copper Co.	54	52½	----	----	53½	54½
Isle Royale "	25½	25½	25½	26½	26	25½
National "	----	----	----	24	----	25
Minnesota "	81	83½	84½	84½	84	84
Pewabic "	53	53½	51½	54½	55½	55
Pittsburg "	----	----	79	80	80	80
Quincy "	72½	----	----	72½	----	72½
Rockland "	----	----	19½	20½	21½	20½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 17.

	W.11	Th.12	F.13	Sat.14	M.16	Tu.17
Beaver Meadow	68½	----	----	67½	67½	----
Cattawissa	7½	8	7½	----	----	7½
" preferred	23½	23½	23½	23½	24	24
Camden & Amboy	----	154	154	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	109½	----	----	----	----
" " 6s, '75	----	106½	----	----	----	----
" " 6s, '83	104½	104	104	----	----	104½
" " 6s, '89	----	----	----	----	----	----
Elmira & W'mport	39½	----	40	40	----	----
" " pref.	----	----	----	52	----	----
" " 7s	112	----	112	111	----	----
" " 10s	----	71	71	----	----	72½
Harrisburg	----	----	----	----	65½	----
Lehigh Navigation	57½	----	----	----	----	----
" " 6s	116	116	116	----	----	116
" " scrip	33	----	----	----	----	34½
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	115	----	115	----
Little Schuylkill R. R.	44½	----	44	----	44	----
" " 7s	----	----	----	----	----	----
Long Island	31½	34	33	33	33½	34
" " 6s	----	----	----	----	----	----
Minehill	54½	----	55	53½	53½	----
North Pennsylvania	11½	11½	11½	11½	11½	----
" 6s	91	91	----	90½	----	90½
" 10s	----	112	----	112	----	----
Pennsylvania R. R.	68	----	67½	66	66	----
" 1st m.	118	----	116	116	----	----
" 2d m.	115	----	----	113½	----	113½
Penn. State, 5s	----	102½	102½	102½	103	103
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	115	115	115
Philadelphia City, 6s	108½	----	----	----	----	108
" " new	115½	115	114½	114	113½	112
Philad., Germ. & Nor.	60	----	60½	----	----	----
Phila. & Reading	45½	45½	45	45½	45½	45½
" " 6s, '86	105	----	----	----	104	102½
" " 6s, '70	111	----	----	----	109	109
Philadelphia & Erie, 6s	----	----	----	109	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	109
Sunbury and Erie, 7s	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	53	----	----	----	----
Girard College, "	----	26½	26½	----	----	----
Green & Coates, "	44½	40½	----	41	42½	43½
Race and Vine, "	11	11	----	----	----	----
2d and 3d streets, "	----	80	----	80	78	----
Spruce & Pine, "	16	----	----	----	16	16
13th & 15th sts., "	----	26½	----	----	26½	----
West Philad., "	----	----	----	----	----	65
10th & 11th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 16.

	Tu.10	W.11	Th.12	F.13	Sat.14	M.16
Baltimore City 6s, 1875	----	----	----	115½	115	114
" " 1886	116	----	----	----	----	113½
" " 1870	----	----	----	----	113½	114
" " 1890	116½	116½	115½	115	115	116
Balt. and Ohio	88	87	87½	87	87	87½
" " b'ds, '62	80	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	107	----	----	----	107	----
" " " '80	----	----	----	----	----	107
" " " '85	----	----	----	----	----	----
Northern Central	40	----	----	----	----	----
" " b'ds, '85	103½	103½	----	103	102½	102½
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 1st February:

Maryland 6s	71	to	73
United States 6s, 1874	56	"	58
Virginia State 6s	48	"	50
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	69	"	70
D. Pennsylvania do. do.	69	"	70
Erie shares, $100 (all paid)	45½	"	46¼
Do., 7s, preference	64	"	66
Do., assessment scrip	--	"	--
Do., 7s, 1st mort., 1867	81	"	83
Do., 7s, 2d mort., 1859	75	"	85
Do., 7s, 3d mort., 1883	72	"	74
Do., 7s, 4th mort. x. c.	65	"	70
Do., 7s, 5th mort.	63	"	68
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	76	"	78
Do. do. $100 shares, $90 paid, dis.	40	"	39
Do. do. $100 shares, all paid	83½	"	84½
Michigan Central 8s, Convertible, 1869	74	"	78
Do. do. S. F. 1st mort., do., '82. x. c.	74	"	78
Michigan S. and N. Indiana 7s, S. F., 1886	68	"	72
Do. do. do. $100 shares	25	"	28
New York Central 6s, S. F., 1883	68	"	72
Do. do. 7s, 1864	62	"	66
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	71	"	73
Panama, 1st mortgage 7s, 1865	103	"	105
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	70	"	75
Do. 2d mort., 6s, do.	87	"	89
Do. $50 shares	39½	"	40½
Philadelphia and Reading, $50 shares	25	"	28

American Railroad Journal.

Saturday, February 21, 1863.

Stock Exchange and Money Market.

The Bank statements of the last week discover a decrease in loans of $1,788,569, in circulation $23,837, and an increase in specie $182,621, and in deposits $1,380,103. The supply of money in the street is ample. First class mercantile paper has been taken at 5½ per cent. Government stocks and certificates of deposit have advanced, and a better feeling prevails generally with regard to the future. On Monday gold took an upward start selling at 158, and Wednesday it stood at 162.

Exchange which sympathises with gold, also advanced and was quoted at 173½ without much demand. It stood on Wednesday at 178. All the active railways are in favor, and are selling at an advance from former prices. State stocks are firm. We are waiting to see what the final action of Congress will be, as regards Mr. Chase's financial measures. We do not choose to speculate upon their probable consequences, until we know their final shape. We may say of them, however, that they are conservative in their character, and have the general purpose of restricting the Government circulation to a safe limit, to keep up the credit of the national stocks, to derive revenue from a tax on local bank circulation, and to obtain finally the immense advantage of a uniform national currency, an advantage we can not estimate too highly. An able writer on the subject twenty-two years ago, expressed himself in lan-

guage which we can not do better than repeat even at this distance of time.

"*A uniform and unquestioned* paper currency is the very pole-star to which all our wishes point. It is what all our schemes and contrivances of laws, and checks, and oaths, and examinations, wisely or unwisely formed, feebly or even falsely conceived, are intended to approximate unto. Its perfect consummation would seem only to be but too mighty an attainment even for our wishes; for what a happy world (financially speaking, we mean,) ours would be, if through our wide spread land there were neither 'broken banks,' no 'suspected issues,' no 'bank note reporters' to consult, no unwilling 'discount or uncurrent notes' to pay, no 'bad bills' to fret our tempers, nor 'doubtful' ones to tempt our honesty with palming upon others what others had palmed upon us! What limits, in short, could we set to such blessed change when all bankers, merchants, travelers—the public, in short—would find half their anxieties at once cut off and all their fears and no small share of their labors, through the miraculous change of a uniform and certain currency substituted for an *always fluctuating and too often worthless one.* And yet this would be so if the notes of *one sound national issue* could everywhere be *substituted* for those of the present unnumbered and often almost nameless issues of our money.

"The saving of the country, we need hardly speak of; the removal of all doubt and suspicion, the equalizing of all differences in the thousand varieties of our national currency, by bringing all up to the highest standard—*this*, even setting aside all question of actual losses prevented, would be relieving society from much expense and labor, and loss of time and power—*points of economy telling as definitely upon the profits of the country as would the universal, instantaneous conversion of its deep, muddy and often impassable roads, into smooth and solid macadamized ones never out of order.*"

If such results can be obtained by the adoption of Mr. Chase's bank measure, the country would be unanimous in its favor. Even the banks themselves would find their permanent advantage in its operations. These institutions to be profitable, respectable, and secure in the confidence of the public, have as much need of a sound currency as the people themselves.

We give elsewhere the leading article from this week's *Circular* of Messrs. Samuel Hallett & Co. We understand this house has been intimately connected with the financial affairs of the Atlantic and Great Western Railway, one of the most remarkably successful enterprises of the day, and has a foreign correspondence which brings it into close relations with capitalists and men of mark. We therefore regard its Circulars as expressive of opinions deeper, and more valuable than we find in the off-hand daily reports of commercial editors. In this article some remarkable positions are taken, which if maintained should give stability to our national policy and confidence to the people. They may be briefly stated thus:

That our national debt, only $815,000,000 up to the 1st of February, even if it should by the war's procrastination reach to $2,000,000,000, would not be in the ratio of population more than half that which the people of Great Britain bear per head, and a little more than half only of what the people of Holland endure without complaint. But while population in this country *means wealth*, which it does not in any other country of the world, we find this debt of $2,000,000,000 is in fact but 12½ per cent. of the value of the real and personal property of this country as ascertained by the last census, without reference to the annual products of property and labor, which are many thousands of millions per annum more.

Again our cotton crop of four millions of bales, is claimed as an element of the future of our exchange and finance, and that it cannot be parted with except by permission of the U. S. Government. This is undoubtedly true as the result of the blockade and the war. When France and England recognize this truth, their sympathies with the confederates may be confidently expected to decline. It also appears from the *Circular*, we have twice as much gold in this country as has been commonly supposed, and when the time comes for its resuming its ordinary and most valuable functions, we infer we shall glide gradually back into specie payments without any convulsion.

It is also evident from the facts stated in the *Circular* that our securities at this moment through the operations of exchange offer extraordinary inducements to foreign capitalists for investments; and that this idea of the *Circular* is not without truth, is shown that orders to that effect are now actually being filled to large amounts. It is not difficult to perceive, if this idea shall be adopted generally abroad, there would be soon some remarkable changes in the money markets of Great Britain, France and Germany, and we should hear of some very sudden notices from the Bank parlor in Threadneedle street.

That we are not far out of the way in some of the preceding remarks, is evident on reading the last *London Weekly Circular* of E. F. Satterthwaite, good authority on the subjects of which it treats. It informs British capitalists, that the civil war in the U. S. has had an entirely different effect on railway securities and earnings, from what was anticipated by those who early took the alarm and sold out. On the contrary, even our struggling companies, in the words of the *Circular* have "triumphantly emerged" from their difficulties, "and become properties yielding large net earnings." This remarkable prosperity in our railway system, even under such apparent disadvantages, is in strong contrast with the very moderate condition of most British railways, earning no very large amount of profits, as appears from the last yearly returns, and the fact is or ought to be instructive in its teachings to capitalists abroad, viz: that the industry and enterprise of this country are unextinguishable, and that the properties which they create, foster and guard, are as safe and valuable as those in any other part of the world. We are not surprised to learn, therefore, that re-investments in American railway shares and securities have recommenced on a pretty large scale.

The following quotations of sales of railroad and other securities are in addition to those given elsewhere in our columns:

New York.—N. Y. State 6s, 1874, 128; Ohio 5s, 1865, 100¼; do., 6s, 1886, 118; Illinois coupon bonds, 1862, 100½; do., 1870, 105½; do., 1877, 107½; Illinois Canal registered bonds, 1860, 99½; Chicago and Alton Income bonds, 109; Detroit, Monroe and Toledo 1st mort., 104; Rome and Watertown, 84; Little Miami, 146; Miss. and Mo. L. G., 60; Lackawanna and Western bonds, 117½; Central New Jersey, 170; New Jersey R. R., 155@157; Second Avenue R. R., 70; Brooklyn City Water Loan, 119; Citizens Gas Co., Brooklyn, 100; Canton Co., 26½; Cumberland Coal pref., 20½; Quicksilver Mining Co., 17.

Boston.—Northern (Ogdensburg) 1st mort., 106@107; do., 2d mort., 18½; Rutland and Burlington 1st mort., 65½@68½; do., 2d mort., 8; Vermont Central 1st mort., 38; do., 2d mort., 5¼; Boston and New York Air-Line 6s, 46; Vermont and Massachusetts 6s, 106; Eastern R. R. 6s, 113; N. Y. and New Haven (genuine,) 124@125; Cambridge R. R. 6s, 107; Boston, Concord and Montreal shares, 40; Nashua and Lowell, 135; Worcester and Nashua, 76; Cheshire, preferred, 29½@30; Connecticut River, 112; Mass. State 6s, 1871, 132; do., 1872, 134½; do., 1875, 132; do., 1876, 132; do., 5s, 1880, 115; do., 1891, 117½; Rhode Island 6s, 1881, 116; Boston City 5s, 1882, 123¼; do., 1877, 124¾; Bath Me. 6s, 1890, 108; Brooklyn 7s, 1865, 104½; Augusta 6s, 1870, 108¼; Bangor 6s, 1870, 107½; Somerville, horse, 36¾; Copper Falls Mining Co., 10½; Huron, 14¾; Hancock, 12¼; Bohemian, 6¼; Pontiac, 4; Petherick, 3; Superior, 6½@9½; Toltec, 3⅝; Acton, 6¼; Columbian, 3¼; Mesnard, 8¼; Albany and Boston, 10⅛; Canada, 1⅛.

Philadelphia.—Reading 6s, 1844-'80, 115; Allegheny Co., 6s, 60; Delaware R. R. guar. bonds, 105; West Chester R. R. 7s, 102; Philadelphia and Erie shares, 37¾@38½; Huntington and Broad Top 1st mort., 101; do., 2d mort., 85; North Penn. mort., scrip, 85@87; Camden and Atlantic, 11; do., pref., 20; do., 2d mort., 62; Schuylkill Nav., 5½; do., pref., 14⅜; do., 6s, 1882, 70½; do., 1872, 100; Morris Canal, 56¼@59; do., pref., 131; do., 2d mort., 106½; Susq. Canal, 6¼; do., 6s, 39; Del. Div., Canal, 41; West Branch 6s, 108; Wyoming Canal, 11; 5th and 6th streets R. R., 58; 17th and 19th streets, 11¼; 2d and 3d streets 7s, 2d mort., 110.

Baltimore.—City 5s, 92; City 6s, 1860, 113½; Maryland State 6s, 1870, 122; North Western Va., 1st mort., 107; Western Md. bonds, 85; Central Ohio, 4th mort., 30.

Cincinnati.—Cin., Ham. and Dayton 138@140; do., 2d mort., bonds, 120; Little Miami, 135; do., 1st mort., 115; Col. and Xenia R. R., 154@155; Indianapolis and Cincinnati R. R., 70; do., 2d mort., 7 per cent., 100; Clev., Col. and Cin. R. R., 160; Indiana Central R. R., 25; do., 2d mort., 10 per cent., 110; Covington and Lexington 2d mort., 7 per cent., 90; Cincinnati City 6 per cent., 100@105; Hamilton Co., Ohio, 6 per cent., 105 Cincinnati Gas and Coke Co., 160.

New Bedford.—New Bedford and Taunton R. R., $92@$92.50; New Bedford Copper Mills, 120.

Baltimore and Ohio Railroad.

A regular monthly meeting of the directors of the Baltimore and Ohio Railroad was held in Baltimore on the 11th inst., when the President announced that the second iron span of the Harper's Ferry bridge was completed, and that the third or remaining span had been commenced. The President stated to the Board that arrangements had been made for the completion of the second track from the Washington Junction (Relay House) to Washington city, some months since, but the crossties and other material accumulated for that purpose were absorbed in the reconstruction of the main-stem track. During the last raid of the Confederates, forty miles of the track was destroyed. The vital importance of the immediate reconstruction of that important portion of the main line caused the materials to be thus used. The Com-

pany has since made great efforts to replace the requisite materials; and the President now felt, from the arrangements made, that it would be proper to recommend the early construction of the entire line of the Washington branch road with double track.

Upon this statement the Board unanimously adopted a resolution authorizing the immediate construction of the track. At an early period the public may, therefore, look for a complete line of double track between Baltimore and Washington. Whilst the Baltimore and Ohio Railroad Company had previously made arrangements for the safe and prompt transmission of business for the National Capital, this increased facility will not only insure the ability to meet all possible demands of transportation during the war, but will, when transportation returns to its normal condition, afford facilities of the highest class for the rapid and safe movement of all traffic in the future.

Union Canal.

An important bill has been introduced into the Pennsylvania Senate by Mr. Kinsey, relative to the Union Canal Company. The preamble sets forth that the creditors of the Company, in pursuance of the Act of April, 1862 have agreed to accept bonds in lieu of coupons for interest. The creditors representing $2,415,000, have agreed to become bound by the Act of 1862, while creditors representing $85,000 have refused. They are to receive in lieu of their claims a *pro rata* share of the net annual income of the Company. After fully setting forth the condition of the Company, the bill enacts that after the franchise and property shall have been assigned by the Trustees to the corporation in trust, as contemplated by the act of 1862 and from thence forward, and so long as any bondholder, secured by mortgage, shall continue to refuse to accept the said act, the Union Canal Company shall be deemed to hold and possess the franchises and property, and all receipts therefrom, subject to the same trusts and limitations contained in the indenture of Oct. 28, 1857, and the bondholders shall be entitled to have an account from the Corporation, as Trustees, of the annual receipts and expenditures of the canal; and the net annual revenue shall be apportioned and paid among the bondholders, preserving the relative rights of the several classes and parties interested in the second trust. And the sums which shall be found due to the bondholders accepting the act of 1862 shall be received by them in satisfaction of all coupons for interest accrued and payable at the time of such account. And the sums due to the bondholders not concurring in said act shall be paid to and received by them on account of the amount due them and with like effect as if the said act had not been passed, so that the relative rights and interests of the respective parties shall be preserved and continued. Further provision is made whereby the non accepting bondholders may signify their intention in writing to accept the provisions of the act of 1862.

Morris and Essex Railroad.

At a recent meeting of the directors of this road, it was determined to proceed at once with the construction of the extension of the road to the Delaware river, at Phillipsburg. The project has been for some time under consideration; but hitherto the necessary preliminaries were not arranged. This road will open a large agricultural district not before intersected by a railroad line, and furnish another avenue for the outlet of the Pennsylvania coal fields.

United States—The War—Railway Receipts and Dividends.

When two years ago the great question of the restriction of slavery in the United States was decided by the people in the ballot-box, by the election of Mr. Lincoln, but which decision was subsequently referred to the arbitration of arms, there was incorporated a state of civil war which has unhappily continued up to this day. The suspension of specie payments soon came about, and much distrust was felt on this side the water in the financial ability of the Government to prosecute the war. This distrust led to very large sales of States stock, and railroad stocks and bonds. The effect of the disturbance to the ordinary course of business affairs was regarded with much anxiety, with reference, more particularly, to the operations of railroad companies, whose prospects at that time seemed likely to be much damaged. The actual result has shown, however, under such adverse circumstances the enterprise of the American people has not been damped, for we find, with scarcely an exception, that the variousl railroad companies have had steadily increasing traffic receipts; that while in most cases old rates of dividend have been maintained, in many others increased dividends have been paid, and that many roads which had long been struggling under the difficulties attending construction and equipment, have triumphantly emerged therefrom, and become properties yielding large net earnings. The chief source whence these large receipts arise appears to be from the continually increasing amount of produce raised in the west, which seeks an eastern market for consumption and export, while little, if any, additional means of transportation has been provided. We append a list of companies, giving the dividends paid during the year 1862, and the mileage, which, though incomplete, still conclusively shows what a great length of mileage, is being successfully worked, for it must be remembered that, besides the earning of the dividends, the bonded debt interest has been provided, and that most, if not all, are working with closed capital accounts:

Baltimore and Ohio....	6	per cent.	..287 miles.
Boston and Providence.	8	"	.. 54 "
Boston and Worcester..	8	"	.. 69 "
Buffalo and State Line.	10	"	.. 68 "
Cleveland, Painesville, and Ashtabula.....	20	"	.. 97 "
Cleveland, Columbus, and Cincinnati.....	10	"	..142 "
Cincinnati, Hamilton, and Dayton.....	7½	"	.. 60 "
Camden and Amboy....	12	"	.. 93 "
Columbus and Xenia...	8	"	.. 54 "
Galena and Chicago....	6	"	..188 "
Little Miami.....	8	"	.. 84 "
Michigan Central.....	8	"	..285 "
N. Y. and New Haven..	6	"	.. 62 "
New York Central.....	6½	"	..556 "
New Jersey.....	10	"	.. 34 "
Old Colony.....	6	"	.. 88 "
Providence & Worcester	8	"	.. 44 "
Panama.....	16	"	.. 49 "
Pennsylvania Central...	8	"	..862 "
Terre Haute and Richmond.....	10	"	.. 78 "

Thus showing 2,749 miles operated, yielding dividends of from 6 to 20 per cent., besides which some of the above roads have paid bonuses. If to the above list we add the Illinois Central, 707 miles, which has earned 4 per cent., and the Erie, 492 miles, which has earned 10 per cent., we get a total of 3,948 miles. This statement shows conclusively that much better results are obtained on the working of railroads in America than are obtained in this country or in Canada. It would seem, therefore, that no investment in railroad property can be more safely or profitably made than in American railroads, whether it be bonds or stock; the only drawback is the existing high rate of exchange; this, of course, is not felt when bonds are issued in sterling, as is the case with Panama first and second mortgage, and Pennsylvania Central bonds (second mortgage), or the Illinois Central 6 per cent., and Atlantic and Great Western (first mortgage) dollar bonds, in both which the principal and interest are payable in sterling, at fixed rates per dollar. The proposed issue of the Marietta and Cincinnati first mortgage 7 per cent. bonds is intended to be in the last named form, by which all the advantages of the dollar bonds are secured, with the additional advantage that the investor in this country is able to know with certainty the minimum amount of annual interest he will receive. Those who have followed the prosperous course, under reorganization, of the Erie, the Pittsburgh, Fort Wayne and Chicago, and other roads financially similarly situated, will understand the intrinsic value of the first issue of first mortgage bonds of such a road as the Marietta and Cincinnati, where the existing net income is sufficient to meet more than double the amount required for interest, and whose charter limits the entire borrowing powers of the company to one-third of the share capital, after the English method.—*E. F. Satterthwaite's London Circular.*

Another Important Patent Case.

U. S. Court, Albany, Jan. 29th, 1863.

Irvin A. Williams *vs.* Jonathan Mayhew and others, constituting the Buffalo Steam Gauge Company. This action was for an infringement on a patent granted to the plaintiff for improvements in locomotive head lights for burning coal oil.

The Jury found for the plaintiff, thus establishing the validity of the patent. If we understand the verdict, it gives to the plaintiff the key to the use of coal oil for locomotive head lights, and on this account is important.

We understand that steps have already been taken against other parties to prevent the further infringement. S. D. Cozzens and A. G. Williams of New York for the plaintiff; and E. B. Furbush of Buffalo, and H. Sweet of Albany, for defendants.

Canada and Nova Scotia.

The London *Times* in a leader expresses surprise at the report that the Government is about to contract a debt of some £3,000,000 sterling, in order to construct a railway which is to unite Canada and Nova Scotia. Five-twelfths of the capital it is said, are to be found by Canada, and seven-twelfths are to be taken by the other two provinces, the money to be raised by imperial debentures, a sinking fund to pay off the principal in 40 years. What benefit is England to receive? The use of the line would be purely military, and it would be wiser to wait and see what becomes of the American Republic before we set up so costly a defence against it. The *Times* opposes the scheme upon every ground.

Railroad between Woonsocket and Boston.

It gives us pleasure to announce that the portion of the air-line between Woonsocket and Boston will be finished at an early day. The Company expect the rails will be laid by the first of May next, and that the road will be open for public travel by the first of July. The road is graded to the Mendon road, near Bellingham, and the balance is under contract, there being now at work thereon one hundred and thirty-five men and fifty-eight horses. The bridge piers under the Norfolk County Railroad, near Mill river, are being laid of cut granite, and an iron structure for the same has been ordered. The greater part of the rails for the unfinished portion are on the ground, and the ties are now being delivered.—*Woonsocket Patriot.*

The Illinois Canal Enlargement.

We perceive from the Montreal papers that the recent movement of the Illinois Legislature to cooperate with the Canadians "in improving the means of transportation across the Atlantic" meets with favor, and that the old idea of a canal from the Georgian Bay is again started.

Atlantic and Great Western Railway.

We are advised on good authority that the A. & G. W. Railway Co., are surveying a route from the line of their road, commencing at or near Warren, O., by which it will have a terminus at Cleveland, Ohio. The grading is to commence as soon as spring opens, and will be hurried to a speedy completion. This will afford important advantages to the enterprising company, and to the business interests of the West and East—interests which have suffered largely of late for the want of adequate transportations.—*Dunkirk Journal.*

Southern (Chili) Railroad.

The third division of the Southern Railway of Chili was lately opened to San Fernando, the Capitol of the province of Colchagua, distant from Santiago 86 miles. This railroad is stated to be well constructed, it having numerous iron bridges constructed in a solid and creditable manner.

Railroads in New Jersey.

A supplement to the charter of the Perth Amboy and Woodbridge road has passed both Houses, empowering a new survey of the road, and authorizing a branch from some point south of Woodbridge to Staten Island Sound, which will give a new avenue to New York to the residents of the Island, enabling them to avoid the long ferry they are now obliged to use. The road above named is expected to be one of the most important local roads in the State, and its prompt completion is confidently expected.

An effort is being made to secure a railroad from Westfield, on the New Jersey Central line, to Rahway, in order to give better facilities to the latter town for obtaining coal than it now possesses, and which it is claimed, its important manufacturing interest demands.

The Central Railroad Company are preparing to construct their new bridge over Newark Bay, which it is expected will be pushed to speedy completion, and the Company thus be in possession of a through route to the Hudson River.

It is probable the application of the New Jersey Railroad Company to permit them to retain their old bridge at Centre street, Newark, after their new bridge at Market street shall be completed, will be granted by the Legislature, with proper stipulations as to width of draws, &c., which are necessary to protect the interests of navigation.

The contemplated extension of the Morris and Essex road to the Delaware River, will be a most important step, opening as it does a new approach to the coal fields of Pennsylvania, and draining a wealthy, agricultural and mineral region of the State. It cannot fail to be advantageous to the interests of the State at large, as well as of the Company.

Atlantic and Great Western Railroad.

The first passenger train on the Atlantic and Great Western Railroad came through on Tuesday, 10th inst., from Meadville to Ravenna. The train contained the Directors of the road, with several invited guests.

Painesville and Hudson Railroad.

The Painesville and Hudson Railroad Co. have invited the Atlantic and Great Western Railroad Co. to take and complete their road from Hudson to Fairport upon liberal and generous terms, as an outlet to the Lake of the A. & G. W. Road. The proposition states that the P. & H. Road has been permanently located and partially completed; that nearly all the heavy grading and bridging has been finished; that the depot grounds at Fairport are most ample, and that the harbor at Fairport is one of the best on Lake Erie.

Finances of Ohio.

This following statement, compiled from the Annual Report of the Auditor, exhibits the gross amount of revenues of the State during the fiscal year ending November 15, 1862, and also the disbursements for the same period:

RECEIPTS.

Balance in the Treas'y, Nov. 15, 1861.		$129,176 43
General Revenue—from taxes	$1,226,511 82	
General Revenue—from Canals	30,960 85	
General Revenue—from other sources	138,759 71	
		1,396,232 38
Military Fund—From the United States	$724,783 30	
Military Fund—From other sources	91,690 26	
		816,473 56
Sinking Fund—From taxes	$1,249,832 43	
Sinking Fund—From taxes War Loan Levy	301,623 19	
Sinking Fund—From School Lands	86,218 05	
From sales of stocks and Bonds	262,052 17	
From other sources	43,805 33	
		1,943,531 17
Common School Fund—From taxes.		1,242,630 17
National Road Fund—From tolls		19,510 65
Soldiers' Allotment Fund—From Pay Agents		820,945 21
Total Receipts		$6,368,499 57

DISBURSEMENTS.

From General Revenue	$993,274 98	
From General Revenue—For Canals	104,949 47	
		$1,103,224 45
From Military Fund		920,952 92
From Sinking Fund		1,899,887 18
From Common School Fund		1,207,675 90
From School Library Fund		245 53
From National Road Fund		16,450 47
From Bank Redemption Fund		294 00
From Soldier's Allotment Fund		741,312 63
Total Disbursements		$5,800,943 08
Balance in Treasury		478,456 49

The estimated receipts and expenditures for the year 1863 are:

	Receipts.	Expenditures.
General Revenue	$1,252,668 90	$890,414 13
Sinking Fund	1,704,785 31	1,692,537 27
Common School F'd.	1,192,650 45	1,160,000 00
School Library Fund (balance)	185 29	185 30
Soldiers' Relief Fund	510,000 00	510,000 00
National Road Fund	24,036 21	21,000 00
Totals	$4,681,824 16	$4,374,136 39

Which would leave in the Treasury on November 15, 1863, a balance of $410,187 47.

The valuation of property on the duplicate of 1861, was $892,850,084; upon which taxes were levied for State purposes $4,056,379 28; for local purposes, $7,014,748 61; total $11,071,127 89. To this sum there should be added delinquences and forfeitures $585,686 03, which would make the total taxes, delinquencies, &c., $11,656,813 92.

The valuations of property on the duplicate of 1862, the taxes upon which will be collected during the fiscal year 1863 are:

Real estate not in cities and villages.	$494,101,182
Real estate in cities and villages	151,568,898
Chattle property	243,615,212
Total valuation for 1862	$889,285,292

The Auditor argues against the acceptance by the State of the lands granted by Congress for the purposes of establishing a College of Agriculture and Mechanic Arts. He says:

"The grant by Congress to the State of six hundred and thirty thousand acres of land, for the benefit of agriculture and the mechanic arts, at first view seems magnificent; and yet, upon reflection and careful examination, it is not clear that, if accepted this may not prove to be a grant entailing burdens upon the people greatly exceeding any advantages that may accrue from it. The advantages consists in the grant of six hundred and thirty thousand acres of land, or scrip for that number of acres, which may, in a long series of years, produce a capital of five hundred thousand dollars; not more than that; the establishment of colleges where agriculture and mechanic arts are to be the principal subjects taught, and where scientific and classical studies, and military tactics, must also be taught—for these cannot be excluded. On the other hand, the cost of selling the land, of managing the fund and of erecting all buildings connected with the colleges is to be borne by the people, who are also, through all time to come, to stand sureties for the safety of every investment that may be made of the fund. While the State is barely a trustee of the fund, it is, unlike other trustees, bound for the absolute safety of all the investment, and for the due payment of the interest: and if loss should happen, though without fault anywhere, the people must make it good.

The estimates in the cost of putting into operation a single college will not be less than $100,000 to $150,000, exclusive of the cost of selling the land and managing the fund.

The three-fifths of a mill tax levied by the Act of last February for the relief of the families of volunteers amounts to $538,178 80, which will probably be reduced by delinquencies, &c., to $510,000.

The States quota of the direct tax was paid by accounts and vouchers for moneys expended by the State for the military service of the United States to the amount of $1,000,000, and by cash $380,000. Though these sums exceed the States quota, the exact amount of such surplus cannot now be stated, as the accounts and vouchers have not yet been passed upon by the proper authorities at Washington. As the tax has been suspended until 1865 no payment will be required during the present year.

Upon full reflection, it seems to me clear that some other provision must be made, and that it would not be safe or expedient to rely on the banks for a continued supply of coin.

It is therefore recommended that an act be passed releasing the banks from their obligation to furnish coin to the State, upon condition, however, that they furnish $340,000 for the July interest in the proportions and upon the terms mentioned in the suspension act, accepting however, in lieu of their own notes, Treasury notes or the unselected notes of the solvent banks of the State; and also, that a law, making provision for future payment of this interest in coin, be passed.

There are in Ohio 7 independent banks, 13 free banks, and 36 branches of the State Bank, making an aggregate of fifty-six banks authorized to issue notes to an amount somewhat exceeding thirteen million dollars. There were also two independent and three free banks in process of liquidation with an outstanding circulation of $125,000. The following table shows the circulation of the banks with its changes, as also of the coin held by them, during the past year:

November, 1861	$9,705,412	$3,062,251 15
February, 1862	9,396,556	3,737,051 07
May, 1862	9,936,286	3,808,984 5
August, 1862	16,148,361	3,404,932 1
November, 1862	10,208,451	3,385,131 8

The report, in conclusion, states that the financial transactions of the State, during the past year, exhibit gratifying results. Taxes have been met with more than the usual promptness. During the year 1860 there were collected $2,899,014 41 of a levy of $2,997,918 60, the difference being $98,904 19. The collections during 1861 amounted to $3,383,472 06 on a levy of $3,503,712 93, the dif-

ference being $120,280 87, while those of 1862 were $4,020,597 61 on a levy of $4,056,379 28, the difference being but $35,781 67. This shows that, notwithstanding the existence of an extensive and powerful rebellion against the rightful authority of the Federal Government and the unity of the States, in several of the sister States, withdrawing from Ohio, in the service of the Government, a large number of her most active and industrious citizens, and otherwise greatly taxing the material wealth, and the physical and mental energies of her people, the soil has brought forth its fruits in their wonted abundance, and general prosperity has crowned the labors of all.

New York City Crosstown Railroad.

Senator Woodruff's bill to provide for the accommodation of passengers in the city of New York, makes it lawful for the "New York City Crosstown Railroad Company," or their assigns to construct a railroad with a single or double track, and to convey passengers and freight thereon for compensation, throughout the following streets, &c., in New York:

Commencing in Chambers street at the intersection with West street—thence running through and along Chambers and James Slip to South street thence returning through and along James Slip and Chambers street to the junction of Chambers and Duane streets near Chatham street; thence through and along Duane street to West street, and through West street to place ofbeginning.

Also, commencing at the intersection of Battery Place and West street, and thence through and along Battery Place and Bowling Green to Whitehall street; thence along Whitehall street to Beaver, along Beaver to William along William to Old Slip, along Old Slip to South street.

Also, through and along Beaver street, from William street to Wall street to the ferry. Also, commencing in Hoboken street, at its intersection with Canal street, along Hoboken to West street along West street to Desbrosses street, along Desbrosses to Hudson street, along Hudson to Broome, along Broome to Mangin, along Mangin to Grand street, along Grand to East river, returning through and along Houston street and First street to the Bowery, along the Bowery to Bleecker street, along Bleecker to Christopher street, thence to the place of beginning.

Also, commencing at the intersection of Fourth street and Eleventh avenue; thence running through Fourteenth street to Avenue D, along Avenue D to Tenth street, along Tenth street to East river; returning through Tenth street to Sixth avenue, through Sixth avenue and Christopher street to the North river. Also, along Sixth avenue and Amos street to Greenwich avenue, along Greenwich avenue to Fourteenth street, thence to the place of beginning.

Also, commencing at the foot of Twenty-third street, North river; thence along Twenty-third street to East river, and returning by same route.

Also, commencing at the foot of Thirteenth-street, North river; thence to Sixth avenue, along Sixth avenue to Twenty-seventh street, along Twenty-seventh street to First avenue; thence to Twenty-third street; thence to East River, returning along Twenty-third street and First avenue to Twenty-eighth street, along Twenty-eighth street to Sixth avenue, along Sixth avenue to Thirty-first street; thence along Thirty-first street to Tenth avenue, along Tenth avenue to Thirtieth street; thence along Thirtieth street to the place of beginning.

Also, commencing at the foot of Forty-second street, North river; thence along Forty-second street to the First avenue; thence along First avenue to Thirty-fourth street, along Thirty-fourth street to the ferry, and returning by same route to the place of beginning.

With the privilege of laying all necessary sidewalks, turnouts and switches necessary for the proper working and accomodation of said railroads.

The cars are to run as often as the public convenience requires, and the fare not to exceed five cents per passenger. The bill contains the restrictions usually imposed upon city railroad corporations, with the exception of the restrictions contained in the general act of 1850, which compels the completion of the entire line of road within five years.

China.

Late advices gives us some interesting commercial information as late as the 15th December.

The ports on the Yang-tsze have been brought into notice lately by the publication of revised regulations for trade on that river. The three ports of Hankow, Kiu-kiang, and Chin-kiang, are declared open to trade. The foreign customs collectorate has established agents at each, and the strictest measures are to be adopted to prevent illegitimate trading in any other part of the river, except at the three ports. Provisions are made for the effective operation of a revenue service, whose officers may board every foreign vessel and remain on board to the end of their trip, anywhere between Hankow and the Lang-shan Crossing. A large and lucrative trade in smuggled goods will thus, it is said, be destroyed. At Hankow all is quiet.

From Shanghae we hear that the increase of residents, buildings, and shipping shows no signs of abatement.

At Swatow, the disputed question as to a new site for the foreign settlement has at last been definitely settled, the Kai-lut situation being fixed upon. The lots are being sold by auction; and as Mr. Bruce has decided that none but British subjects can become landholders within the limits of the acquired site, there cannot be more than three firms to compete for the land.

At Pekin the United States Legation is the latest addition to the staff of foreign representatives.

Coal Burner.

A new coal-burning locomotive, the "Minnesota," has just been placed on the Hudson River Railroad. It was built by Walter McQueen, at the Schenectady Locomotive Works.

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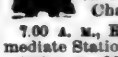
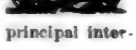
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THE NEW YORK CENTRAL R. R. CO.
TREASURER'S OFFICE,
ALBANY, January 21, 1863.
SIXTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of February next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of March next on stock registered at London.
Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.
The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Saturday, the thirty-first day of January instant, and be re-opened on the morning of Monday, the twenty-third day of February next.
JOHN V. L. PRUYN,
6t5 Treasurer.

ERIE RAILWAY.

PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:

7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.
9.00 A. M., MILK, *daily*, for Otisville, and intermediate Stations.
12.15 A. M., ACCOMMODATION, *daily*, for Port Jervis, and principal Stations.
3.30 P. M., WAY, for Middletown, Newburgh, Warwick and intermediate Stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk
6.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.
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American Railroad Journal.

New York, Saturday, February 28, 1863.

☞ RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon they are issued.

The Pacific Railroad.--Its Prospects.

We are so constantly asked for information in relation to the present condition of this great National enterprise, we think we cannot do a better service to our readers and the public, than to state the most recent facts which have come to our knowledge. It is well known that books of subscription were opened in all the principal cities and towns of the North and West, and that only about the sum of three hundred thousand dollars was obtained, and this chiefly in the far West. The capitalists of the East evidently waited for some amendments to the charter, and for an understanding with each other as to the best method of securing success for the project, before entering into the necessary financial arrangements. Meanwhile, it was ascertained that the probable line of the road offered very few difficulties in construction for the greatest part of the distance, while surveys undertaken by a Californian Company whose report we have already published, had demonstrated that the Sierra Nevada, so much dreaded, was as practicable as any part of the route. In addition to this, it was ascertained, contrary to the general opinion, but not of those individuals who were familiar with railway construction, that the expense per mile would be much less than was at first supposed. This is verified by positive offers to build the line for the sum to be loaned by the Government to the company, and the fact that the Atlantic and Great Western, begun and finished for a distance of two hundred miles in seven months, has, under the able engineering of Mr. Kennard, cost not more than sixteen thousand dollars per mile. At the present session of Congress, under the leadership of Mr. McDougall, U. S. Senator from California, the corporators of the Pacific through their committee at Washington, have sought various amendments to the original bill, and within a few days past some new features have been proposed of a novel but important character. To effectually secure the right of way and entry on the lands necessary for construction, to reduce the shares to such a sum as would secure the largest popular support, to repeal that portion of the charter which allowed the Government to keep back a part of its credit loan and to restore the grade to 4 feet 8½ inches, which the President with great thoughtlessness had settled at 5 feet, were the first objects of the amendments introduced into Congress. Within a few days past, however, two other propositions have been considered, one to permit the company to enlist the laborers to be employed in their work, and to receive their rails from abroad duty free, if the price here should exceed $60 per ton. It is a fact worthy of being stated, that the Atlantic and Great Western Company found it difficult to keep the large body of men they constantly employed, strictly to their engagements. Out of nine thousand men from time to time engaged in their service, but three thousand were continuously effective. On the Pacific railroad where, in all probability, hundreds of thousands of men will be at work at one time, it will be indispensable to have them under discipline of some certain character, to make their labor effective. They must know when they enter the service of the company that for the liberal pay they are to receive, their faithful service will be demanded, under proper penalties. By some such system, similar to that of Russia, the whole work will be harmoniously prosecuted. We have had during the present war very frequent examples of the dispatch and excellent character of bridge and railway work performed by our soldiers. In a few days rivers have been re-spanned by lofty bridges, viaducts re-built, and whole lines of way renewed and promptly in order for transportation. The system is not a new one. In Russia as we have already stated, its well-known military colonies have been long examples of combined industry and discipline.

A committee of the corporators has also been selected to apply to the Legislature of this State, for a remission of tolls on the rails which shall be transported for the use of the road over the canals. That committee however has been waiting to see what would first be the action of Congress, before it repairs to Albany. Some of these measures will be adopted beyond question, and the charter so amended will then be open to capitalists for their action, and the people for their support.

By an actual subscription to the stock of two millions, and a payment thereon of ten per cent., the company can be at once organized and proceed to work.

We undertake to say, that there are capitalists ready, on the passage of the amendments, to take up the work, that the money necessary is also ready, without disturbing our own markets, that it will be prosecuted without delay, and in the same style and with the same skill as were displayed in the construction of the Atlantic and Great Western; that the line to the Colorado will be built just as fast as human labor can be applied to it, and that the whole railway, if this plan is is adopted will be finished in four years.

We learn that Henry Farnum, Esq., of Chicago, will shortly produce a report on the trade of the Pacific, certainly to be within our grasp when this great work is completed, which will open the eyes of the American people to the grandeur of the prize within their reach; and in conclusion we may observe that the Hon. Mr. Cameron, a delegate from British Columbia is now actively engaged in England in advocating the construction of a similar work to the Pacific Ocean, through British North America, by a route which offers no serious obstructions.

Breadstuffs in Great Britain.

The question of food is one which in late years, has caused much anxiety in Great Britain. Limited in area, the products of the soil, notwithstanding the continual efforts to improve its fertility, cannot be made equal to the wants of even the home consumers. Besides this, the policy of the British Government, and the interests of its commerce, unite to keep a large proportion of the population at other labors than those of the field. "The spinners and weavers and other mechanical folk," are unfit for the plough, and yet they must be fed, be the state of the country what it may, favorable or unfavorable; the demand for food is constant, and is with British legislators an element ever entering into their financial calculations and bearing directly on the measures of Government.

The London *Gazette*, a speciality on this subject, is always on the look out to see how the question of bread is going to turn, and what the supplies are to be, under certain contingencies. In a recent article it states that—

Notwithstanding that the crop of wheat produced in the United Kingdom in 1862 was "middling," both as to quantity and quality, and that consumption has been on the increase, the demand has continued in a very inactive state, and the value of all kinds has ruled low when compared with some former periods. Considering, however, that upward of nine million quarters of foreign and colonial wheat, and seven million hundred weights of flour, were imported last year—an amount of supply equal to nearly a moiety of the consumption in England—we can scarcely feel surprised either at the present comparative heaviness in the trade or the moderate quotations which now rule in our markets; nevertheless, it is said that owing to the heavy stocks of produce in warehouse, and the late advance in the value of money in the discount market, a certain amount of anxiety prevails among the holders of foreign produce in reference to the future. To show the extent of the importations in the past year, we give the following table of the arrivals in the whole of the ports:

IMPORTS INTO THE UNITED KINGDOM IN 1862 AND TWO PREVIOUS YEARS.

	1860.	1861.	1862.
Wheat, qrs	5,903,175	1,966,838	9,542,359
Barley, qrs	2,122,016	1,398,976	1,868,578
Oats, qrs	2,308,380	1,875,569	1,622,914
Rye, qrs	96,898	54,138	1,691
Beans, qrs	440,860	564,470	479,753
Peas, qrs	317,548	402,927	229,945
Indian Corn, qrs	1,855,594	3,106,588	2,751,261
Flour, cwt	5,139,188	7,233,976	7,314,311

It appears from this, that the imports of wheat and flour the last year are the largest perhaps on record, while the receipts of other articles were only moderate. Since 1859 wheat has increased 5,498,785 qrs, and flour 3,959,522 cwt, or in the aggregate, reducing the flour to the imperial measure, 800,000 qrs. Prices have been reduced in consequence, as may be seen by the following table.

QUATERLY AVERAGE IN 1862.

	1st Quar.		2d Quar.		3d Quar.		4th Quar.	
	s.	d.	s.	d.	s.	d.	s.	d.
Wheat, per qr.	60	1	56	8	56	0	48	2
Barley	36	3	35	6	33	8	35	0
Oats	22	0	22	8	24	6	21	2
Rye	37	0	37	8	36	9	33	9
Beans	39	10	39	8	41	4	38	8
Peas	40	1	39	6	40	1	41	0

Thus it will be seen that the value of wheat has declined 11s 10d per quarter, and that all other articles, except peas, have given way in a similar proportion.

The *Gazette* contends however, that "notwithstanding prices are not likely to rule lower than they now do. At the commencement of the present month the stocks of foreign grain and flour in warehouse in the metropolis, represented the following totals:

STOCKS OF PRODUCE IN LONDON.

	1860.	1861.	1862.
Wheat, qrs	429,589	415,157	442,967
Barley, qrs	23,495	20,646	19,665
Oats, qrs	160,477	113,247	108,830
Rye, qrs	520	23	92
Maize, qrs	2,751	3,392	10,674
Beans, qrs	953	11,479	5,152
Peas, qrs	8,204	11,702	4,977
Tares, qrs	4,748	5,659	2,549
Totals	630,747	591,305	594,406
Flour, sacks	64,861	40,528	19,406
Flour, barrels	145,743	133,934	145,058

These figures show a slight increase in the stocks of wheat in the metropolis this month, and a full average supply of flour; but there is nothing indicative of unusually large qualities of other kinds of produce. When, however, we sum up the total quantity of wheat, foreign and colonial, now in warehouse in the whole kingdom, it must be admitted that there is a large supply on hand to meet the demand. The stocks are as under:

STOCKS OF WHEAT IN THE UNITED KINGDOM.

	Qrs.
London	442,967
Newcastle	55,538
Liverpool	735,888
Leith	140,000
Glasgow	100,000
Gloucester	60,460
Wakefield & Leeds	120,000
Hull & Goole	115,000
Various other ports, including Ireland	260,000
Total	2,089,862

To this supply we may add about one million quarters of flour, barley, oats, &c; consequently, rather over three million quarters of produce and still in the hands of the importing houses or about 800,000 quarters more than at the corresponding period in 1862. Little or no relief has been afforded the trade by an export inquiry, such as was the case in 1861; consequently the imported supplies have either passed into consumption or been held for future markets.

The dependence upon the foreigner for a supply of wheat in 1862 exceeded 88.00 per cent. of the entire consumption, and that the quantity of English amounted to only 11.16 per cent. In 1855 the per centage of foreign was 59.02, of English 40.59. The great increase in the former and heavy decline in the latter in 1862, as we have shown, prove clearly enough that general consumption is increasing, and that our own produce is far too limited in quantity to have any important influence upon the quotations."

The article concludes with this important remark, (ominous of a large demand from this country during the present year) "that though there are now large supplies of grain and flour on hand, and though prices are low, we *shall still have to import on an extensive scale during the present year.*"

We perceive then that our exports of breadstuffs bid fair to be as large as ever, that our husbandmen may expect a good continuous foreign market for their products, that our canals and railways are to enjoy another year of prosperity, and our financial future, so far as it is to be effected by the balance of trade, looks in this respect, both bright and cheering.

Illinois Central Railroad.

The receipts from operations of this road for the years ending December 31, 1861 and 1862 have been as follows:

	1861.	1862.
Freight	$1,780,073 52	$1,803,998 63
Passengers	661,392 77	919,487 71
Extra baggage	1,451 28	1,324 26
Mails	76,300 00	76,300 00
Express	29,042 52	26,476 73
Rents	5,587 11	8,413 30
Rent of property	69,792 15	62,726 43
Rent of eng'es & cars	2,453 15	8,171 02
Storage & dockage	236 27	247 96
	$2,626,328 77	$2,907,146 04
Earn'gs over P. & O. Railroad	66,155 33	63,366 87
Army earnings:		
For troops	143,376 42	410,278 80
" freight	63,752 22	65,035 17
	$2,899,612 64	$3,445,826 88
Less operating expenses:		
Salaries	$72,168 08	$72,313 96
General expenses	74,729 60	94,004 92
Legal expenses	10,043 58	8,751 66
Claims and damages	18,602 53	27,996 06
Station expenses	244,315 02	254,520 75
Wood, and prepar'g	125,284 24	74,476 23
Coal and preparing	40,109 40	65,534 58
Oil and waste	26,331 82	24,670 92
Other supplies	9,944 17	14,581 95
Pay of train hands	160,966 74	167,184 27
Repairs of engines	139,305 41	150,067 57
Repairs of cars	126,184 21	165,212 28
Repairs of tools, etc.	22,815 76	19,662 71
Clean'ng engines and cars	16,792 16	18,057 58
Equipm'nt expenses	14,494 39	14,220 22
Repairs of road	291,580 04	326,781 87
Repairs of bridges	49,864 49	76,047 56
Repairs of fencing	11,904 69	8,266 12
Operating St. Chas. Air Line	685 77	957 48
Interest	2,432 09	.....
Exchange	.....	4,564 14
Loss on currency	79,390 22	.....
Insurance	27,014 53	20,315 21
Loss and damage by fire	19,384 60	7,059 00
	$1,584,344 09	$1,615,256 04
Leaving net earning	$1,315,268 55	$1,830,570 84
Deduct charter tax	164,365 05	280,000 00
	$1,150,903 50	$1,600,570 84
Add amount applicable to Interest Fund, as per Land office Report	223,852 83	212,525 70
Add amount applicable to Free Land Fund	72,375 85	57,626 88
Balance of Income Account	$1,447,132 18	$1,870,723 42

Compared with the year 1861, the gross income from traffic in 1862, shows an increase of $546,214 24, with an increase in operation expenditures of only $30,911 95—making the increase in net earnings $515,302 29. Deducting the charter tax, the gain is $449,667 34. The balance to credit of income account, being amount applicable to interest and dividends, is $423,591 24 in excess of the preceding year. We give the report of the President entire:

The traffic upon our line the last three quarters of the year abundantly made up the loss of the first quarter. In fact, if it had been thought pru-

dent at an earlier date to have supplied more rolling stock, the cost of five hundred cars would undoubtedly have been already earned. Since the 1st of June it has been out of our power to transport the freight offered. The failure to provide cars for grain in the autumn, in accordance with our proposals to take grain in payment for lands, abridged the collections in the Land Department several hundred thousand dollars.

I am pleased to report a gain in traffic of $546,-213 64, with a slight decrease in working expenses, and refer especially to the Superintendent's Report, and to the Locomotive Statement. The working expenses were forty-six per cent. The trains have run 2,561,192 miles, and the total expenses are $1,615,256 04 or 63 cents per mile. The locomotive expenses, including wages, fuel, repairs, etc., are $17.42 per mile.

The title to our depot property in Chicago was finally determined by the Supreme Court. One other title to right of way in Chicago has been settled this year, closing up the last of these claims. Of the outlays upon capital account, $125,636 22 is chiefly for new structures and additional cost of iron bridges beyond estimate for wood, $19,712 56, for new engines and tools, and $36,334 38 for right of way and depot grounds. The receipts on capital during the year were $995,-265, the disbursement as per table A, $525,830 76, leaving a balance of $469,434 24. The total revenue, $1,870,723 42, as per table B, after providing for the coupons, and for four per cent. on the full paid shares, leaves a balance of $465,895 39; these two balances make up $935,329 63 of cash in the hands of the Treasurers at New York and Chicago.

A.

INCREASE OF CAPITAL ACCOUNT.

By cash on stock and payments in full		$995,265 00
Applied to—		
Payment of debt	$172,928 74	
Increase stock of supplies.	128,033 06	
Permanent expenditures .	182,683 12	
Miscellaneous assets	15,185 84	
Optional and debenture bonds, paid	27,000 00	
		$525,830 76
		$469,434 24

B.

INCOME ACCOUNT FOR 1862.

From traffic	$1,600,570 84	
" interest and free lands	270,152 58	
		$1,870,723 42
Applied to—		
Interest on construction bonds	$1,008,867 50	
Interest on optional and 8 per cent. bonds. ..	28,732 18	
Premium exchange on sterling coupons....	9,588 72	
Four per cent. on full paid shares	357,639 63	
		1,404,828 03
		$465,895 39

It will be seen from the above figures, that the debt, the source of so much trouble heretofore, will be under control in the future. The attempt to build this railway upon credit was unsuccessful. The credit system was also carried to excess in the plan of selling the lands. The value of the bonds was established upon the prospective value of various classes of the lands after the construction of the railway. This plan of sale was in progress previous to the disposition of the bonds, and has proved to be in some respects very defective. The low rate of interest fixed at two per cent., at a period when speculation was at its maximum in the Northwest, was a temptation to speculators, who frequently made their purchases second-hand, through irresponsible parties. The company was not disposed to sift the character of the applicant for land to the bottom, inasmuch as every buyer paid something, and became at once an interested party to invite others to the prairies. The topography of the country in relation to opening new farms was not regarded with sufficient care. Every effort was made to direct the purchasers to the localities where the company had the most land for sale. At several of these points where respectable bodies of *bona fide* purchasers were settled, a thorough system of drainage is indispensable to successful farming. These men of small means, strangers to each other, cannot combine, before owning the land, to perform work which properly belongs to the largest proprietor. A very moderate expense for main drains—moderate as compared to the resources and benefits accruing to the Company thereby—would enable the small farmer, by cross-draining, to secure his crops and pay the company; moreover, the first notes given for principal, matured at the period of the two unfortunate harvests, seasons fatal to the speculator, and very disastrous to farmers placed upon lands unfavorable for surface draining.

During the past two years, a radical improvement has been made, no sales have been allowed to speculators, all the contracts bear 6 per cent. interest, and purchasers are dissuaded from taking too large tracts of land; the average quantity taken by 2,000 purchasers is 67 acres; during the past year a very minute inspection of all the lands sold has been made, and the company has resumed possession of the tracts from which no payment can be looked for; this action explains the large cancellations. It should be borne in mind by the shareholders, that in the face of all these obstacles upwards of *five million* dollars have been collected; that the title to only 271,890 62 acres of the land has been parted with—the title to 2,323,009 38 acres is still vested in the company and trustees. Of this quantity, 926,956 28 are under contract, partial payments having been made thereon,—leaving ten millions six hundred thousand dollars of notes and contracts in hand. The collection of five millions, under the circumstances, attest the great value of the prairie lands. The greater variety of crops, with the present improved and more intelligent culture of the soil will inevitably give better results, especially if the important measure now under consideration for the enlargement of the New York canals is carried into effect, as every dollar taken from the cost of transportation adds directly to the income of the Illinois farmer. The grain shipments from Chicago very nearly equal the exports of grain from the United States. Either by the new York canals, or by the natural outlet of the lakes, the St. Lawrence, Chicago seems destined at an early day to possess the advantages of an ocean port.

We are liable to great changes growing out of the rebellion, and shall try to make the best of circumstances as they occur. Of late there have been numerous applications and larger sales and collections than for several years past. There is a steady tide of emigration from the adjoining States into Illinois. The disorder and absence of civil law in the States south and south-west of this, tends to prevent new settlements in those States, and removes from them many citizens who prefer to live in a law-abiding community. The disorder on the frontier will restrict the circle of settlements. The immense quantity of grain carried over our road is an index of the prosperity of the country adjacent to it. This is well understood by those seeking new homes.

The sales in 1862 amount to $989,376 08, the collections were $576,771 71; of this $92,782 54 was collected in December. During 1861 and 1862, a period of great depression in prices, the company received upwards of three million bushels of grain. The first year the corn was shipped through to New York, and partly to England. The estimate of loss, stated in the accounts that year to be $56,421 27, fell short of the actual loss (chiefly on account of shipments abroad) $73,987 98. This excess was made good by the profit on the purchase of some of the Company's Sterling Bonds in London, which were paid into the sinking fund at par. The loss on grain last year was $32,302 29. This grain business has involved much care. Upwards of one hundred and fifty cargoes were shipped to Buffalo. The company cannot well compete with experienced grain merchants, who specially devote their whole attention to the various markets for grain; the risks of loss are great; the business is not sufficiently regular and constant to make it an object to employ competent parties specially to conduct it. It is of too great magnitude to be conducted incidentally by any of the present officers of the company. It has therefore been decided to make a reduction direct to the shipper of the grain, by giving a drawback of 30 per cent. upon the tariff rates of freight to all parties owing the company for lands, who may consign to it grain for sale. The grain is delivered to commission houses, sold at once, and the proceeds carried to the credit of the shipper.

The culture of Sorghum has proved very profitable and successful. A few years since, the road brought into the State *via* Cairo, from twelve to fifteen thousand barrels of molasses per annum. The import has ceased, and Illinois is now exporting syrups from Sorghum.

The cotton seed obtained from Tennessee proved to be inferior; the acclimated seed, from the planting of previous years, was, as usual, quite successful in Southern Illinois. There was no large tract planted, for the seed could not be obtained. We hear of ten or twelve cotton gins at work at various points.

The loss of Louisiana sugars has directed the attention of several German gentlemen to the culture of the Sugar Beet. The prairie soil seems peculiarly favorable to its production. The yield of several fields last season was from 9 to 13½ per cent. of saccharine matter.

The dividend of two per cent. declared on all the shares and canceled bond scrip, payable 2d February, appropriates $371,732 60 from the $465,895 39 to credit of revenue. The construction of five hundred freight cars is in progress; this number will be completed at the company's shops by the 1st of June. It is proposed to build six locomotives this year, and to complete several iron bridges to replace wooden structures.

The financial condition of the company, December 31, 1862, is shown in the annexed

GENERAL BALANCE SHEET.

Permanent expenditures		$27,765,671 24
Interest account	$6,383,194 25	
Less avail's of int. fund	1,870,723 42	
		4,512,470 83
Working stock of supplies		616,136 56
Miscel. assets, N. Y	$445,583 36	
" " Chicago.	114,168 38	
		559,751 74
Cash assets, New York.	869,952 12	
" " Chicago...	65,377 51	
		935,329 63
Cancelled bonds scrip dividends of October, 1858, and January 1862.		1,772,270 00
		$36,071,630 00
Capital stock		$16,824,360 00
Cancelled bonds scrip		1,772,270 00
Funded debt:		
Construction bonds due April 1, 1875, 7 per cent	$11,690,500	
Construction bonds due April 1, 1875, 6 per cent	3,104,000	
Optional Right bonds due Feb. 20, 1868....	33,000	
Eight per cent. bonds due March 1, 1865 ..	304,000	
		15,060,500 00
Construction bonds canceled by land department collections		2,276,500 00
Free Land bonds canceled by land department collections to June 1, 1859		138,000 00
		$36,071,630 00

CAPITAL STOCK.

Of the 255,000 shares, 179,454 have been issued, represented by—

97,350 shares of $100 paid	$9,735,000
84,104 " 90 "	7,389,360
179,454 "	$17,124,360
From which deduct amount carried to interest fund in 1851	300,000
Net balance at credit, as shown in General Balance Sheet	$16,824,360

INTEREST ACCOUNT.

Oonstruction bonds' coupons of April and October	$1,008,867 50
Interest on full paid stock	357,689 63
Interest on Eight per cent. bonds	25,968 58
Interest on Optional Right bonds	2,730 00
Interest on Debentures	33 60
Premium on sterling exchange to pay coupons in London	9,588 72
	$1,404,828 03
Add balance at debit of this account in last report	4,978,366 22
Total amount at debit, as shown in General Balance Sheet	$6,383,194 25

PERMANENT EXPENDITURES.

Construction	$125,636 22
Engineering expenses in Illinois	999 96
Land and right of way	20,966 74
Dunleith depot grounds of 1858	15,367 64
New equipment	19,712 56
	$182,683 12
Add balance at debit of this account in last report	27,492,988 12
Total amount as shown in the General Balance Sheet	$27,675,671 24

From the report of the Superintendent we learn that the motive power and rolling stock of the company have been fully maintained in as perfect condition as during any previous year, not permitting any part of it to fall below the standard of the greatest efficiency. The number of miles run by engines with passenger trains during the year was 855,522; with freight trains, 1,224,382; with construction trains, 59,176; with road trains, 1,780; and with switching trains, 420,382—making the total mileage of locomotives for the year, 2,561,192, an increase of 103,169 miles over 1861. Average number of cars hauled, 12.08; lbs. waste used, 34,167½; gallons of oil, 20,645 34; cords of wood, 25,333⅞; tons of coal and coke, 43,037 73. Cost of repairs, $159,588 54. The cost of repairs is 6.23 cents per mile, and for fuel, 6.1 per mile. The entire cost per mile run by each locomotive, including oil and waste, wood and coal, wages of engineers and firemen, and repairing and cleaning engines, 17.42 cents, against 18.92 cents in 1861—a saving of 1.5 cents per mile. This saving is due principally to the increased use of coal as fuel for all classes of motive power.

The number of locomotives belonging to the company is 112; of these, 67 are burning coal, 15 of which have been altered from wood-burning to coal-burning during the year, and 3 others are undergoing the necessary alterations at this time. There is now building, and nearly completed, a first class freight coal-burning locomotive, at the company's shops, and materials are on hand for two more of the same class which will be built during the summer.

The company have 61 passenger cars, 23 baggage, mail and express cars, 2 officers' cars, 1 pay car, and 7 sleeping cars; 2,312 freight cars; 9 derrick, wreck and tank cars; and 14 snow plows. During the year extensive repairs and renewals have been made to the rolling stock: 5 passenger cars have been built, 18 have had thorough repairs and 6 new tin roofs; 3 baggage cars have been re-built, 9 have had thorough repairs, and 2 new tin roofs; 18 house cars have been re-built, and 113 have had thorough repairs; 65 flat cars have had new bodies, and 5 re-built entirely; 299 house cars have had new tin roofs and 4 canvas roofs; 600 cars have had partial repairs during the year. The cost of repairs of passenger cars has been 1.24 cent per mile run; of freight cars, .4 of one cent. per mile run. The company have on hand and in new cars, material for 550 house cars, 150 of which have been completed; the remainder will be completed early in June.

The roadway and structures have been kept in excellent order, and in no case permitted to deteriorate. The cost of repairs for each mile of road is $566.77, and for each mile run by locomotives, 15.73 cents. There have been placed in the track during the year 171,182 sleepers, 1,671 tons of re-rolled iron, 11,089 bars of repaired iron, 9,242 bars of partially worn iron replaced, 24,212 chairs, and 148,957 lbs. spike. The bridges have all been thorougly repaired, or replaced by new ones. The station buildings have also received necessary repairs, and are in good condition. The superintendent says:

During the last six months of the year, there was more freight offered than we were able to accommodate, owing to the insufficiency of rolling stock. Every means were adopted to work the line up to its greatest possible capacity, with the stock at our disposal, and we thereby reached an amount of earnings per month, that formerly was believed could not be attained. This, however, could not be maintained for any length of time without increased facilities. The cars now under construction will enable us, during the present year, to do a very considerably increased amount of business, should it offer.

The following is a comparative statement of earnings in the years 1861 and 1862—showing an increase in 1862 of $543,425 88:

	1861.	1862.
Freight	$1,976,136 20	$1,995,767 54
Passengers	804,769 19	1,329,766 51
Extra baggage	1,451 28	1,324 26
Mails	76,300 00	76,300 00
Express	29,042 52	26,476 73
Rents	5,587 11	8,413 30
Rent of property	69,792 15	62,726 43
Rent of engines and cars	2,453 15	8,171 02
Storage & dockage	236 27	247 96
	$2,965,767 87	$3,509,193 75

In the working expenses, as shown in the following comparative statement, all charges are included, except the Charter tax. The expenses show an increase of $30,911 95; the net earnings an increase of $515,802 29:

	1861.	1862.
Salaries	$72,168 03	$72,313 96
General expenses	74,729 60	94,004 92
Legal expenses	10,043 58	8,751 66
Claims and damages	18,602 53	28,991 06
Station expenses	244,315 02	254,520 75
Train expenses	362,636 37	346,447 95
Maintenance of mach'y.	319,592 53	367,229 36
" road	341,444 53	402,829 58
Repairs of fencing	11,904 69	8,266 12
Operating St. C. Air Line	685 77	957 48
Interest	2,432 09	.....
Loss on currency	79,390 22	.....
Insurance	27,014 53	20,315 21
Loss & damage by fire	19,384 60	7,059 00
Exchange	.....	4,564 14
	$1,584,344 09	$1,615,256 04

The proportion of expenses to gross earnings in 1862, is 46 per cent. In 1861, it was 49.1 per cent. The net earnings are equal to 5 per cent. on the bonded debt and capital stock.

From the report of the Land Department we learn that the total land sales for 1862 were 87,599.35 acres, for $989,376 08. The aggregate sales from commencement to January 1, 1863, were 1,198,846.90 acres, for $15,209,213 42. The unsold lands amount to 1,396,674 acres.

The following is a statement of transactions of the Land Department during the past year, and general statement of accounts to December 31, 1862:

DISTRIBUTION OF PROCEEDS.

Land Notes on hand as per report of 1861		$11,593,057 57
Cancelled in 1862	$1,839,169 46	
Received in 1862	854,389 29	
		984,780 17
		$10,608,277 60
Payments in 1862		341,066 79
		$10,267,210 81
Treasurer I. C. R. R. Co., remitted him as per report of 1861	$1,737,978 51	
Remitted him in 1862	153,294 21	
		1,889,272 73
Construction bonds cancelled as per report of 1861	$2,086,500 00	
Canceled in 1862	190,000 00	
Premium paid on do.	3,165 00	
		2,279,665 00
Free Lands bonds canceled as per report of 1861	$138,000 00	
Free Land Fund as per report of 1861	169,197 47	
Remitted treasurer ac'nt Free Land Fund in 1862	57,626 88	
		364,824 35
Expense, exchange, and loss on currency and grain, as per report of 1861	$682,068 59	
Expenses in 1862	63,075 15	
Loss on grain in 1862	32,302 29	
		777,441 03
Allowed from notes for prepayment, etc., as per report of 1861	$27,597 33	
Allowed in 1862	19,283 94	
		46,881 27
Notes receivable on hand, and sundry assets	$26,707 63	
Less unsettled accounts	14,558 79	
		12,148 84
Defaulting agents previous years		12,481 05
Expenses on purchased lots & lands		17,138 07
		$15,667,063 14

Acres.	Land sales, 1862.	Cash.	Notes, etc.
54,344	Construction lands.	$15,252	$547,155
24,282	Free lands	14,589	249,298
8,973	Interest lands	46,521	51,492
	Donated towns	8,015	3,761
	Purchased towns	2,038	2,683
87,599	Total in 1862	$86,415	$854,389
1,236,971	Total to Dec. 31,'61.	811,661	14,651,944
1,324,570		$898,076	$15,506,333
125,723	Sales cancel'd in '62	6,427	1,839,169
1,198,847	Total sales to date.	$891,649	$13,667,164
Total cash, notes and contracts			$14,558,813
Interest account		$857,485	
Forfeited payments		218,118	
Timber account		712	
Suspense account		31,935	
			1,108,250
			$15,667,063

CONSTRUCTION BONDS CANCELLED.

Amount surrendered to the Trustees by the company, as per last annual report		$2,086,500 00
Surrendered in 1862		190,000 00
Making in all		$2,276,500 00
Applied on the issue of deeds, as per previous report	$741,022 42	
Applied in the same manner during 1862	339,050 36	
		1,080,072 78
Leaving cancelled Construction bonds in Trustees' hands, Jan. 1, 1863		$1,196,427 22

Gratuitous Passengers.--Contracts with as to Responsibility for Accidents.

A CONTRACT BETWEEN A PASSENGER, RIDING FREE, AND THE COMPANY EXEMPTING THE LATTER FROM LIABILITY FOR ACCIDENTS, IS NOT AGAINST PUBLIC POLICY, AND IS VALID. THERE IS NO DISTINCTION BETWEEN SLIGHT OR GROSS NEGLIGENCE IN RESPECT TO THE LIABILITY OF COMMON CARRIERS OF PERSONS.

The N. Y. Court of Appeals in the case of Wells *vs.* The New York Central Railroad Co., have now settled the rule of law in the State of New York, as to the validity of contracts made between companies and gratuitous passengers. The action was brought against the company to recover damages for injuries sustained by the plaintiff, when a passenger upon the defendant's road, from a collision between the train in which he was riding and a freight train carelessly left standing upon the track in the night time. The plaintiff paid no fare, but was under a free ticket, on which were printed the following words: "The person accepting this free ticket assumes all risks of accidents, and expressly agrees that the company shall not be liable under any circumstances whether of negligence of their agents or otherwise, for any injury to the person, or for any loss or injury to the property of the passenger using this ticket." The trial was by the Court, a jury being waived, the only evidence received being a stipulation between the parties and the pleadings. The complaint was, that the injuries to the plaintiff were caused by, or resulted from, the negligence of the defendants simply, without characterizing that negligence by the vituperative epithet gross, or culpable, or by any other term or epithet. The answer of the defendants did not deny the negligence, but set up the contract in bar of the action.

The judgment at the circuit or special term was rendered upon a statement of facts settled and submitted by stipulation of the parties. By this statement, the defendants admitted that the injuries to the person of the plaintiff "were occasioned through and by reason of the carelessness and negligence of the defendants and their agents and servants;" but in the statement nothing was said about the negligence being gross. The justice at the circuit upon the facts so agreed upon and submitted to him by the parties, found and decided as matter of fact, that the injuries complained of were occasioned by the gross negligence of the defendants, their agents and servants; giving judgment in favor of the plaintiff, on the ground that the contract was not valid so far as to exempt the defendants from liability for gross negligence. This judgment was reversed by the General Term of the Supreme Court upon the ground, that, if there was any such practical distinction between gross and any other kind or degree of negligence, as the justice at the circuit seemed to suppose, that the contract was valid and effectual to protect the defendant from liability for gross as well as any other kind or degree of negligence.

The plaintiff then carried the case to the Court of Appeals, which Court now held, that a contract between a railroad corporation and a gratuitous passenger by which the former is exempted from liability under any circumstances of the negligence of its agents for any injury to the passenger is not against law or public policy and is valid; and that it is immaterial whether the negligence of the agents be slight or gross. The following opinion was rendered at the decision of the case:

GOULD, J.—There being made some question whether the endorsement on the ticket ("the person accepting this free ticket assumes all risk &c., and expressly agrees," &c.,) is a contract, on the part of the passenger with the company, it seems necessary to say that the word "agreed" means the concurrence of two parties; and that the act of acceptance binds the acceptor as fully as his hand and seal would. The point is too well settled to admit of debate.

The true questions in the case arise upon the legality of such a contract; and what acts or omissions it does by fair construction cover. The terms "negligence," "ordinary negligence," "gross negligence," had their origin in the rules of law as fixed in regard to bailments, generally, and not in regard merely to the duty of common carriers, since they were held responsible for any and every degree of negligence. But a naked depositary, without reward, was responsible only for gross negligence; and gross negligence, in that use of the term, was considered as evidence of fraud; and, unexplained, equivalent to fraud. The term has since been used in reference to common carriers of goods, as pointing out such acts as they were not at liberty to exempt themselves from liability for, even by an express contract in terms covering them. That they could not so exempt themselves was decided upon grounds of public policy—evidently for the reason that such acts were evidence of fraud, or wilful injury; and that a carrier of goods was in so absolute and unwatched control of the goods, that it would not answer to allow him to rebut such evidence. And it is of course the law that no one can, by contract, shield himself from liability to his own fraud, or for his own wilful act.

Holding this to be the true reason of the rule, and its right interpretation, and granting that it applies to individual carriers of persons, does it apply to corporations which carry persons? Fraud and wilful misfeasance include a will, a motive; and a corporation as such, can have no motive, no will; though its agents may have both. Still it would hardly do to hold the property of corporators liable for the wilful or criminal act of a person employed by the corporation. Such acts cannot be said to be done in the course of his employment. Were a switchman wilfully to misplace a switch, so that a train of cars was thrown off, and many passengers killed, the man would be guilty of homicide; but the railroad company could not be held responsible for the damages, any more than could the owner of a carriage and horses, should his driver wilfully run them among a crowd of persons, trampling and crushing all before him.

As to the construction of the contract; it would seem from what has been said, that the term "gross negligence," as used in the law, has a technical meaning, which is not properly applicable to those acts of servants of a corporation for which the corporation is responsible; though as between their acts which are slightly negligent, and those which are very negligent, there is no different rule of responsibility. It is the fact of negligence (mere negligence) and not its degree, which incurs the liability.

This being so, and taking the terms of this contract, "the company shall not be liable under any circumstances, whether of negligence of their agents or otherwise, for any injury, &c., of the passenger using this ticket;" against what liability does it contract? We are not to give it a construction that would make it illegal, unless that be the only fair construction; and its plain purport provides against "circumstances of negligence," the words "or otherwise" being too vague to be held to bear an illegal meaning. It is, then, a contract not to be liable for the mere negligence of the agents of the company. I am aware that the judge at the circuit has found that the act of the agents, in this case, was one of "gross negligence." But in so finding he has gone beyond the stipulation as to the facts; which is that the injuries were occasioned by means of the negligence of the agents; the stipulation covering the same ground as the contract, and the complaint making no other allegation. And the case must be considered as if the word "gross" were omitted in the finding, as it is in the evidence (or stipulation), had the plaintiff wished it in his case, he should have said so, and put it there.

Upon the reasoning above and upon any legal principle—whether founded upon public policy or otherwise—there seems to be nothing illegal in such a contract. It cannot, reasonably, be said that because five or ten persons on a train that carries two hundred, have such passes, there is the less inducement to care on the part of the company, or its agents; or that a feeling of indifference to human life would be thereby caused. The quantum of interest, the ratio of motive is too utterly insignificant when compared with the vast liability not protected by any contract, and binding the company and its agents to every measure of caution. That agents will be careless; that no considerations are sufficient to induce constant vigilance; we have frequent and terrible proofs. But the holding of such contracts illegal would not even tend to alter the fact.

Independently of, or rather in accordance with, these views upon principle, the case of Wells & Tucker against the Steam Navigation Company (4 Seld., 375) seems an authority of the same general tendency. Although it was there held that the words "at the risk of the owner," did not cover the proved acts of the agents of the defendant; and although the case uses the term "gross negligence" in a sense different from the one above given to it, still the case holds that those defendants did not, (not that they could not) protect themselves from liability in the case proved. And (at p. 381,) Judge Gardiner said, "Although the law will not suffer a man to claim immunity by contract against his own fraud, I know no reason why this may not be done in reference to fraud or felony committed by those in his employment." It is by no means necessary to go so far now, but *a fortiori*, he may protect himself by contract against the negligence in any degree of his agents.

The judgment of the Supreme Court should be affirmed.

New York Canals.

The State of New York may be justly proud of its canals. They were conceived by a master mind, they have answered our most sanguine expectations, and their effect has been not only to enrich the territory through which they pass, but the great Western world beyond, once a wilderness, but now by consequence the very garden of the United States. We give the following interesting statement from Auditor Benton, in relation to the trade and tonnage of these canals, and agree with him that the facts should be "widely disseminated." The following table commences with the year 1847, known as the famine year, and it shows a gradual increase in tonnage from 1857, and a falling off in tolls until 1860, accounted for by Mr. Benton, in the alteration of the rates of tolls.

The total tonnage of all the property first cleared on all the canals of the State, ascending and descending, its value and the amount of tolls collected for the years named were as follows:

	Tons.	Value.	Tolls.
1847	2,869,810	$151,563,428	$3,635,381
1857	3,344,061	136,997,018	2,045,641
1858	3,665,192	128,568,844	2,110,754
1859	3,781,684	132,160,758	1,723,945
1860	4,650,214	170,849,198	3,009,597
1861	4,507,635	130,115,893	3,908,785
1862	5,598,785	203,234,331	5,188,943

The year 1847, is taken to contrast and compare with the years succeeding after a lapse of ten years and show the reader a gradual increase in tonnage from 1857 to the close of last year, with a large falling off in tolls until 1860. These contrasts can only be accounted for in one way—the alterations that have been made in the rates of toll by reduction. It will be apparent that they have been large, else we should not have found ourselves losing revenue upon an increasing traffic. It is not unimportant to observe that while the canal tonnage of 1862 exceeds that of 1847 by 2,908,975 tons, the increase in tolls is only $1,553,560, whereas the rates of 1847 on the tonnage of 1862 would have produced over seven millions and a quarter of revenue.

The value and importance of our canal traffic to the commercial interests of the State is most strikingly exhibited by showing the tide water deliveries from the Western States and Canada, and from our own State.

The figures below show the total tons and aggregate value of the property delivered at tide water from the Erie and Champlain canals during the years named:

	Tons delivered.	Value.
1847	1,744,283	$72,092,414
1857	1,617,187	51,190,018
1858	1,985,142	61,536,061
1859	2,121,672	58,175,312
1860	2,854,877	78,798,617
1861	2,980,144	81,332,759
1862	3,402,709	111,176,568

The tide water deliveries by canal, at the Hudson river during the seven months' navigation of 1862, exceed by 338,000 tons the whole aggregate tonnage through and way, east and west of the New York Central Railroad, and the Erie Railway, for the twelve months ending the 30th of September, 1862.

The statements of the tons and value of property left in New York by boats that run directly to New York without breaking bulk at West Troy or Albany, show that in

	The tons left were.	Value.
1860	1,094,042	$40,301,033
1861	1,531,529	50,841,965
1862	1,609,051	61,570,328

The reshipment to New York and other seaboard ports from West Troy and Albany of very large quantities of the annual tide water deliveries from the canals is shown by the active shipping business carried on from those places during the seasons of navigation.

Another interesting fact is exhibited in the enormous quantities of flour and wheat, (reduced to flour) coming to tide water from inexhaustible granaries of the West. It is as follows:

	Bbls. from Western States.	Bbls. from this State.	Bbls. arriv'g at tide water.
1847	3,989,232	791,106	4,780,338
1857	2,227,092	.....	1,988,226
1858	3,778,069	.....	3,566,921
1859	2,210,620	.....	1,925,402
1860	4,344,387	737,321	5,081,708
1861	6,712,233	747,822	7,457,225
1862	7,516,397	843,685	8,360,082

We must bear in mind that in 1847 there were not any deliveries of vegetable food from the Western States by the present lines of the New York and Erie and New York Central Railroads, at their eastern terminations, or if any, the quantity must have been very small, for the New York and Erie was not then completed, and the lines of road composing the present New York Central road had not laid down their heavy rails, and were not prepared to carry much freight. In 1856 these two roads, as appears from the railroad reports, brought to their eastern, or tide water terminations through in the aggregate 290,435 tons of vegetable food; assuming that this was all flour, the tonnage would be equivalent to 2,689,212 bbls. These railway deliveries have been steadily increasing, and for the year ending 30th of September last they probably had reached if they did not exceed 5,300,000 barrels. This would make up an aggregate of 13,660,082 barrels brought to an eastern market.

The domestic export from the port of New York of wheat and flour reduced to flour, for the year ending June 30, 1861, was equal to 6,930,652 barrels, and the export of these articles from the whole Union for the above period was equal to 10,575,367 barrels. These facts show the importance of the canals to the trade of the country.

The receipts at tide water in 1857, 1858, 1859, being less than those from the Western States, is proof according to Mr. Benton, that none of the surplus products of this State came by canal in those years, or if they did, that their place was supplied from the Western States.

We thus perceive that more than eight millions of barrels came to tide water of flour alone. In what part of the world can we find any such results from any internal navigation.

Liabilities and Resources of the Union.

The expenditures of England and France in the year 1862 in the following table are actual payments made of moneys levied and collected during the year, amounting to a tax upon the people of $12.00 in the former, and $11.29 in the latter upon every individual in the respective countries, while the expenditure of the United States embraces the debt contracted during the year as well as the taxes levied and disbursed—the taxes or revenue raised in the year amounting to no more than $51,935,720, or $1.62 to each person of the total population of the Union, and $2.32 if charged upon the population of the loyal States.

The expenditure of Great Britain in loans and taxes for the year 1814, amounted to 122 millions of pounds, which with a population of 18½ millions gives a per capita expenditure of $32.27, and an actual levy and collection within the year of £70,926,215, or $18.80 per capita.

The annexed table shows a comparative statement of the expenditure of France for the year 1862, of Great Britain and Ireland for the year ending March 31, 1862, and of the United States for the year ending June 30th, 1862, with their respective burdens upon the people per capita.

ANNUAL INTEREST ON PUBLIC DEBT.

GREAT BRITAIN—		
On ac't of permanent debt	£23,703,738	
" terminable annuities	1,837,968	
" interest on exc'quer bonds	122,500	
" interest on exc'quer bond Bills	478,400	
Total interest on public debt	£26,142,606	Annual expense per cap.
In dollars	$127,131,492	$4.34
FRANCE—		
Interest of public debt	£23,773,019	
In dollars	$115,608,191	$3.09
UNITED STATES—		
Interest on public debt	$13,190,324	
Total population (32,000,000)		$0.40
Loyal population (22,328,000)		$0.63½

TOTAL ANNUAL EXPENDITURE.

GREAT BRITAIN—		
On ac't of public debt	$26,142,606	
" army and navy	29,452,342	
" cost of collection	4,836,723	
" civil expenditure	11,791,956	
Total annual exp'diture	£72,223,627	
" " in dollars	$351,223,498	
Population 29,293,319		$12.00
FRANCE—		
On ac't of public debt	£23,773,019	
" army and navy	26,804,984	
" cost of collection	8,471,007	
" civil expenditure	27,746,406	
Total annual exp'diture	£86,795,416	
" " in dollars	$422,086,108	
Population 37,382,225		$11.29
UNITED STATES—		
On ac't of public debt	$13,190,324	
" war department	394,368,407	
" navy "	42,674,569	
" civil list	21,408,491	
" Indians and pensions	3,102,925	
Total population 32,000,000	$474,744,778	$14.83
Loyal population 22,328,000		21.21

To ascertain the value and rate of increase of the nation's property and of the yearly products of industry from which the accumulation arises, requires an investigation extended over the whole period of our history. This is a question of first rate importance, in the calculation of our ability to put down the rebellion, and our resources to meet the colossal expenditures of the war. We have full confidence in the restoration of the Union, founded upon the patriotism of the people, the value of our nationality, and our ability to pay. The total products of the year 1849 exceeded those of 1839, in the market values of the time, about 88½ per cent., and about 38¾ per cent. per capita. The official valuation in 1860 renders it at two and one quarter (128 per cent. increase) times greater than in 1850. The value of real estate of ten States of the Union increased between the years 1798 and 1813—123 per cent. which is equal to a decennial increase of 68 per cent. The population of the United States from 1850 to 1860 increased 35.52 per cent. The total valuation of real and personal estate increased 128.79 per cent. The valuation per capita 68.8 per cent.

At this rate the wealth of the nation would double itself in a fraction less than eight and a half years—and per capita in eleven and one third years nearly. According to a calculation

n a work of respectable authority 14 6-10th years may be taken as the time required in Great Britain and Ireland to double their aggregate wealth, and 20 4-10th years the period in which it would double per capita.

It is not difficult to believe that if England doubled her wealth in 14 6-10th years, prior to 1838, the United States may well have doubled hers in 8 4-10th years beginning with 1850. We built 21,000 miles of railway in addition to those in use in 1850. Our exports of domestic produce exceeded those of the preceding 10 years 1,202 millions being 82 millions more than double; and at the same time the advance in the value of lands new and old throughout the Union must be added to this, showing an increase of 35 per cent. With these facts before us, we can have but little difficulty in accepting the results to which our data lead us. Thus we feel assured of our relative ability to meet the debt of the future by a comparison of the history of our own past and the like experiences of other nations.

The increase of our national debt is not greater than the increase of our ability to pay it. Unlike all other nations our obligations are given on the basis of commercial transactions to be paid in full within the stipulated time. The United States debt increased in fifteen months ending 29th of May, 1862, $431,000,000, or $345,000, in one year. The debt of Great Britain increased from 1812 to 1813—$397,984,000. The Union had a capital of national wealth in 1860, at least seven and one half times greater than in 1810. The loyal States held five-sevenths of it, and are able to bear proportionately greater burden of expenditure than in the years from 1816 to 1835, when they contributed largely beyond their equal share to the discharge of 127 millions of debt in 19 years. The burden in the former period apportioned equally among the people was $14.81 to each individual. If the present debt be charged upon the loyal States the share per capita is $21.21. Apportioned amongst the total population it is $14.83, the same to each individual as in the former period.

In looking over the history of the past, we point with pride to the period when our government purchased its bonds at a premium of over 20 per cent., and we look forward to the time when the rebellion will have been crushed, the Union restored, and the gigantic debt increasing upon us fully paid off.—*Hallett's Financial Circular.*

Finances of Buffalo.

EXTRACTS FROM THE MESSAGE OF THE MAYOR.

The transactions of the city in regard to the Funded Debt, during the past year, may briefly be recited as follows:—June 2, 1862, fifteen bonds of $1,000 each were issued, in pursuance of a resolution of the Common Council, adopted May 19th, payable in twenty years, for the purpose of paying certain bonds issued June 1, 1852 on account of the Funded Debt, which fell due June 1, 1862. November 15, 1862, twenty-two bonds of $1,000 each were issued by resolution of the Council, for the purpose of paying and cancelling certain bonds issued October 20, 1852, known as the Ship Canal Bonds, upon which there was past due the sum of $11,000, and certain other bonds of the city issued June 1, 1854, to pay the indebtedness of the Old City, upon which there was past due the sum of $11,000. These bonds, amounting to $37,000, all issued for the purpose of providing for old indebtedness, and drawing interest at the rate of seven per cent, per annum, were taken at par by the Trustees of the Grosvenor Library Fund.

On the 15th of December, 1862, six bonds of $1,000 each were issued, pursuant to a resolution of the Council payable in twenty years, for the purpose of reimbursing the Contingent Fund of 1861, for advances made on account of the Fund for the Defence of the Federal Union. On the 1st of January, 1863, thirty-two bonds of $1,000 each were issued, bearing semi-annual interest at seven per cent., payable in the city of New York, for the purpose, also, of reimbursing the Contingent Fund for advances made to the Fund for the Defence of the Federal Union. These bonds are payable as follows:

$10,000	payable in 1866
10,000	" " 1868
12,000	" " 1869

And were sold at a premium of $1,540. It will be seen that all the increase made to the Federal Debt during the past year is $38,000, all of which is on account of the appropriations for the relief of the families in the Union army.

The following is a statement of the amount of funded debt as it existed on first day of January in each year since 1853:

1854	$507,563 00
1855	607,563 00
1856	575,063 00
1857	550,750 00
1858	612,143 75
1859	585,600 00
1860	579,000 00
1861	537,000 00
1862	510,000 00
1863	548,000 00

The disbursements of the city on account of the Fund for the Defence of the Federal Union, up to Jan. 1, 1863, as appears by the Comptroller's books, is $28,002 80. During the year, the Common Council resolved to borrow a further sum of $50,000 from the Contingent Fund of the city for the relief of the families of residents of the city who should volunteer in the service of the army of the United States after July 2d, 1862.

The following statement, furnished by the Comptroller, shows the present condition of the Tax Loan Fund:

		Paid.	Bal. due.
B'ds of July 1, 1859.	$60,000	$45,000	$15,000
" " 1860.	60,000		60,000
" " 1861.	86,000	17,000	69,000
" " 1862.	77,368 88	7,000	77,368 88
Total amount due			$221,368 88

In my last message, I called the attention of the Council to a deficiency in the General Fund of 1859. It appears from the report of the Comptroller that the following deficiencies exist:

Deficiency in General Fund of 1859, for losses in failing to collect personal taxes	$34,123 75
Deficiency in General Fund of 1860, for over estimate of resources	5,050 76
Deficiency in General Fund of 1861, on account of over estimate of resources	10,661 97
Total	$49,836 48

The General Fund Tax and the annual expenditures for the past nine years have been as follows:

	General Fund Tax.	Expenditures.
1854	$322,155 00	$313,660 68
1855	275,580 00	317,834 43
1856	310,000 00	336,791 20
1857	297,825 00	456,507 47
1858	293,777 25	375,411 18
1859	239,419 90	312,594 13
1860	255,073 60	302,443 18
1861	224,901 08	283,644 49
1862	270,335 28	

Coal Tonnage of the North Pennsylvania Railroad.

In the official year ending November 30, 1862, the through and way coal tonnage of the North Pennsylvania Railroad was as follows:

	Tons. cwt.
Through coal delivered in Phila.	86,211 16
Way coal delivered north of Phila.	17,852 08
Total coal tonnage for 1862	104,064 04

Coal Tonnage of the Pennsylvania Railroad.

During the year ending January 31, 1862, the quantity of coal carried on the Pennsylvania Railroad, on freight, was 835,146 tons.
Carried for the company's own use 121,640 tons.

Total tons moved during the year 956,786 tons.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Feb. 13, 1863, was as follows:

Passengers	$14,937 44
Freight and live stock	51,825 43
Mails and sundries	1,298 32
Total	$68,061 19
Corresponding week of 1862	55,389 75
Increase	$12,671 44

The earnings of the Chicago and Alton Railroad for the 2d week of Feb., 1863, were:

	1863.	1862.
Passengers	$10,581 95	$7,706 19
Freight	15,119 37	12,784 07
Sundries	974 33	947 83
Total	$26,675 65	$21,438 09
Increase	$5,237 56	
Total since Jan. 1	$150,991 98	$120,417 45

In consequence of a change in the contract with the Joliet road, their proportion is included for both years.

The earnings of the Galena and Chicago Union Railroad for the 2d week of February, 1863, were $31,078 74
Same week, 1862 27,740 66
Increase $3,338 08

The earnings of the Cleveland and Toledo Railroad for the 2d week of February, 1863, were $24,272 00
Same week, 1862 34,439 00
Increase $10,167 00

The earnings of the Chicago and Rock Island Railroad for the 2d week of February, 1863, were $22,106 00
Same week, 1862 21,175 00
Increase $10,931 00

The earnings of the Illinois Central Railroad for the 2d week of Feb'ry, 1863, were $64,000 00
Do., 1862 35,000 00
Increase $29,000 00

The earnings of the Michigan Central Railroad for the 2d week of Feb., 1863, were $60,888 70
Same week, 1862 42,584 49
Increase $18,304 21

The earnings of the Toledo and Wabash Railroad Company for the 2d week of February, 1863, were $24,240 84
Same week, 1862 11,983 42
Increase $12,257 42

The earnings of the Chicago and Northwestern Railway for the 2d week of February, 1863, were $16,273 67
Do., 1862 10,472 23
Increase $5,801 44

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week of Feb., 1863, were $18,595 88
Same week, 1862 16,021 50
Increase $2,574 38

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	101¼
Registered Bonds / Coupon Bonds... Under Act 31st December, 1846	8,908,842	6	1868	100
		6	1868	98
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	100¼
Registered Bonds / Coupon Bonds... Under Act 14th June, 1858	20,000,000	5	1874	96
		5	1874	97
Registered Bonds / Coupon Bonds... Under Act 22d June, 1860	7,022,000	5	1871	92
		5	1871	91
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,028,600	6	1881	94½
Registered Bonds / Coupon Bonds... Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	101
		6	1881	102½
Treasury Bonds (coupon) / Treasury Bonds (coupon) Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	105½
		7.3	1864	106½
Registered Bonds / Coupon Bonds... Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	6	1892	97
		6	1892	97
Treasury Notes—				
Under Acts 26 June, '50, and 18 Feb. and 2 March, '61	2,750,350	6	2 y'rs	171½
Under Acts 2 Mar. '61, & 17 Mar. '62 convert. into 20 / Under Act's 17 Ju. & 5 Au.'61 & 17 Ma.'62 y'r b'ds due '81	14,913,315	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	98
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	135
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	105½
" —Interest Bonds: new Int. Improvement Stock	1,382,960	6	1877	107½
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1850	1,792,000	6	'60-'77	109
" —University Fund Interest Bonds of 1861	650,000	6	1879	110
" —War Fund Bonds of 1861	2,000,000	6	1879	103½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " " "	2,054,293	2½	18...	55
" —Canal Preferred Certificates	4,079,500	5	18...	----
" — " " (special) Certificates	1,216,737	5	18...	----
" —Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	101
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	102
" — " " (banks)	600,000	5	18...	----
" —War Debt (loan from banks)	1,515,000	5	1863	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	73
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	669,000	6	'61-'77	115
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	134
" — " " of 1861 "	247,000	6	'68-'72	132
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	132
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	110
" —War Loan: Coupon Bonds 1861	565,500	7	1881	108
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	65
" — " "	100,000	6	1862	65½
" — " " (loans to Railroads)	28,500,000	6	'72-'86	90
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	184,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — " State Loan $6,756,654	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121
" — " Canal Debt—(old) 9,789,025	----------	6	1874	128
" — " " " —(new) ... 13,200,000	----------	5½	1865	----
" — " " " —(misc.) .. 642,585	----------	5	'68-'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18...	76
Ohio—Inscribed Certificates	4,095,309	6	1881	117½
" — " "	1,015,000	5	1865	100½
" — " "	2,183,531	6	1870	120
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	118
" — " "	667,835	6	1868	----
" — " "	1,608,905	6	1860	----
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates (1st January, 1862	37,687,760	5	'61-'82	110
		5	'61-'82	102½
" — " "	400,630	6	1879	106½
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	63½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	115
" —War Loan (1861)	----------	---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	71½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	285,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	120
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	120
" — " " (Bank Stock)	553,966	6	1870	118
" — " " (Improvement Stock)	4,963,215	6	1890	120
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	120½
" —Coupon Bonds (Water)	6,228,787	5	Var.	125
Chicago—Coupon Bonds (Municipal)	860,000	6	18...	98
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18...	----
" — " " (Water Works)	1,133,000	7	18...	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'76	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1883	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	99½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1801	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	110
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	112
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	25
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100
" " 2d " "	3,980,670	6	1882	71½
" " Improvement " "	586,500	6	1870	55
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	39
" " Preferred Interest Bonds	227,569	6	1804	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	23
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	108
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	102
Housatonic Preferred	1,180,000	8	------	89½
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	106½
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	108
" " " 2d "	1,014,000	7	------	78
New York & Harlem, Preferred	1,020,000	---	------	77½
Philadelphia & Reading, Preferred	1,551,800	7	------	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,904	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	119,973	121,272	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,527,531
1863	242,729	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	67,610	62,350	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	------
1863	96,306	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,375
1863	139,686	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	981,157
1863	68,143	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	132,620	112,606	113,912	114,885	119,984	122,524	131,687	168,834	170,565	172,296	177,410	179,553	1,716,866
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,725	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,068	372,705	419,010	515,948	719,354	734,108	702,077	6,202,048
1862	699,097	603,030	636,615	605,755	575,344	516,190	587,010	609,881	764,448	910,985	903,016	921,867	8,333,238
1863	835,453	------	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,924	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	160,359	200,276	221,326	172,700	122,309	1,729,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,582	1,777,541
1863	130,199	------	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,839	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	------	------	------	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,864	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,986	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	167,187	164,809	122,863	63,771	1,095,046
1863	66,699	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,859	130,154	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,135	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,649,169
1863	248,784	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,383	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,458	730,786	523,047	7,154,822
1861	489,065	421,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,649	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,889	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,584
1863	129,775	------	------	------	------	------	------	------	------	------	------	------	------
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,860	18,611	25,666	29,531	31,968	35,494	28,958	29,466	302,280
1862	22,069	18,864	24,250	26,748	27,098	30,422	32,495	38,426	40,319	40,087	35,920	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	288,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,857
1863	335,685	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	221,253	191,178	2,325,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,324	368,897	3,743,224
1863	338,752	------	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,339	46,340	737,155
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,381	103,408	124,398	77,663	50,848	926,908
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,086	92,574	1,172,102
1862	82,235	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,548	109,915	1,373,633
1863	86,321	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7			----	----
Mortvage	109,500	7			----	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	----
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'70	----
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	----
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5			1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	118½
" " " 1850	700,000	6	Jan. & July.	"	1880	107
" " " 1855	1,128,500	6	Jan. & July.	"	1875	107½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108½
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1868	101
2d Mortgage	162,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	----
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	113
2d Mortgage coupon	380,000	7	May & Nov.	" "	----	86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	500,000	---	Feb. & Aug.	New York.	----	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	105
Mortgage	800,000	6	"	New York.	1863	----
Mortgage	1,700,000	6	"	"	1875	106½
Sterling (£210,000)	1,008,000	5	"	London.	1864	----
Sterling (£225,000)	1,080,000	6	"	"	1864	----
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109½
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of Georgia:						
Mortgage	86,067	7			1863	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65 '70	115
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	115
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	115
2d Mortgage	800,000	7	June & Dec.	New York.	1865	87
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	----
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	31
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6			----	----
2d Mortgage	1,000,000	7			----	----
Cheshire:						
Bonds of '63, '75, '77, '80	343,200	6	Jan. & July.	Boston.	var.	105½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	127
" " " inconvertible	2,690,000	8	" "	" "	1883	127
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	----
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	----
" " " Plain	28,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	109½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	----
Income Bonds	1,100,000	7	May & Nov.	" "	1892	109
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.	----	106
1st Mortgage (general)	3,600,000	7	" "	" "	----	72
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	99½
2d Mortgage	2,000,000	6	" "	" "	----	42½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	----	94
Green Bay Extension Bonds	300,000	7	" "	" "	----	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	894,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7			----	----
3d Mortgage	158,000	7			----	----
Income	250,500	7			----	----
Tunnel Right	1,000,000	7			----	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	103½
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	----
Dividend Mortgage	900,000	7			1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	110
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	7	" "	" "	1886	81½
River Line bonds	20,000	7			1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	----
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.	----	1864	----
C. and T. Income (convertible)	256,000	7	" "	----	1864	----
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	111½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	105
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	----
Dayton and Western:						
1st Mortgage	800,000	7	March & Sept.	New York.	1880	50
2d Mortgage	----------	7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000	---	April & Oct.	New York.	1871	121
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	118
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	----
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	----	----
Dubuque and Pacific:						
New Construction	800,000	---	----------	----------	----	----
Dubuque Western:						
1st Mortgage	344,000	†	----------	----------	----	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	113
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	----	----
Endorsed by State of Tennessee	150,000	---	----------	----------	----	----
Mortgage (ordinary)	790,688	---	----------	----------	----	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	----	----
Endorsed by State of Tenness.	200,000	---	----------	----------	----	----
1st Mortgage (after State)	100,000	---	----------	----------	----	----
Redeemable in Stock	66,950	---	----------	----------	----	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----------	----------	1891	----
Free Land, 2d Mortgage	----------	8	----------	----------	1891	----
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'63	114
1st Mortgage (Extended)	22,000	7	" "	" "	1882	116
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	114
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	103
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	90
Land Security	5,000,000	7	April & Oct.	" "	1881	69
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	122
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	110
Convertible	1,002,000	7	" "	" "	1867	107
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	125½
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "	" "	----	110
Income	281,500	---			----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	----	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1875	113
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	30
2d Land Grant (Western Div.)	353,600	†	" "	"	----	30
3d Mortgage (whole road)	1,700,000	†			----	----
Farm Mortgage	1,087,700	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6			----	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104
Extension Bonds	176,000	7	May & Nov.	" "	1890	108½
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7			----	----
Louisville and Frankfort:						
Louisville Loan	174,000	---			----	----
1st Mortgage	248,000	---			----	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6			----	----
Mortgage	24,000	7			----	----
Mortgage	10,000	6			----	----
Marietta and Cincinnati:						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7			----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6			----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6			----	----
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Sug (convertible)	600,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	128
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	904,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	102½
Detroit and Toledo	684,000	7	" "	" "	1876	104
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1895	112½
2d General Mortgage	2,572,000	7	" "	" "	1877	103
*Milwaukee and Beloit:						
1st Mortgage	630,000	8			----	----
Milwaukee and Chicago:						
1st Mortgage	400,000	8			----	----
2d Mortgage	200,000	7			----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8			----	----
2d Mortgage	600,000	8			----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	110
1st Preferred stock	1,051,000	8			----	103
2d Preferred stock	1,014,000	7			----	90
Mississippi Central:						
1st Mortgage	1,007,363	7			----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7			----	----
2d Mortgage (S. F.)	400,000	8			----	----
Oskaloosa Division	1,425,000	7			----	----
Land Grant	7,000,000	7			----	60
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6			----	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6			----	----
Tennessee State Loan	674,860	6			----	----
Alabama State Loan	389,410	6			----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---			----	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	113
Muscogee:						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			----	----
Chat. and Clev. Subsc. (endors.)	234,000	---			----	----
*New Albany and Salem:						
Crawfordsville	175,000	7			----	----
1st Mortgage	500,000	10			----	----
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey:						
Company's (various)	668,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			63 '6'8	----
1st Mortgage Coupon	2,665,060	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mortgage (S. F.)	586,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	119½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	120
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	119½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	119½
Real Estate Bonds	252,975	6	" "	" "	1883	108
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	104½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	128
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	107
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	121
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	122
3d Mortgage	6,000,000	7	" "	" "	1883	120½
4th Mortgage	4,900,000	7	April & Oct.	" "	1880	111½
5th Mortgage	1,792,500	7	June & Dec.	" "	1888	107
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	117
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	103½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	105½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	N York.	1866	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Real Estate	35,910					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	103
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	106
2d Mortgage	3,077,000	7†	" "	" "	1861	18½
North Missouri:						
State Loan (30 years)	4,250,000	6				▲90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "	"	1887	112½
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64-'74	----
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'62-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6				90
State Loan (S. W. Branch)	1,288,000	6				----
Construction	3,235,000	6				----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	117¾
2d Mortgage	2,421,000	6	April & Oct.	"	1875	114
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	103½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (R. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	109
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,543,300	6	" "	"	1880	114
" 1844, (convertible)	863,000	6	" "	"	1880	114
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	105½
" 1856, "	1,475,000	7	" "	"	1880	107½
Bonds and Mortg's—real estate	592,200					
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	132
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000					
Alleghany Co. "	750,000					
Connellsville "	100,000					
Mc'Keesport "	100,000					
Baltimore City "	94,000				1886	
Baltimore City Stock	906,000				1889	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	
Real Estate Bonds	100,000				'68-'83	
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1912	117
2d Mortgage	5,160,000	7	" "	" "	1912	106
3d Mortgage	2,000,000	7	" "	" "	1912	87½
Bridge Bonds, O. & P. R. R. Co.	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	337,173	6	" "	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
uincy and Chicago:						
1st Mortgage	1,200,000				1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	----	----
1st Mortgage (West'rn Division)	757,000	8		" "	----	----
Raleigh and Gaston:						
Coupon	100,000				1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000				1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	70
2d Mortgage	937,500	7	" "	"	1863	12
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	200,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1868	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
2d Mortgage	450,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000					90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	109
" " (series B)	1,100,000	7	April & Oct.	"	1894	109
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	92½
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	106½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	106½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	91½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	91½
Interest Bonds	111,895	7				91½
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	40
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	7½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7			1880	87½
2d Mortgage	25,000	7			1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	111
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road, leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,628	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	.....	.....	.....	.....	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	----
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	----	----
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	----
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	----
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,216	73.0	374,460	747,300	390,299	11½	142½
31 Dec. '61	74.0	—	----	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,566	—	----
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	185,072	—	—	----
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	----
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	696,827	66.0	156,905	161,731	38,766	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,850	808,060	301,979	—	124½
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	80
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,807,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '61	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	----
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	----
— — '62	100.0	3.0	10.0	158.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '61	220.0	—	----	—	50	30	763	Chicago and Alton	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,663	4	62
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	.....	12,176,115	168.0	1,067,025	1,551,227	679,772	----	109½
31 Dec. '58	45.0	—	—	6	14	101		Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,264	—	----
1 Apr. '62	242.0	—	----	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	284,676	11,817,527	213.0	.....	849,719	414,828	—	18½
31 Mar. '62	181.8	—	----	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	94½
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	----
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,360	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	94½
31 May, '61	175.0	—	----	—	—	—	—	Great Western	5,022,928	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	161,529	—	----
31 Dec. '62	454.8	252.5	----	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,446,827	1,870,723	4	93
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	----
— — —	148.0	—	----	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	----
— — —	46.6	—	----	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	oper	by Chic.	& R. Is.	125,000	—	----
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	----
— — '58	186.0	—	----	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	----
31 Dec. '61	100.0	—	----	—	—	—	—	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
— — —	1.0	—	----	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	----
31 Dec. '62	218.0	—	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	218.0	.....	1,117,693	568,020	—	34
								INDIANA.													
— — —	108.0	—	----	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	.....	.....	.....	.....	108.0	.....	.....	.....	—	----
— — —	29.0	—	----	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	1,106,679	1,006,125	.....	.....	29.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	----
31 Dec. '60	72.4	—	----	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	365,122	400,397	133,009	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	----	—	—	—	—	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,939	—	70
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,506	2,188,881	108.0	303,161	297,988	121,416	—	----
— — '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	----
31 Dec. '60	86.0	49.0	----	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	----
— — '58	288.0	—	----	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	646,827	371,402	—	----
— — '58	74.0	—	----	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	----
30 Nov. '62	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	486.0	—	----	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,239	46,771	—	----
31 Dec. '61	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	----
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	----
1 Jun. '58	138.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	67.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	----
— — '59	56.0	52.6	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,275,903	111.8	.....	426,408	227,534	—	----
30 Jun. '57	20.0	—	----	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	85
— — '58	13.0	—	----	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '61	29.0	—	----	}	13	10	230	} Lexington and Frankfort	591,121	52,800	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	----
30 Jun. '61	65.1	—	----	}				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	345,911	98,679	4	80
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	66
— — '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
— — —	22.0	—	----	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	----
— — —	27.0	—	----	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	389,297	5,555,220	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,282,624	555 434	—	----
31 Aug '60	53.7	—	----	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,862,691	*	—	1,783,015	248,969	103,434	1,710,519	53.7	.....	.....	.....	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,883	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	—	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,118	91,487	.....	.....
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	.....	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	.....	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	115
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	189,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	.....	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	88
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,582,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	39½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	28	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,783	7	113
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	280,406	6	135
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	.....	61.8	.....	588,871	272,429	8	135
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	147
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,781	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	260,836	122,956	6	118
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,385,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	109
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	656	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	548,158	217,054	6	121½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,668	6	99½
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	896,551	—	—	292,960	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	.....	.....
30 Nov. '61	12.8	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	18,655	368,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	135
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	92½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	.....	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,093	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	136
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,080	6	111
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	132
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	109½
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,585	150,000	2,768	.....	11.5	.....	50,155	11,578	—	13½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	—	—	.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	38½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	165½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	196,569	83,188	5.3	77
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,360	188.0	.....	340,898	.....	.....	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '62	284.8	—	28.4	—	98	86	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,058	2,361,241	1,212,088	8	98
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	63½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	896,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	43
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	268,577	78,220	—	.....
-- -- --	—	—	—	.....	...	...	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,087,641	626,357	—	3,486,705	7,003,000	402,193	19,550,960	189.0	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	...	...	.....	*South-Western Branch*	4,715,032	69,072	—	4,550,000	4,500,000	.....	.....	114.0	71,433	104,185	33,664	—	.....
30 Sep '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	40
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	30
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,696	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,582	459,659	128,366	8	66
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	129
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	109
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	121
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	71
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,603	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124 2	.....	2,058,989	918,829	12	155½
31 Dec. '61	60.2	—	.....	—	—	—	.....	Camden and Atlantic (Pref.)	1,833,935	*	—	899,863	1,037,376	92,211	2,028,950	60.2	.....	99,433	30,076	—	20
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970 496	64.0	662,393	1,201,895	673,443	10	170
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	978,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '62	33.6	—	.....	—	—	—	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,900	674,000	—	5,035,704	33.8	512,249	1,111,087	592,669	10	155
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,929	*	—	156,850	200,000	70,786	427,636	21.2	—	59,904	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	35,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	111
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—	34,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,300,000	174,000	30,000	1,204,000	55.2	2,862,028	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.6	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,968,013	566,461	—	98½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	40
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,835	664.9	5,368,772	9,356,828	3,749,077	6¼	119½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	80½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,544	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	660,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	37½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90.061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.8	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.6	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sackette Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	67,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '61	40.8	6.6	8.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	287,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,163	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,896	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	59½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	817,560	—	—	811,560	37.81	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	6.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	358,441	164,672	6	84
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	—	404,533	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	17
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	70,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	140
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	—	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	—	5,917,359	141.2	707,160	1,283,253	704,819	10	158
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,887	375 209	228,651	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.0	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	—	1,436,317	552,800	—	73
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	96½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	154
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,148	222,951	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	489,762	728,853	152,694	—	45.0	—	128,170	83,412	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,262	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	88.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	4+2,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	155
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,982	119,032	—	7½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '62	153.9	52.0	—	—	53	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	282,179	2,697,090	2,569,258	41,126	5,377,413	206.9	401,452	458,163	107,033	—	—
31 Dec. '61	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,279	*	—	848,770	1,376,350	105,510	2,603,120	125.0	215,280	171,712	87 610	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,596	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	51
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	186.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55,029	—	1
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,589	10	66½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	59,359	3,472,746	146.0	289,137	219,548	22,490	—	7½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,581	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	140
30 Nov. '61	35.8	—	2.5	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	—	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	40½
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14½	66
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	173,941	62,897	—	21
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,962	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,086	339,084	334,976	8	76
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R.R.Co.	—	48
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	—	—	528,246	326,923	6	59
31 Dec. '61	130.0	—	60.5	—	—	—	2,026	Mine Hill and Schuylk. Haven	2,973,898	278,357	—	3,248,600	—	—	3,248,600	130.0	293,692	619,042	335,671	11	58½
30 Nov. '62	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,485 476	406,187	—	3,147,550	2,860,000	—	6,447,780	55.7	263 234	397,186	218,960	—	12½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	28,541.156	447.522	1,421,980	13,264,100	16,637,400	1,322,915	34,254,569	423.0	4,413,036	7,300.001	2,646,538	6	67
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	150,000	—	20.0	—	1,687	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,267,634	235,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,965	110,387	7	60
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,275,48	151.4	1,795,927	2,905,838	1,412,905	—	46½
30 Nov. '61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	909,200	250,000	—	1,249,200	28.0	oper. by	Cam. &	Amboy	8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	32	109	565	Phila., Wilmington and Balt.	7,071 713	744,425	142,840	5,600,000	2,475.500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	70½
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1.756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,21	—	—
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 581	467.5	2,434,641	3,031,787	1,299,721	—	68
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	—	—	—	—	—	—
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	—	—	—	—	—
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*	—	576,950	—	—	573,616	24.5	oper. by	Ph. & R	eading.	5	—
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	322,117	5,435	1,327 552	—	—	105,568	55,143	—	35
30 Sep. '61	148.0	—	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,620,175	4,644,000	1,776,123	10,940,298	148.0	236,825	341,582	149,082	—	39
30 Sep. '61	29 6	—	2.1	—	4	3	70	Tioga	718,918	77,999	—	367,300	396,500	65,726	.....	29.6	68,543	101,499	64,270	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	—
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	.....	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	457,917	8,500	.....	.....	13.6	.....	26,454	6,914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
— — '58	40.3	—	....	—	—	—	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	143.2	21.3	....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	.....	341,190	125,871	—	—
31 Aug. '58	22.5	—	....	—	—	—	....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	—
31 July '58	32.0	—	....	—	—	—	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
31 July '58	25.1	—	....	41.9	—	—	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859.....	—	—	....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	560,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	....	....	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '59	28.0	—	....	756)	....	....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	185	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 539	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	960,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	.....	—	150½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45 930	8,522	—	—
31 Aug. '60	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,068,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	....	—	10	11	161	Richmond and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	39½
— — '57	50.0	—	....	—	85.0	—	—	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '61	104.0	—	....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 July '62	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	235,420	55,495	—	—
— — '62	49.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	49.0	.....	.....	.....	—	11
— — '62	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
31 Dec. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '62	229.0	128.0	....	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	26,104,725	357.0	.....	1,221,145	585,885	1½	—
— — '62	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	—
31 Dec. '61	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
— — '61	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	—
— — '61	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108.0	.....	130,678	36,432	—	—
1 July,'61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	186,000	1,799,232	60.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	....	60.1	....	....	....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	—
								NEW GRANADA.													
1 Dec. '62	48.7	—	....	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,728	48.7	.....	1,743,294	1,013,444	12	185

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
State Stocks:—						
California 7s	131	131½	131½	131½	135	----
Illinois War Loan	104	104	----	----	103½	103½
Indiana War Loan	100	101	----	----	----	----
Kentucky 6s	101½	100	102	----	----	----
Louisiana 6s	73	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	65½	64½	65½	65½	----	65½
Do. iss. to H. & St. J. R.	90	90	----	65½	----	----
North Carolina 6s	75	----	----	76	76	76
Ohio 6s, 1881	----	----	----	----	----	----
Tennessee 6s, 1890	62½	62½	63	----	62½	63½
Virginia 6s	71½	----	----	----	----	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago & Alton	63	62	----	62	62	----
" " pref.	83½	84	----	----	83½	----
Chicago, Burl. & Q.	----	----	108½	109	109½	109½
Chic. & Northwest'n.	16½	18	17½	18	18	18½
Chicago & Rock Isl.	94	94½	93½	95	95	94½
Clev., Col. and Cin.	157	158	----	----	----	----
Clev. and Pittsburg.	73	71½	71½	71½	70½	69½
Clev. and Toledo	94	95	95½	96½	96½	95½
Del., Lack. & West.	140	----	140	----	----	----
Galena and Chicago	93½	93½	93½	94½	95	94½
Hudson River	97½	97½	98	98	99	98½
Illinois Centr. (scrip)	91	93½	92½	94	95½	94½
Michigan Central	98	97	97½	97	98½	98
M. S. and N. I.	61½	62	61½	62½	63	63½
M. S. & N. I. guar'd.	106	----	105½	106	106½	----
Mil. and P. du Chien	39	40	39½	39½	40	39½
M. & P. du C. 1st pref.	----	----	----	----	----	108
M. & P. du C. 2d pref.	76	----	78	----	----	----
New York Central	119½	119	118	120	120	119½
Erie	78½	77½	77½	78½	80	80½
Erie pref.	103	101½	101½	102½	103	102
Norwich & Worcest'r	----	----	----	----	----	----
N. York & Harlem	37½	36½	36½	37	37½	37½
N. Y. & H. "pref."	77½	77	75½	77	77½	77½
Panama	182	182	182	183	----	185
Phila. and Reading	90½	91½	91	91½	92	92½
Pitts. Ft. W. & Chicago	67	67½	65½	67	67½	68½
St. L., Alton & T. H.	34½	34	33½	35½	35½	34
" " " pref.	70½	71	71	71	72	72
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	109	109	110	111	113	
Chicago & Alton, 1 M.	----	----	----	----	109	109½
" " Inc. b'ds	----	----	----	----	----	----
Ohio. & N. W. 1st M.	71½	72	----	71½	72	----
" " 2d M.	42½	42½	42½	42½	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	99½
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Olev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	103	103	----	----	----	----
" 4 M.	83	83	82½	82	81½	----
Ol. & Tol. S. F. 7 p. c.	----	----	----	----	111½	----
Ohi., Bur. & Q. 8 p. c.	----	----	----	----	----	----
Chi. & R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-5.	----	----	----	----	----	----
" 2 M. 8p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	----
" 2 M. 7p. c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	115	116	----	----	----	----
Haun. & St. J. bonds.	68	68	----	69	----	----
Huds. R. 1 M. 7p. c. '69	----	----	125	----	----	122
" 2 M. S. F.	----	----	122½	----	123	----
" 3 M. 7p. c. '75	111	----	----	----	----	110
" conv. bonds	----	107	----	----	----	----
Illinois Central bonds	----	----	124½	125½	----	128½
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	109	----	----	110	110
Mich. Cen. S. F. 8 pc. '82	130	----	130	----	----	----
" conv. 8 p. c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	113	112½
" " 2 M.	----	----	102½	102	102½	103
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p. c. certif. '83	117½	119	----	119½	119½	----
" 1 M. 7 p. c. '64	----	----	----	----	----	----
" bonds 1876	----	----	----	----	----	128
N. Y. & E. 1 M. 7 p. c. '67	----	121	----	----	----	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7 p. c. '83	121½	----	----	----	----	----
" 4 M. 7 p. c. '80	112	112	111½	----	111	111½
" 5 M. 7 p. c. '88	107	107	107	----	----	107
N. Y. & H. 1 M. 7 p. c. '73	----	----	----	----	----	117
" 2 M. 7 p. c. '64	----	----	----	103½	----	----
" 3 M. 7 p. c. '67	----	105½	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	----	117	----	----	117	----
" " " 2d M.	----	105½	----	105½	----	106
" " " 3d M. '87	----	86	----	86	----	87½
St. L., Alt. & T. H. 1 M.	109½	108½	----	109	----	----
" " " 2 M. pref.	92½	----	91	92	----	92½
" " Inc. b'ds.	83½	82	----	82	----	82
Toledo & Wab. 1 M.	106	----	----	106	106	106½
" " 2 M.	90½	90½	91	92	----	91½
" " Int. b'ds.	----	90	91½	91½	----	----
Miscellaneous:—						
Del. & Hud. Canal	130	130½	131	130	----	129
Penn'a Coal Co.	127	----	----	126	----	----
Pacific Mail S. S. Co.	160	162	162	164½	170	169½

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
Federal Stocks:—						
U. S. 5s, 1871, reg.	----	----	----	91	----	92
U. S. 5s, 1871, coup.	----	----	91	----	----	----
U. S. 5s, 1874, reg.	----	----	----	92½	----	96
U. S. 5s, 1874, coup.	91½	91½	91½	94	96½	97
U. S. 5s, 1865	----	----	----	----	100½	----
U. S. 6s, 1881, reg.	96	96½	98	98½	101½	101
U. S. 6s, 1881, coupon	97½	97½	98½	100½	----	102½
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½ y.	94	----	----	----	94½	----
U. S. 6s, 1867, reg.	98	----	98	100	----	101½
U. S. 6s, 1868, "	----	----	98	----	----	100
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	96	96½	97	97	97½	98
U. S. 6s, 5-20s, coupon	----	----	----	----	----	----
Treasury 7 3-10 Notes	103½	103½	104	104½	104½	105½
U. S. Demand Notes	162½	162½	162	164	171	171½
American Gold	164½	164½	163½	165	171½	173½

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
Boston and Lowell	----	----	----	----	----	113
Boston and Maine	133½	134	----	----	134	135
Boston and Providence	----	----	----	134	135	----
Boston and Worcest.	----	146	----	145½	147	147
Connecticut River	108	----	----	----	----	----
Eastern, Mass.	107½	108	----	----	109	109
Eastern, N. H.	----	----	----	107	----	109
Fitchburg	----	----	----	121½	----	----
Manchester & Lawr'ce.	----	----	----	121	----	----
Michigan Central	----	96½	----	97	99	99½
Northern, N. H.	----	71	----	71	71	71
Old Colony and Fall R.	133½	134½	----	----	----	136
Ph., Wil. & Baltimore	70	69½	----	69½	69½	70½
Portl'd, Saco & Ports.	----	115	----	----	----	----
Vermont & Canada	----	150½	----	150½	150½	----
Vermont & Mass.	----	37½	38½	----	39½	38½
Western	----	----	----	163	----	165½
Cambridge (Horse)	----	----	----	----	----	----
Metropolitan "	72	----	----	----	----	----
Middlesex "	110½	----	----	110½	----	110½
Central Copper Co.	48½	48½	----	5 ½	51	52
Franklin Copper Co.	54	54½	----	----	54½	56
Isle Royale "	25½	26	----	----	27	29
National "	----	----	----	25	26	----
Minnesota "	85½	85	----	86	88	91
Pewabic "	55	55½	----	55½	55½	56½
Pittsburg "	80½	81	----	81½	82½	85
Quincy "	73½	74	----	77	80½	83½
Rockland "	21	22½	----	24	24½	25

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.
Beaver Meadow	67	----	66½	----	66½	----
Cattawissa	7½	7½	7	----	7½	7½
" preferred	24½	23	22½	22½	24	23½
Camden & Amboy	----	156	155½	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	106½	----
" " 6s, '83-104½	----	----	----	104	105	106
" " 6s, '80	----	----	105	----	----	----
Elmira & W'msport	----	40½	----	----	----	----
" " pref.	----	----	53½	----	----	----
" " 7s	----	----	111	----	----	----
" " 10s	73½	74	75	76½	----	77½
Harrisburg	----	----	66	----	----	----
Lehigh Navigation	----	56½	56½	56½	----	59
" " 6s	115	----	----	----	----	----
" " scrip	34½	34½	35	35½	38½	38½
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	113	----	----
Little Schuylkill R. R.	43½	43½	44	44	45½	48
" " 7s	----	----	----	----	----	----
Long Island	35½	37	36½	----	39	40
" " 6s	----	----	----	----	----	----
Minehill	53½	53	53	53½	53½	53½
North Pennsylvania	11½	----	----	11½	12½	12½
" " 6s	90½	90½	90½	90	----	----
" " 10s	----	112½	112½	----	----	----
Pennsylvania R. R.	65½	66	66½	----	66½	67
" 1st m.	116	----	117½	----	----	117½
" 2d m.	113½	----	----	----	----	114
Penn. State, 5s	102½	102	----	102½	102½	102½
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	106½	----	----	----	----
Philadelphia City, 6s	107	106½	106½	106½	106½	106½
" " new	111	111	111½	112	113	114½
Philad., Germ. & Nor.	----	----	60	60	60	60
Phila. & Reading	45½	45½	45½	45½	45½	46
" " 6s, '86.	103½	104	105	----	105½	105½
" " 6s, '70	----	----	109	109	----	----
Philadelphia & Erie, 6s	109	108½	----	----	109½	110
Philad. & Sunbury, 7s	111	----	----	----	----	----
Sunbury and Erie, 7s	----	----	111	----	----	----
Arch street, (Horse)	26½	26½	----	26½	27½	28
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	26	----	----	----	----
Green & Coates, "	43½	43½	43½	43½	----	45½
Race and Vine, "	----	11	10	----	----	----
2d and 3d streets, "	----	----	----	81	81	----
Spruce & Pine, "	16	16	16½	----	----	----
13th & 15th sts., "	----	26½	----	----	----	27
West Philad., "	65	----	----	----	----	----
10th & 11th sts. "	----	----	----	----	40	40

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 23.

	Tu.17.	W.18.	Th.19.	F.20.	Sat.21.	M.23.
Baltimore City 6s, 1875	117	117½	117½	117½	117	116½
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	117	117½	117½	117½	117	----
Balt. and Ohio	88½	87½	87	88½	88	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	107½	----	----
" " " '80	107	----	----	----	----	----
" " " '85	118	----	----	118½	----	----
Northern Central	40	40	39½	----	----	----
" " b'ds, '85	102½	103	----	103	----	----
" " " '96	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 7th February:

Maryland 6s	71	to	73
United States 5s, 1874	56	"	58
Virginia State 5s	48	"	50
Do. 6 per cent.	45½	"	46½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	69	"	70
Do., Pennsylvania do. do.	69	"	70
Erie shares, $100 (all paid)	47½	"	48½
Do., 7s, preference	63	"	65
Do., assessment scrip	----	"	----
Do., 7s, 1st mort., 1867	81	"	83
Do., 7s, 2d mort., 1859	75	"	85
Do., 7s, 3d mort., 1883	72	"	74
Do., 7s, 4th mort. x. c.	65	"	70
Do., 7s, 5th mort.	60	"	65
Illinois Central 6s, 1875	79	"	80
Illinois Central 7s, 1875	76	"	78
Do. do. $100 shares, $90 paid, dis.	39	"	38
Do. do. $100 shares, all paid	53½	"	54½
Michigan Central 8s, Convertible, 1869	74	"	78
Do. do. S. F. 1st mort., do., '82. x. c.	74	"	78
Michigan S. and N. Indiana 7s, S. F., 1886	65	"	70
Do. do. do. $100 shares	25	"	30
New York Central 6s, S. F., 1883	68	"	72
Do. do. 7s, 1864	62	"	66
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	72	"	74
Panama, 1st mortgage 7s, 1865	103	"	105
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	70	"	75
Do. 2d mort., 6s, do.	87	"	89
Do. $50 shares	----	"	----
Philadelphia and Reading, $50 shares	25	"	28

American Railroad Journal.

Saturday, February 28, 1863.

Stock Exchange and Money Market.

If it were not for the rise in gold, and the violent fluctuations which attend its sales, we should be able to pronounce the financial policy of the Government, and the financial condition of the Country under all the circumstance of the case, an unparallelled and brilliant success. We have borrowed no money from abroad, have asked no foreign assistance; on the contrary we have redeemed our own stocks out of the hands of the timid foreign holders, and continued to export gold without an effort to withhold it. Whether any other country could have gone on for two such years, under such difficulties as we have experienced, is very questionable.

It is then very proper for us to consider the reality of this disturbing element, the rise of gold, and see what really its essentials are, and how far its movements determine the stability of other commodities. Our readers will remember that many weeks ago we hazarded the opinion, that we saw no reason why it should not rise to 200; and as on Tuesday it jumped 7 per cent, and now stands at 173½, we are inclined to think our prediction is fast approaching verification. The reasons are several. It is a commodity of small comparative amount, if we regard the enormous values which are created and exist around us in the shape of real and personal property, and it requires but few combinations to manage it. In this city about one hundred dealers, according to

a cotemporary, control the whole business, and strange to say, these merchants in gold, do the largest part of it through the means of paper. A certificate of deposit of ten thousand dollars has been known to be used fifteen times in the course of a single day, and the quotations of the transfers have gone forth to the world as evidences of actual sales, when the gold itself never left the bank where it was deposited.

We have all along maintained, though the price of gold advances, it can not be said it causes the depreciation of other properties, nor is it true to the extent maintained, that inflation of prices follows, as an immediate consequence, the substitution of a paper currency. At least it has not so happened up to this time in this Country. The most important articles of our own production are still in abundance, and are at former prices. Articles of foreign production and subject to duty may be expected to increase in price to the consumer, just as they did under our high tariffs of former years in times of peace. But let us subject this one idea, that our currency has depreciated to the extent of the premium on gold paid in that currency, to a simple and common sense view of the subject. And for this purpose we quote from the columns of a cotemporary, distinguished for its long continued and able support of the hard money theories of Benton and others, the following passages. Nothing can be clearer than the following:

"Prices of some things have risen, it is true, but not of all, and the relation of supply to demand has left nearly or quite undisturbed the old relation between a paper dollar and a large number of articles of prime necessity, of which it will suffice to name beef, mutton, pork, potatoes, apples, use of real estate, &c. Any or all of those can be had now for "greenbacks" at as low rates as they could have been bought two years since for gold.

The absurdity of insisting that the government currency is depreciated because it requires more dollars of it to buy some things now than were formerly required in gold to buy the same things or quantities of things, is most forcibly illustrated by the following comparison of prices in gold for the articles named, before the issue of government currency and now, reckoning gold at 150 as compared with government currency:

	Former prices in gold.	Present price in gold.	Depreciation in gold, from whatever cause.
Cotton....	13	50	285 per cent.
Coffee.....	22	80	36 ..
Coal.....	$4 20	$5 67	35 ..
Old paper.	1	5⅓	433 ..
Stocks:			
Pacific Mail	50	1 19	138 ..
N. Y. Cent.	50	80	60 ..
Erie.....	4	50	1150 ..

Of what value would that man's opinion on the subject be, who should assert that gold had depreciated to the extent of the above figures, because more dollars of it are required now to buy a given quantity of some articles than formerly; who should gravely argue that gold had depreciated 1150 per cent., because formerly but $4 of it were required to buy a share of Erie, while now $50 of it are required to buy the same thing. Yet this is precisely and the only mode by which it can be shown that the government currency has been depreciated.

We have not space to follow up these facts to their legitimate conclusions at this time, but will reserve them for another opportunity with the assertion, that they are the key to many of our apparent difficulties in financial speculation.

The term "depreciated" cannot be properly applied to a legal-tender currency, issued for a full consideration by competent authority, until it can be shown that all prices as measured by it have advanced in direct ratio to the alleged depreciation, without reference to the relation of supply of commodities to the demand for them, and the term can never be properly applied to such a currency by comparing it with any one commodity as a standard—with gold, for example, at the present time, that being now simply a commodity having ceased to be money except for three purposes, in which it is still received and paid practically at nearly its former rates. Gold has been demonetized by Congress, except for the payment of duties, the interest on the public debt and the settlement of foreign balances, and by the substitution of legal-tender currency is no longer the standard for the settlement of debts in this country or the payment of state or national taxes; and there is and can be no more propriety in reckoning the price of government stocks by the standard of gold, under such circumstances, than by the standard of cotton, or of any other commodity the relative price of which has advanced, from whatever cause, as compared with government stocks. It is true that government currency or stocks will not buy as much gold, or cotton, or Pacific mail, or Erie as formerly, but the same is true of gold as compared with cotton, &c.

There has been no over-issue of circulation, if, as is presumed, it is meant to say that more circulation has been issued than was needed for the legitimate purposes of trade. No stronger proof could be adduced to negative the assertion of over-issue, than that for the last eighteen months circulation or currency has been scarce to such a degree as to greatly embarass settlements with laborers, operatives and others requiring currency, the volume of business apparently having greatly exceeded the circulation in all parts of the country.

The facts are that the withdrawal of specie from circulation, the retention of the legal tender in the vaults of banks for the redemption of their issues (which the wants of trade have kept out) and the increase of cash transactions in place of those heretofore settled by notes, have more than counterbalanced the government issues and the increased bank issues, and it may be safely asserted that the present volume of business could not be conducted on a cash basis, without a greatly increased volume of circulation.

By the operation of one of the causes which has produced the same result in gold, showing that each is subject to the same laws, the government currency of the first issue has been practically demonetized, and therefore withdrawn wholly from circulation, and is now quoted at the same price as gold.

The Banking Association and uniform currency bill having become a law of the land is naturally attracting attention. As an evidence of public opinion that way, we state that an association of capitalists has so far assumed shape in this city, as to have presented itself in the form of a bank of twenty millions of dollars, and an eminent hard-money banker and President of a leading State institution has been offered the Presidency. The main features of the new bill as we understand them are these.

Any number of persons, not less than five, may associate, and after complying with certain formalities specified in the act, become a bank with any amount of capital not less than $50,000. Thirty per cent. must be paid in "at the time of the *commencement* of its banking business," and ten per cent. every sixty days thereafter until the whole capital is paid in. The powers granted to such institutions are large and liberal.

This step being taken, then to obtain notes of circulation, U. S. bonds bearing interest are to be transferred to the Treasury of the U. S., and therefor the Comptroller of the Treasury will issue notes to the extent of ninety per cent. on the par value of the bonds and not exceeding that limit, in denominations of $5, $10, $20, $50, $100, $500 and $1,000, properly engraved and certified. One per cent. is to be retained in the Treasury out of each yearly half dividend of interest in lieu of taxes on circulation, &c. The bills so issued are to be redeemed by the associations payable on demand "in lawful money of the U. S." (whatever that may be,) and shall be received at par in all payments of "taxes, excises, public lands, and all other dues to the U. S., except for duties on imports, and also for all salaries, debts and demands owing by the U. S. to individuals, corporations and associations, except interest on public debt." It will be observed that these notes are not a legal tender as between man and man.

The bill contains a large number of sections regulating every conceivable detail of business arising under its general provisions.

It would seem therefore, the system is an exceedingly favorable one to capitalists. It permits them to bank on their capital, gives an undisputed value to their notes, ensures their circulation everywhere, and makes them equal to gold in a vast number of transactions, where mere local currency would not circulate at all; and as long as U. S. legal tender notes remain, no specie is requisite for the redemption of the bills. When specie payments are resumed, and gold and silver become lawful tender only, assuming their old functions, they will fall to par, and the banks can resume redemption in that form.

In our next we shall consider various other financial topics of importance, (connected with Congressional legislation, for which to-day we have no room,) as well as the high and prosperous condition of our railway companies.

The following quotations of sales of Railway and other securities and in addition to those given elsewhere in our columns:—

New York.—New Jersey R. R., 155; Indianapolis and Cincinnati R. R., 75; Central New Jersey, R. R., 170; Illinois Central full paid shares, 93; Illinois coupon bonds, 1862, 100½; do., 1877, 107; Second Avenue R. R., 70; Cumberland Coal pref., 19¾@20¼; Minnesota Mining Co., 88; Ohio 6s, 1860, 102; Brooklyn City Water Loan, 118@120; Citizens Gas Co., Brooklyn, 99½; Canton Co., 26½; New York and New Haven, 123½@124½; Hudson River 1st mort., 124¼; Delaware, Lackawanna and Western R. R., 146½; Warren R. R., 111; Brooklyn City R. R., 140¼; Northern Indiana 1st mort., 107; Evansville and Illinois R. R. 1st mort., 7s, extended to 1869, 79½.

Boston.—Salem and Lowell R. R. 6s, 109½; Rutland and Burlington 1st mort., 66½@70½; do., 2d mort., 8@12; Vermont Central 1st mort., 85; do., registered, 40; do., 2d mort., 5½@7½; Eastern R. R. 6s, 1874, 113; Michigan Central 8s, 1869, 128; do., 1882, 130; Northern (Ogdensburg) 1st mort., 106; do., 2d mort., 18⅞; Boston and Lowell 6s, 112½; Cheshire, preferred, 30½; do., 6s, 105½; Vermont and Mass., 6s, 106; Eastern R. R. 6s, 115; New York and Boston Air-Line 6s, 60; Fitchburg and Worcester pref., 99¾; Concord R. R., 66; Providence and Worcester, 132; Worcester and Nashua, 77; South Shore, 9@13½; Boston City 5s, 1868, 155½; Bath 6s, 103; Vermont 6s, 115; Malden and Melrose, 21½;

Copper Falls Mining Co., 10½@12½; Hancock, 12½@16; Huron, 15⅞@16½; Superior, 10½@11¼; Mesnard, 8⅜@10¼ Petherick, 3¼@4¼; Winthrop, 2¼@3¾; Pontiac, 4@4½; Superior, 9½@10½; Phœnix, 3½; Albany and Boston, 10⅜@13⅛; Bohemian, 7¼; Toltec, 3¾; Canada, 2; Acton, 6¼; Columbian, 4¾.

Philadelphia.—Cleveland and Mahoning 2d mort., 100; Huntington and Broad Top 2d mort., 85; Reading 6s, 1843-'80, 113@114; do., 1844-'80, 114; Camden and Atlantic, 11; do., pref., 20; do., 6s, 104½; do., 2d mort., 62; North Penn. mort., scrip, 86; do., chattle scrip, 76; 13th and 15th streets, 26½; 5th and 6th streets, 63; do., bonds, 112; 2d and 3d streets 1st mort., 110½; Allegheny Valley, 1; Shamoken Valley, 35; Philadelphia and Erie 37½@39; Chestnut Hill R. R., 46; City 6s, 1871, 95; Wyoming Canal, 10; Susq. Canal, 7; do., 6s, 39; Chesapeake and Delaware 6s, 99½; North Branch 6s, 25; Del. Div., 42½; Schuylkill Nav., 5⅛@6¼; do., pref., 14½@16⅝; do., 6s, 1876, 55; do., 1882, 71½; West Branch, 80; Morris Canal, 60; do., pref., 132; do., 1st mort., 112.

Baltimore.—North Western Va., R. R., 10; do., 1st mort., 110; do., 3d mort., 30; West Maryland 1st mort., 110½@112½; do., 2d mort., 85; Central Ohio, 4th mort., 31; Maryland 6s, 1890, 122; Baltimore 5s, 1875, 96.

Cincinnati.—Little Miami, R. R., 150@155; do., 1st mort., 115; Col. and Xenia R. R., 150@154; Cin., Ham. and Dayton, 135@140; do., 1st mort., 110; do., 2d mort., 119@120; Indianapolis and Cincinnati, 70; do., 1st mort., 110; do., 2d mort., 100; Covington and Lexington 1st mort., 6s, 100; do., 2d mort., 7s, 95@100; Indiana Central 2d mort., 10s, 110; Dayton and Michigan 1st mort., 85@95; Cincinnati City bonds, 100@105.

Rotary Boiler.

We hear of a new application of the rotary system to the construction of boilers. A patent has been taken out by Dr. Grimaldi, in England, for a boiler to rotate on its axis over the furnace. It is claimed for this invention that it produces a rapid generation of steam, and its superiority over the old forms consists in saving fuel, weight, bulk and floor space and height from one-third to one-half. A 30 horse engine is to be placed on board a steamer for further demonstration.

Mechanical Power and Wealth of Great Britain.

If we wish to know why the power and wealth of Great Britain are so enormous, we may easily ascertain the reason. They are the result of the enormous use of steam power.

In mining and metal manufactures it is equal to	1,350,000 horses.
In navigation	2,550,000 "
Locomotives	3,000,000 "
In Manufactures	4,050,000 "
Total	10,950,000 horses.

As each horse power is estimated to be equal to that of five men, we find that in addition to the actual population of the Kingdon, there is a constant industrial power engaged in production of some sort or other, equivalent to 54,750,000 men! It is no wonder then that the country is growing so enormously wealthy, and is able to bear such a weight of taxation, and such a vastness of expenditure.

This is an element of strength which we have also in the United States, increasing every day, and which is giving to the North its immense preponderance of means and money, over the merely agricultural states of the confederacy.

Railways in Germany.

In 1861 there were completed and in use in Germany, 8,866 miles of railways, one-fourth of the distance being provided with a double track; 88 per cent of these belong to the Government; the whole worked by 19 Government Departments, and 43 boards of Directors. The cost per mile averaged £16,400 per mile. The rate of speed is

Express trains	27 to 35 miles.
Ordinary passengers	20 to 25 "
Freight trains	10 to 15 "

Galena and Chicago Union Railroad.

The earnings of the Galena and Chicago Union Railroad, in 1862, were as follows:

	Freight.	Passengers.	Mails.	Totals.
January	$84,759 09	$19,587 88	$5,520 21	$109,867 18
February	82,292 40	17,170 42	5,960 60	105,423 42
March	44,592 20	22,636 06	6,117 90	74,346 16
April	56,676 68	27,252 63	6,250 33	90,179 64
May	125,766 82	26,510 53	5,916 68	158,194 03
June	187,778 77	30,735 68	6,533 46	225,047 91
July	147,178 65	37,054 26	6,223 38	190,456 29
August	84,716 83	36,307 88	7,994 58	129,019 29
Septemb'r	122,754 56	58,809 49	6,814 72	188,369 77
October	149,038 32	48,585 12	5,951 65	203,575 09
November	121,267 24	31,760 15	6,502 96	159,530 35
December	101,035 42	33,422 61	9,074 26	143,532 29
Totals	$1,308,847 98	$389,832 71	$78,860 73	$1,777,541 42

New London Northern Railroad.

The earnings of this road during the year, ending December 31, 1862, were as follows;

From passengers	$65,104 85
" freight	60,397 85
" mails and express	7,925 00
" rents, and all other sources	18,403 03
	$151,730 73

And the expenses were:

Repairs of road and bridges	$15,534 24	
" rolling stock	14,414 75	
Salaries and wages	24,772 76	
Fuel	12,775 50	
Oil and waste	2,433 29	
Other ordinary expenses	8,188 46	
New rails	7,613 58	
Rebuilding fences	2,963 67	
Rebuilding drawbridge	6,503 87	
Other extraord'ry expenses	5,877 30	
Taxes	3,238 15	
Rent to city of New London	3,000 00	
Interest	5,648 98	
		112,964 57
Balance net earning		$38,766 16
Dividend No. 2, July 1862, 2 per cent	$12,043 04	
Dividend No. 3, Jan. 1863, 3 per cent	18,163 56	
		30,106 60
Balance after dividends		$8,659 56
Add surplus last year		2,132 23
Total surplus		$10,791 79

—which has been used in paying the indebtedness of the company for building the wharf and depot for the steamboats at New London.

The cost of the wharf and depot as per last report was $85,396 53; present valuation, $75,400, which is represented by the company's indebtedness to the Savings Bank of $24,000, and 7 per cent bonds issued, $51,000.

The company hold in their possession $9,000 of the $60,000 created by the mortgage of May, 1861, which they have not found it necessary to use.

The indebtedness of the company to the Trustees of the N. L., W. & P. R. R. Co. for cancelled stock, has been reduced by the surrender of bonds, never subscribed, valued at $476, leaving $125 89 still due on the bond given said Trustees.

New iron to the extent of 335 tons has been purchased and laid, and 2,338 old rails have been repaired in the company's shop.

Number of miles run by trains, 156,905; passengers carried, 153,830; ton of freight, 73,572.

BALANCE SHEET, JANUARY 1, 1863.

Seven per cent bonds surrendered	$602,152 00
Stock cancelled	602 89
New wharf and depot	75,400 00
Due from U. S. Gov., etc	867 14
Cash on hand	17,805 70
	$696,826 73
Capital stock	$602,152 00
Seven per cent bonds	51,000 00
Loan from Savings Bank	24,400 00
Bond from cancelled stock	125 89
Sundry accounts	42 05
Dividends 1 and 2 unpaid	386 08
Dividend No. 3, Jan., 1863	18,063 56
Profit and Loss—surplus	657 15
	$696,826 73

President—HENRY P. HAVEN.
Superintendent—RICHARD N. DOWD.
Auditor—WM. H. BARNES.

Northern Pitch.

We learn that pitch made from our northern pine, is now beginning to be extensively used in place of the southern. It can be manufactured at less than one-third the cost of the latter article, and is now sold in the Boston market for $3 to $3.50 per bbl., while the southern is worth $18 to $20. We hope that our northern foresters will go into the business extensively.

Water-proof Cement Pipes.

We notice that a French patent for the manufacture of water-proof cement pipes, and water and air-proof pipes, each a new assistance in pipe laying, has become the property of Thurlow Weed, Esq., of Albany.

The Oil Market.

The substitution of mineral oils for those obtained from the whale has created a remarkable change in several important branches of industry and commerce. We have given from time to time, all the current information with regard to petroleum, but the following comprehensive circular for 1862, of Mr. F. S. Pease, of Buffalo, embraces the whole subject and others cognate, and is worthy of being preserved as a part of the commercial history of the day:

The Oil trade for the year 1862 has been marked with important changes; the reverse of 1861, it has received its proportion of speculative movements, to the joy of some and sorrow of not a few. The crude and raw material have been mostly cash; straight fixed oils have received marked attention at home and abroad, and notwithstanding the high prices in very many cases, the demand exceeded the supply for export. The absence of a "thousand and one" substitutes, which with men of ordinary sense, have about played out, has increased the demand for prime oils for all purposes. Our foreign demands were well supplied in the fall and winter of 1861.

The war prospects hastened and brought out from Europe unlimited orders for both Sperm and Whale, consequently our foreign orders in 1862 were not as large as they otherwise would have been.

Comparative prices of Oils are as follows:

	Jan. 1, 1860.	Jan. 1, 1862.	Jan. 1, 1863.
Sperm Oil (Nat. Winter)	$1 60	$1 75	$2 00
Elephant (W. B.)	80	85	1 15
Winter Refined Whale	75	75	1 00
Fall " "	70	70	90
Lard Oil, Winter	1 00	85	90
Lard Oil, Fall	90	80	85
Linseed Oil	60	95	1 30
Refined Petroleum	75	35	50

LARD AND OIL.

The demand throughout the year for prime Lard Oil has been exceedingly good. The consumption will not fall short of 50,000 gallons for home use and shipping, an excess over 1861 of some 30,000 gallons. The year commenced on low prices, with a steady increase to the close of the year, with a good export demand all the summer. The increase in the consumption of Lard for Candles, is over eight millions of pounds, as reported by the Cincinnati *Price Current*. The Foreign demand has been extraordinary, and although there is an increase in the yield of Lard of some 28,339,409 lbs. over last year—full prices may be expected, and an active demand for 1863. The average yield of Lard per hog 84 lbs, being 2 lbs over 1861. Yield of Lard some 97,649,691 lbs.

The export of Lard in barrels and kegs for 1862, was 139,596 bbls; 61,352 kegs, an excess over 1861 of 38,790 barrels, and 15,709 kegs. Taking the average price of Lard at Cincinnati, 7½c, the exports amount to $7,423,705 07.

Average amount of Lard in 1861	$6,217,322 84
Average amount in favor of 1862	1,206,382 23

LINSEED OIL.

The importation of Linseed to the Atlantic States for the year was less than in 1861, and shows a large falling off compared with previous years, and our prospective for '62 has been more than realized in regard to high prices. The importations of Linseed for the year were less than in 1861, and '61 was some 291,810 bags less than in 1860. The importations of Calcutta and Bombay seed for 1862 were not far from 285,776 bags, and 54,484 pockets. Total equal to 294,857 bags. The year opened on good prices, which rapidly advanced to its close, owing to the increased cost of importation. This advance in prices was never before known in the Linseed market.

The total consumption for the year is equal to 310,657 bags, being 115,857 bags less than in 1861.

Stock on hand, January 1, 1863, equal to 11,533 bags—the consumption exceeding the imports by 15,800 bags.

From Calcutta, we have on the way some 34,039 bags, and from Bombay 15,260 bags, and no more loading from either place at last reports.

Amount on hand January 1, and on the way, equal to 60,832 bags.

The small amount of oil to arrive and on hand in this country, and the small amount in England (being only 9 tuns,) must keep prices high for some considerable time, and we see no reason why it should not be for the season, even if the western crop is as good as is anticipated. Gold will govern the price of this product, as in other matters.

January 1, 1862, we had on hand in this country some 27,000 to 28,000 bags, and to arrive some 162,371 bags, equal in all to 190,371 bags.

This year, January 1, 1863, we have some 11,533 bags, and to arrive, 39,299—equal to 60,832, being 129,539 less than in 1862.

The highest price reached at the seaboard for seed was $3 40 per bushel, and lowest $2 05.

Price of oil—highest, $1 30; lowest, 75c.

Average value of consumption of seed, $714,511 10—seed at $2 30 per bushel. This is, notwithstanding the great deficiency of imports, an excess over 1861 of $38,846 41, owing to the great advance in price of seed.

Reduced to oil, total average value, say 95c, equals $590,248 30.

The reports of the large crop of western seed had the tendency to keep prices down a considerable portion of the year, notwithstanding the deficiency in imports. But the large crop did not make up the wantage as shown above, consequently prices rapidly advanced during mid-summer, and closed the year with increased firmness. The crop of seed at the west is reported to be excellent in quality and quantity.

The imports at Cincinnati for 1862 amount to about 50,910 bushels. This is some 924 bushels less than in 1861, and 1861 was 192,000 bushels deficient. This makes 192,924 bushels, total.

There were some 24,000 bushels less seed sown in the spring of '61 than '60. Total consumption 50,559 bushels, being 5,016 bushels less that in 1861.

Amount on hand, equal to 6,351 bushels.

Average price of seed, $1 20.

Average price of oil, 77c.

Value of the consumption, $60,670 80.

If reduced to oil, total value of consumption $77,860 86.

Although 1862 is some 5,016 bushels short of 1861, equal to some 10,032 gallons oil, yet 1861 falls short of 1862, in point of value, some $27,728 86.

From our best information, the amount of seed sown within the vicinity of Dayton, O., in 1862, was some 24,500 bushels. The yield, or crop, for the year, some 185,000 bushels, and on hand Jan. 1, '62, some 70,000 bushels. Amount of oil, some 206,000 gallons.

From the above statement we can approximate nearly to the facts, and the position of the Linseed and oil would be as follows:

	Bus.
On hand Jan. 1, 1862, Atlantic States, say	27,333
Imported in 1862 " "	294,857
Imported in 1862, Cincinnati	56,910
Imported (or crop) Dayton	185,000
	564,100

	Bus.	
Consumed in 1862, Atlantic St'ts.	310,657	
" " Cincinnati	50,559	
" " Dayton	115,000	476,216
Amount on hand		87,884

Amount on hand Jan. 1, 1863, Atlantic St's.		11,533
" " " Cincinnati		6,351
" " " Dayton		70,000
As above		87,884

TOTAL VALUE OF IMPORTS.

Atlantic States	$678,171 10
Cincinnati	58,292 00
Dayton (crop)	222,000 00
	$957,463 10

TOTAL VALUE OF CONSUMPTION.

Atlantic States	$714,511 10
Cincinnati	60,670 80
Dayton, (seed same value as Cin.)	138,000 00
	$813,181 90

TOTAL VALUE OF SEED ON HAND.

Atlantic States	$52,660 00	
Cincinnati	7,621 20	
Dayton	84,000 00	$144,281 20
Same as above		$957,463 10

Reduced to oil, and we have—

TOTAL VALUE OF CONSUMPTION.

Atlantic States	$590,248 55
Cincinnati	77,860 86
Dayton	177,100 00
	$845,209 41

The great demand and uses for which flax is so well adapted in taking the place of cotton, is receiving attention from every section of this country and Europe. It is only recently that the flax waste, or fibre, has been successfully worked. Price of flax has rapidly advanced, and the current high rates will stimulate planting. The yield of seed is from 6½ to 8 bushels per acre. Tangled straw about 1,000 lbs. The average price of straw about $4 per ton. But little pulled straw is brought to market—perhaps one-tenth of the whole. The fact is, the low price of the straw has offered little or no inducement to save it heretofore, but things have changed, and the great demand for flax—even the waste from the dresser being worth some $12 to $14 per ton—and the great advance in the price of oil, will induce the farmers to plant largely, and there is no doubt but that the prices will be remunerative.

Statistics show that in 1860 there were 152,040 pounds flax; 1861, 1,598,352 lbs; in 1862, as far as heard from, some 3,783,079 lbs; and this year it be three-fold over 1862.

The Linseed oil trade in this city was about equal to '61; if anything a few thousand gallons more. As prices advanced the demand fell off, until the luxury of being clean was a matter of absolute necessity. Although prices will rule high at the commencement of the year, we anticipate a fair demand.

WHALE FISHERIES.

The whalin gfisheries of 1862 can be set down as successful, although in numbers less, and less tonnage. A better class of vessels has been employed, and better fitted for the business.

The great advance in price of oil and bone, which have continued through the season, and the cheering prospects from the Northern grounds, give every encouragement for a prosperous year in 1863. The winter was mild and whales abundant. In 1862 there were some 33,281 tons less tonnage than in '61, while the importations were 46,530 barrels less, and 1861 was less than '60 by 18,096 tonnage, and 11,066 barrels of oil.

The last reports from Honolulu are exceedingly favorable. The general average of Arctic and Oshootsk whalers is some 926 barrels, and 12,380 lbs bone, which shows an average increase over 1861 of between 200 and 300 barrels. The catch of 1862 is some 45,530 bbls less than 1861, and '61 was deficient some 11,064 bbls. Deficit of 1861 and '62, 57,594 bbls. In 1861 there were 514 vessels employed in the American fishery, with a tonnage of 168,476 tons.

In 1862 there were 423 vessels employed, with a tonnage of 125,465. This shows a deficiency of 91 vessels, and 33,011 tonnage. 1862 came in with a tonnage of 103,888, or 21,577 tons less than '62 and 68 vessels less than 1862.

The exports of oil in 1862 were 96,559 bbls., being 9,043 bbls more than in '61.

The exports of 1861 exceeded 1860 by 41,717 bbls.

The excess of the exports of 1861 and '62 is equal to 26,223 bbls.

	bbls.
Stock on hand, Jan. 1, 1262, equal to	74,510
Imported in 1862	156,119
	230,629

	bbls.	
Exported in 1862	96,560	
Stock on hand, Jan. 1, 1863	39,057	135,617
Consumed		95,012

The foreign demand at the first of the year was not as large as anticipated, owing in a great degree to the stoppage of the English manufactories for the want of cotton.

The firmness which marked the close of the year '61 continued till May, when there was a temporary decline. The remainder of the year prices advanced with increased firmness, stimulated by the high rates of exchange.

The average price of sperm oil, $1 42½, which was higher than for the last six years, and whale, 59½c, for the last five years.

The importation of Sperm oil for the year was 55,641 bbls, and whale 100,478, being 45,530 bbls. less than in 1861. The receipts of whale oil were good from March to October—the greatestamounts being in May, June and July. Of Sperm the receipts were good from April to November, the largest amounts being in May and August.

The largest amount of whalebone was in April and May.

The average price of Sperm oil for the year, $1

42½, against $1 31½ in 1861, and $1 41½ in 1860—the lowest price being in May and June, and the highest in November and December.

The average of whale for the year was 59⅓c, against 44⅓c in '61, and 49c in '60c. The lowest being in May and June, and the highest in October, November and December.

Average price of Northern bone, 88c, Southern, 76c.

The stock of oil in the United States Jan. 1, 1863, 39,057 bbls.—consisting of Sperm 16,038 bbls, and whale 23,019 bbls, as against Jan. 1, 1862, Sperm 16,132 bbls., and 58,378 bbls. whale.

The value of the importation of oil for 1862, taking the average price of crude, sperm and whale—importation of sperm 55,641 bbls., equal to 1,752,691 gallons, at the average price for 1862, amounts to $2,497,584 67—being $359,065 60 less than 1861.

Average importations of whale 100,478 bbls., equal to 3,171,057 gallons, at the average price for '62 amounts to $1,884,450 49—or $20,602 44 more than in 1861.

Importation of whalebone 763,500 bbls.; average price for the year say 82c, which is full low, equals $626,070—some $340,693 over 1861. Total average for the year 1862 is $5,008,105 16, exceeding 1861 by $2,229 84. Although our imports for '62 were 45,520 bbls less than in 1861, the value of the fishery exceeds the previous year, as shown.

Difference of average value 1860 and 1861 is $1,545,297 52—between 1861 and 1862 is $2,229 84. Difference of average of both, $1,543,067 74. Comparative value of the Fishery, tonnage, and number of vessels, for the last four years:

Y'r.	Vessels.	Tonnage.	Value.
1859	624	195,115	$8,504,483 73
1860	569	176,842	6,551,172 84
1861	514	158,746	5,005,875 32
1862	423	125,465	5,008,105 10

FOREIGN OIL MARKET.

The demand for sperm oil for consumption was light, owing to the stopping of manufactories. Prices ranged from January to November, from £88 to £90 per ton.

Stock on hand equal to 2,010 tons. This is some 1,356 tons more than January 1, 1862.

Imported, 4,548 tons; consumed, 3,192 tons; being 399 tons less than 1861.

The importation of whale oil was large as compared with previous years, prices ranging from £36 to £43 per ton. Amount on hand January 1, 1863, equal to 306 tons. The imports of whalebone was only 142 tons, including the Davis' Straits fishery. Amount on hand January 1, '62, 40 tons.

Fish oils, cod and seal, have ruled high during the year.

Cocoanut oil has ruled high, but lower prices are anticipated on arrival of shipments from the East Indies. From last reports from the Pacific Islands, everything is prosperous, and prices, from the abundance, will rule low in 1863.

Stock of petroleum at both Liverpool and London is large, equal in crude and refined to 28,023 bbls., and 2,466 cases and 1,200 cases spirits.

From "Macrae, of Liverpool," we learn that some nine millions of gallons were imported into Europe in 1861 and '62. Canada and America, at the value a million sterling, in 1862, while in 1860 it was almost unknown.

The great obstacle to petroleum in Europe is parafine oil, but it does not compare in point of beauty, color or smell, to the American refined oil, although the same quantity of parafine oil will burn the longest.

The offensive order of Canada oil has checked its progress in Europe. One great difficulty in perfectly deodorizing Canada oil, is that the chemicals destroy its burning properties. Exchange will have an important bearing on the movement of petroleum to Europe.

PETROLEUM.

From the history of the past and present, the failure of the flow of oil in this country, is only a matter of time. The recent failure of the oil wells, at Oil Creek, at Enniskillen and other places, together with the ill success attending new developments, show that deposits in these sections are nearly dry.

The petroleum business of Buffalo did not escape the wild excitement which has marked this branch of trade throughout the country, during the year past. The first quarter of the year prices for refined ranged from 30 to 25c; and during the middle of the year remained quiet at 25c. The remaining quarter was marked by wild speculation. Everybody was going to make his fortune in little or no time, (some of which escaped through leaky barrels.) Everybody was buying to sell to "somebody" else, and prices advanced from 30c to 60c and in some cases 90c and $1.

The high rate of exchange increased the speculation. Money tried to rule, but it was no use: oil was not worth the extravagant price, and down it came with ruin to thousands. Many brought largely of Crude, at high rates, in anticipation of a continued demand at speculative prices, and it was soon evident that they were paying "dear for the whistle."

Like all business of an unnatural growth, a few make the money, while the mass are the losers. Take for instance the success of the wells, and allow that there are fifty wells today, yielding oil—or good yielding wells—at Oil Creek; take the number of wells that have been commenced—say 800 or 1000—at a cost of $1000 each, and we have an average cost of these fifty at $20,000 each, a total expenditure of a million or over of dollars. In Buffalo there have been some five or six refineries in successful operation during the year, with a total average capacity of 12,000 to 15,000 gallons per week. The oil made at this point stands well at home and abroad, as to quality and shipping order.

The export from the United States for the year has been large, some 10,950,991 gallons. Allowing this to be one-fifth of the amount of the annual product for 1862, and it amounts to 54,755,055 gallons equal to a yield of 150,014 gallons as the average amount per day. This 54,755,055 is based on the amount of exports, which include Crude and Refined, and as no exact figures can be had, we approximate, as near as we can, making all allowance.

Allowing our exports to be 10,950,991 gallons for the year 1862, including Crude and Refined, and one-third of this to be Crude, and we have 7,300,661 gallons Refined and 3,650,330 gallons Crude.

Allowing the yield to be 60 per cent, leaving 40 per cent to be added to the amount of the Refined, and we have 10,220,925 gallons Crude, to which add the Crude 3,650,330 gallons, and we have the exports reduced to Crude oil, or equal to 13,871,255 gallons, or 10,950,991 gallons, including Refined and Crude.

If we take this as a basis, and allow that it is only one-fifth of the product of the United States, we have 69,356,275 gallons yield or product for the year. Our exports from this and allow that we have 1,000,000 bbls on hand, and we have 51,485,050 gallons Crude on hand. Allow 60 per cent for Refined, and we have left for consumption 30,891,030 gallons for the year.

To prove this, as near as we can, without exact figures, a number of gallons of Crude and Refined, take 54,755,055 gallons, which includes Crude and Refined, being five times the amount of exports and allowing the exports to be of Crude one-third and Refined two-thirds, and to arrive at the value of this product, take the average price of Crude, 18c, and Refined 33c, in New York for the past season and we have the following figures:

7,300,661 gallons Refined at 18c amounts to	$2,409,218 13
3,650,330 gallons Crude at 18c amounts to	657,059 40
10,950,891 gallons valne	$3,066,277 53

Take the value of exports at New York as reported at $2,037,413, this leaves 4,167,425 gallons from other parts to be accounted for. Allow one third to be Crude and two-thirds Refined and we have it as follows:

Value of exports from New York		$2,037,483 00
2,778,284 gallons Refined at 33c	$916,833 72	
1,389,141 gallons Crude at 18c	111,131 28	1,927,975 00
		$3,065,388 00

A variation of only $899 53 in the total amount, so that we think we are safe in saying that the total value of the exports for 1862 are $3,066,277 53.

Amount left on hand for consumption, if in Crude, 55,485,020 gallons at 18c, $10,052,108 60. Same amount if reduced to Refined, equals 33,291,012 gallons, average at 33c, equals $10,786,033 96.

Allowing these to be near the facts and the whole production for the year 1862, stands as follows:

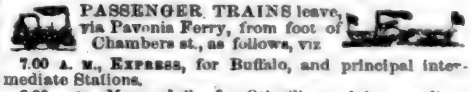
7,300,661 gal. Refined 8,650,330 gal. Crude	Exp't value	$3,066,277 53
22,993,009 gallons Refined on hand 18,495,006 gallons Crude on hand		10,917,124 05
52,440,006		$13,983,401 58
13,996,005 the 40 per cent to reduce the Crude on hand to Refined,		
2,920,264 the 40 per cent to reduce one-third the exports to Refined,		

69,356,275 gallons, as before stated, as the product of the United States for the year.

HALLET & CORNWELL,
No. 24 PINE STREET,
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STOCKS, BONDS AND GOVERNMENT SECURITIES
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RICH'D H. CORNWELL, (late with G. S. Robbins & Son)
New York, February 14, 1863.

EDWARD KING,
(Late of the firm of JAMES G. KING'S SONS,)
OFFERS his services at the Board of Brokers for the **purchase** or **sale** of
STOCKS, BONDS AND GOVERNMENT SECURITIES.
No. 23 WALL ST.

THE NEW YORK CENTRAL R. R. CO.
TREASURER'S OFFICE, ALBANY, January 21, 1863.
SIXTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of February next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of March next on stock registered at London.
Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.
The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Saturday, the thirty-first day of January instant, and be re-opened on the morning of Monday, the twenty-third day of February next.
JOHN V. L. PRUYN,
615 Treasurer.

ERIE RAILWAY.

PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz
7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.
9.00 A. M., MILK, *daily*, for Otisville, and intermediate Stations.
12.15 A. M., ACCOMMODATION, *daily*, for Port Jervis, and principal Stations.
3.30 P. M., WAY, for Middletown, Newburgh, Warwick and intermediate Stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk
6.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.
CHA'S MINOT, *Gen. Sup't.*

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THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exhibit at ports in the United States

M. K. JESUP & COMP'Y,
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THE
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OF THE MOST APPROVED KIND,

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THIS Institution is now in full operation, and offers superior advantages for the thorough study of the NATURAL SCIENCES, and CIVIL, MECHANICAL and TOPOGRAPHICAL ENGINEERING. Graduates of the Institute obtain without difficulty very desirable positions as Civil, Military, and Naval Engineers. The next Semi-annual Session will commence FEBRUARY 18TH, when Students will be admitted to advanced standing in the two lower Classes.

Further information, with the ANNUAL REGISTER, may be obtained from

2m3 Prof. CHARLES DROWNE, Director.

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LOUDON & AHLSTROM'S
PATENT EXPANSION SCREW FASTENINGS,

A QUICK and sure means of making preparatory Fastenings —The hole not requiring to be large at the bottom.

Also for ANCHORING LIGHT-HOUSES, BEACONS, BUOYS, BRIDGES, DAMS, FORTIFICATIONS, etc.

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ROSENDALE CEMENT.

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500 " " " **50** " **52** " " "

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New York, Nov. 11, 1862. **28 Beaver st.**

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RESPECTFULLY ask attention to their stock of Machinists' and Brassfinishers' tools from the establishment of Messrs. GEO. H. FOX & Co., of Boston.

Nason's Patent Screw Chasing Lathe manufactured solely by the above firm is without a rival or substitute for the manufacture of Cocks, Valves, Hose Couplings, Steam and Gas Fittings, and general Brass Finishing.

They have and are constantly receiving from the same celebrated manufacturers, Chucks, and Slide Rests, Shafting, Pullies, Hangers, etc.

The Hangers manufactured by them are of the most approved kind. The bearing being suspended by a universal joint; its advantages over the rigid Hanger will be at once seen and appreciated by any mechanic. It is every way calculated for economy, being fitted with a patent box, which adjusts itself to the shaft, and they guarantee it to run SIX MONTHS WITHOUT RE-OILING, thereby saving labor, friction, oil, and the disagreeable and sometimes destructive effects of the dripping of oil from above.

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For warehouses, manufactories, hotels, mechanics' shops, stores, or any other use where power Elevators are required; they guarantee all the safety that can be combined in any machine that is made. They are arranged with an improved apparatus, to hold the load in case the rope parts, which is unerring; also an invention of their own, to automatically arrest the descent of the load, if by any cause it should move downwards beyond the prescribed speed.

They also manufacture and are the exclusive licensees of Otis Tuft's Patent Elevator. The distinctive features are: the winding drum is driven by an endless screw—two or more ropes are used instead of one, thereby insuring more than double the safety—a peculiar mode of shipping the driving Belts, which insures it to stop at the required point. It operates without noise or jarring.

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THE interest on these Bonds is at the rate of Six per cent. per annum, and is payable 1st of May and November, in GOLD. They are called "FIVE-TWENTIES," because redeemable at the option of the Government after five or within twenty years.

The Coupon Bonds are issued in denominations of $50, $100, $500, $1,000, and the Registered Bonds in denominations of $50, $100, $500, $1,000, $5,000 and $10,000.

To facilitate investment in these Bonds, and make them more accessible to the public, we have made arrangements to keep on hand a constant supply of all denominations for sale, at the same rate at which they are issued by the Government, viz: PAR; INTEREST TO COMMENCE FROM THE DATE OF PURCHASE.

We are thus enabled to save parties all trouble and delay in funding Legal Tender Notes, or otherwise investing in these Bonds.

Orders or enquiries by mail will receive prompt attention, and the Bonds will be sent to any address by mail or express as desired. Payment may be made in Current Bank Notes, Drafts on City Banks, or U. S. Legal Tender Notes.

These Bonds are the CHEAPEST GOVERNMENT SECURITY NOW IN THE MARKET, and pay the LARGEST INTEREST on their cost.

They are destined to become the BEST KNOWN, MOST POPULAR, and MOST AVAILABLE, of all the Bonds of the Government.

The operation of the National Tax Law, which it is now certain will produce double the income originally anticipated, will make the issues of the United States Government the safest and most desirable investment in the world. They are in reality a First Mortgage upon everything in the country, as no Railroad or Corporation of any kind can pay a dividend, or the interest on its own issues, until it has contributed out of its gross income, through the operation of the Tax Law, to the support of the National Credit.

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We keep them for sale to encourage investment in them, and to aid the Government, by promoting their rapid absorption; and the money invested in them through us, contributes to the direct and immediate support of the National Treasury.

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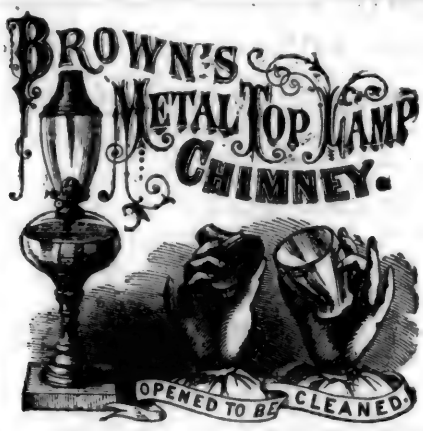
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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, March 7, 1863.

☞ RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon they are issued.

French Railway Humanities.

Official power in France has from time immemorial assumed the shape of beneficent intentions towards the people themselves. Henry 4th gained the love of his subjects by the memorable saying that the great wish of his heart was, that every Frenchman might have a fowl in his pot on Sundays, and the popularity of Louis Napoleon, and the stability of his throne depend very much upon the success of his attempts to impress his subjects with the conviction that he lives and reigns only for their happiness and glory. We have all noticed that to the *ouvriers*, the workingmen, who now and then appear in blouses, with muskets in their hands, and behind and on the tops of ugly looking barricades, he has been particularly complaisant. To give them employment new streets have been opened, new boulevards created, and a new architecture developed in the good city of Paris, while during the intervals of his great public works, he has amused them with pageants of the most brilliant description, celebrations, dedications of fountains, grand reviews and an incessant rataplan. In the same spirit the legislation and action of the Imperial Government are directed beyond the metropolis to the various departments and with like objects. A vast system of internal improvement is going on throughout France, on its rivers to improve their navigation, on its mountains to restore their forests, on the plains to increase their fertility; country roads are projected to feed the railways, fairs are established in the departments to promote intelligent industry, to improve the breeds of cattle, and the fabrics of industry, and develope mines and improve manufactures. To this end, the Government makes large advances of money to associations, communes and cities, on the condition that these contribute their proper proportion.

This policy is adopted to a great extent upon the French railways. Some of the companies, and these are said to make the largest dividends, actually grant a part of their yearly earnings to their employees and to no inconsiderable extent; securing thereby the personal interest of every one of these people in the economical and faithful management of the lines.

The Orleans railway is a striking illustration of the policy which distinguishes the French Government, and it exercises over the large numbers of persons it employs in its service, a sort of paternal care which is quite singular both in its character and consequences. To M. Polonceau the chief engineer of the company, is due the credit of the arrangement. He devised not long since, a plan by which the food, the clothes, and the health of every person employed on his line should be systematically cared for, and at the least possible cost. We know in this country the incessant labors of the people employed upon our railways, allow them but little time to look after their families, their comforts and their health.

Engineers, conductors and firemen, for example seldom pass more than a few hours in a week at home. They are continually on the wing, and even among the workmen at the engine houses and machine shops there is an incessant "sound of hammers closing rivets up." It would seem impossible for these persons to have much leisure or repose, and though the compensation of a large salary sweetens the heaviest labor, it does not free the possessor from many anxious cares.

On the Orleans railway then, we find at the principal stations, a medical man with well prepared offices, whose business it is, not only to give his immediate services in case of accidents, but his advice and attention to all those employees and their families who are merely unwell. Medicines are administered gratis, their families are promptly visited, and every possible attention is paid to the sick. Workmen injured in the service of the company receive full pay until their restoration to health, and the ordinary sick are allowed forty cents per day. So liberal is this arrangement, that in a single year, 1858, 2,500 persons were under the care of the medical staff, of whom 1,900 were not workmen but members of their families, and the cost of the medicines used was three thousand dollars.

In connection with this, another step was taken. Committees composed of the superior officers of the Company were formed for the purpose of visiting the homes of the workmen, and money and goods were bestowed on their families as deemed advisable.

In the winter of 1857–'58, 1,243 families were visited and relieved by the committees to the extent of $10,000, and the moral effect of this supervising benevolence is seen and felt in its influence on the railway employees themselves.

At each station is a clothing and food depot, where these articles are sold to the workmen and their families at the cost price, or nearly so. By this escape from the profits of middle men and hucksters, the men save nearly 75 per cent. on articles of prime necessity, and of course live much more cheaply than working men of other classes. Each employee is allowed a monthly credit at these depots in proportion to the amount of his wages, and the accounts are accurately kept. These depots are constantly supplied with the best articles. In 1857, the latest year of which we have an account, two hundred thousand dollars was the cost of food so supplied, and forty-five thousand

dollars that of clothing. No one is compelled to use these credits or buy unless he chooses. At Ivry, the Paris station, there is a refectory for the use of the railway people, open from morning till night, where an excellent meal is provided including bread and wine at a cost of ten cents. For two cents, one may have 3 oz. of bread and 15 oz. of soup, both of an excellent quality. A dinner consisting of soup, two dishes of meat, a dish of vegetables and a half a pint of wine can be had for 11 cents.

This last arrangement of providing the workmen with cheap and nourishing food, is said to have entirely changed the habits of the Orleans railway servants. They have forsaken their former pot-house way of life, and their families have gained largely by the change.

In this country it is very doubtful whether it would be possible to carry out the benevolence on the Orleans plan, owing to the great difference in the tempers and opinions of our working people. Each man in this country is deemed competent to take care of himself; he generally prefers to do so and even benevolence if obtrusive, is rejected by very large classes even of those who are in need.

The nearest approach to the French system, we can call to mind among ourselves, is the establishment of a refectory at the milk depot of the Harlem Railroad. There in warm and comfortable rooms, a good meal may be obtained at cost by those hard working men, who in the early morning await there the arrival of the milk trains, and who amidst snow and storm and often darkness, dispense throughout our large city the inestimable blessings of a pure, fresh, and wholesome beverage.

St. Louis and Iron Mountain Railroad.

The earnings of this road for the years ending October 1, 1861 and 1862, have been as follows:

	1861.	1862.
From passengers	$81,461 71	$99,837 46
" freight	120,219 25	141,168 37
" mails, rents, etc.	11,264 73	12,229 10
	$212,945 69	$253,234 93
Expenses, viz:		
Repairs of road	$27,558 47	$19,239 02
" bridges	12,733 39	9,617 84
" engines	12,676 62	20,290 86
" cars	13,956 29	17,608 55
" mach'y, etc.	2,470 51	3,445 28
" build'gs, etc.	916 95	3,704 59
General superintendence	9,376 81	8,154 80
Agents and clerks	6,986 41	8,881 97
Pay of train hands	25,567 06	25,590 20
Fuel for engines	12,660 00	16,114 22
Oil, waste, etc.	3,097 20	2,830 63
Loss and damage	2,081 87	3,243 11
Rent and taxes	6,174 88	7,901 37
All other expenses	9,665 65	11,353 83
	$145,922 11	$187,976 27
Net earnings	$67,023 58	$65,258 66

The gross earnings show an increase in 1862 over 1861 of $40,289 24, with an increase in expenses of $42,054 16—making the decrease in net earnings $1,764 92. The report says:

A considerable amount of our business has been made up of the transportation of Government troops and freight. The rates allowed by the authorities is much lower than our tariff rates. The allowance for passage of troops has, by custom, become the price for carrying soldiers traveling on their own account; and for transporting soldiers that are stationed on the road for guarding bridges, we get nothing. Consequently our performance of labor and service has been much larger than is represented by our earnings, while our expenses have been proportionably higher.

Our outstanding liabilities were represented in our last Annual Report		$27,887 88
Amount since charged up for interest on county bonds to 31st December, 1861, as paid by County		132,810 76
Add sundry other items since to construction account		10,768 04
Total		$170,966 68
Assets reported on hand last year	$180,988 46	
Add net earnings this year	65,258 66	
Total	$246,247 12	
Paid County, etc., from these assets	113,606 63	113,606 63
Assets on hand Oct. 1. 1862	$132,640 49	
Liabilities outstanding October 1, 1862	$57,360 05	

These assets are available, and will enable the Company to pay off its present liabilities, and also reimburse the County of St. Louis for amounts yet to be charged up against the Company for interest on the bonds issued to the Company.

The road and bridges are in good and safe condition generally—we may say very good, considering their age, natural wear and decay, and the difficulty, from the disturbed state of the country, in keeping an organized and efficient force on their repairs. Labor has been high, scarce and less effective than in ordinary times. We have replaced over fifty thousand cross ties, renewed over one hundred tons of rails purchased, and have rebuilt Big river bridge. Our expenses in repairs and reconstruction of road and bridges this year exceed those of last year $18,697 29.

The Iron bridge over Joachim creek continues to work satisfactorily. It is 140 feet span, and has been subjected to a test weight of one hundred and forty tons of pig iron. Under the pressure of this weight its deflection was one and one eighth inch; on its removal the bridge recovered its original position. The satisfactory result of this test has fully justified our highest expectations; and we are of opinion that the comparatively low cost of this bridge, and the simplicity of its design—combining as it does the requisite strength and rigidity without extraneous weight—cannot fail to recommend it to the favor of the public as a railroad or highway bridge. It was patented and constructed by J. L. Jones, Esq., of St. Louis.

We have on the road three comparatively new wooden bridges; the remainder of our wooden bridges (22 in number) are rapidly decaying, and must soon be rebuilt; they now require constant and careful watching to keep them safe. Trains have been twice delayed at the Meramec bridge—once in consequence of the bottom chord having been burned by incendiaries, and once in consequence of the failure of timber from decay. It has, however been made secure for the present by iron rods taking the strain from the timbers; but a removal of a part, at least, of the structure will soon be necessary.

The work on the trestle work between Lesperance and Miller streets progresses gradually. The city authorities have been more punctual in providing the labor for loading and unloading dirt, than we have been able to haul it away at times, from the press of other business.

No change has taken place in the amount or character of the rolling stock of the Company since the last annual report, except that considerable more thorough work has been done in overhauling and repairs of both locomotives and cars than was done last year; consequently our expenses on this account have exceeded those of last year $12,108 83.

For ordinary times our rolling stock is ample for the business of the road; but during the past year we have many times been overrun with Government transportation, and labored to considerable disadvantage to ourselves, as well as to the public.

In view of the ordinarily small net earnings of the road, which are likely to be dimished by reason of the probable increase in the price of all kinds of labor and materials employed in repairs and construction, your Board are of opinion that it will be necessary to increase generally the rates on freight and passenger fares, to provide the means of renewing old ties, old rails, and rebuilding our decayed bridges as fast as the safety of the road demands. Our tariff rates have always been comparatively low, and while roads running East are increasing their rates, notwithstanding their greatly increased business, for the sake of swelling their dividends, will not this Company be justified in establishing such rates of freights and fare as may be needed, merely to keep the road in good condition for safety and efficiency?

The following statement compiled from the balance sheet given in the report, and the various tables appended thereto, will show the position of the company's affairs at the close of their last fiscal year, October 1, 1862:

Capital stock subscribed $2,037,600, of which there has been paid		$1,971,127 50
State of Missouri bonds		3,501,000 00
Net earnings to October 1, 1861		213,555 04
Gross earnings for 12 months ending October 1, 1862		253,234 93
Floating debt, October 1, 1862		57,360 05
		$5,996,277 52
Graduation, masonry, bridges, and superstructure, including iron, etc.		$3,350,749 70
Station buildings, engine houses, machine shops, machinery, etc		181,321 34
Land damages and real estate		153,383 68
Contingencies and legal services		63,876 22
Engineering		157,215 57
Potosi Branch Railroad		67,969 35
Rolling stock		344,167 63
Discount and interest		1,356,977 27
Transportation expenses one year to October 1, 1862		187,976 27
Assets, viz:		
Am. Iron Mount Co.	$20,665 61	
Bills receivable	17,810 67	
Supplies for machine shop	11,075 86	
Fuel account on hand	2,144 62	
U. S. Government	20,603 02	
Josiah Macy & Sons, N. Y.	35,853 21	
Sundry accounts	11,961 49	
Cash on hand	12,524 00	
		132,640 49
		$5,996,277 52

The rolling stock belonging to the road consists of 16 locomotives; 7 first class, and 3 second class, passenger cars, 3 baggage, 17 box, 8 cattle, 154 platform, 30 gravel and 13 hand cars, and 1 steam car.

The total number of miles run by locomotives with all trains was 232,631. Number of through passengers carried 5,856; way passengers, 239,841 United States troops, 22,046—total 261,887. Total carried one mile, 3,977,478. The total number of tons moved was 65,011. Total tons carried one mile, 3,975,395.

The officers and directors for the year 1862-'63 are:

Directors.—Stephen D. Barlow, Carlos S. Greely, Jules Valle, G. W. Dreyer, George Partridge, Ferdinand Gottschalk, Isidor Bush, Benjamin Farrar, Bernard Pœpping, Frederick Hill, Charles S. Rankin, John Evans, James Lindsay.

Pres't and Sup't.—Stephen D. Barlow.

Vice President.—Carlos S. Greely.

Secretary and Treasurer.—S. B. Clark.

Auditor.—M. A. Douthett.

Montreal and Lake Champlain Railroad.

The annual meeting of this company was held in Montreal, on the 12th ult., at which the following gentlemen were elected directors for the ensuing year:—C. J. Brydges, Wm. Molson, W. Dow, John Ostell, Hon. J. Ferrier, W. E. Phillips, E. M. Hopkins, E. H. King and J. Thompson.

The report of the directors was submitted, from which we learn that thr receipts for the year ending December 31, 1862, were: from Passengers, $ 100,038 30; Freight $108,937 99; Ferry Passengers $1,492 20; Ferry Freight $1,173 38; Rouse's Point Agency $2,290 92; Rents $18,137 12; Storage $279 76; Wood $2,558 45; Caughnawaga Ferry $6,339 30; Car Hire $1,550 53—making a total of $242,797 95. The expenses amounted to $124,955 48, including $3,000 voted and paid to the President, and there was a balance of $117,842 47 remaining. Out of this balance, interest on Bonds, &c., to the amount of $91,388, had been paid, and $3,923 80 set apart for interest accrued and not called for—leaving a balance of $22,530 67 on hand.

The receipts and expenditures for the last three years have been as follows:—

	Receipts.	Expenses.	Net.
1860...	$229,820 01	$136,349 62	$93,470 39
1861...	213,706 63	123,247 26	90,459 37
1862...	242,797 95	124,955 48	117,842 47

The receipts of the last year have thus exceeded those of either of the two preceding, which, under all circumstances, must be considered as a satisfactory result. The financial condition of the company is exhibited in the annexed Balance Sheet:

Consolidated Stock 6,132, 26–40 Shares of $200 each	$1,226,530 00
Preferred Stock 2,023 Shares of $200 each	404,600 00
First Mortgage Bonds	577,186 66
Interim Debenture Certificates	254,242 32
Second Mortgage Bonds (not yet exchanged)	44,000 00
Lachine Mortgage Bonds	2,200 01
Bonds No. 1 (non-mortgage, not yet exchanged)	8,600 00
Bonds No. 2 (non-mortgage, not yet exchanged)	23,800 00
Bills payable	22,984 62
Sundry debts due by the Company	30,029 79
Profit and Loss	69,202 31
	$2,663,375 71
Cash	$7,684 87
Bills receivable	44,532 07
Railroad property including wharves, Stations, &c	2,400,866 95
Steamers	63,121 75
Vermont and Boston Telegraph Stock	1,500 00
Stanstead, Shefford and Chambly Railroad Bonds	2,433 33
Industry Village and St. Lawrence Railroad Stock	11,377 33
Fuel, wood and material on hand	39,532 82
Accounts due the Company	92,326 58
	$2,663,375 71

It will be seen that the conversion of the Bonds of the Company has been steadily progressing under the authority obtained during the last Session of Parliament, and there is every reason to believe that before the next Annual Report, the whole will be exchanged.

The Debenture Capital of the Company will then consist of one series of Bonds forming the First Mortgage on the entire property, amounting to a sum of £181,468 sterling, or $883,144, bearing interest at six per cent per annum, which will require £10,888 sterling, or $52,988 00.

In addition to this item, which will be the first charge upon the Company's revenue, there have been issued, under the Act of last Session, Preferred Shares amounting to the sum of $404,600 00, bearing interest at the rate of ten per cent per annum, involving an annual charge of $40,460 00.

This will make the total of preference charges $93,448 00. When these arrangements are finally completed, the floating debt of the Company will be entirely cleared off.

Within the last two years, the Bridges on the line have been thoroughly repaired, and are now all reported to be in a satisfactory condition.

The Rails on some portion of the line having been down for nearly a period of ten years, the cost of renewals will unnecessarily be somewhat greater for the next few years than it has been.

The Directors have also had their attention called to the Rolling Stock, and to the necessity both of maintaining it in a state of efficiency, and of keeping pace with the requirements of the travelling public. They have, accordingly purchased two new Passenger Cars, which will be brought into use in the coming Spring.

These Cars were procured upon reasonable terms, and their cost will be defrayed by annual charges against the revenue for the next three years.

The old Cars, which have for a long time been in use, will be thoroughly overhauled and repaired in the Company's own shops.

It will be necessary in like manner to make considerable repairs to the Locomotive Stock, and perhaps to purchase a new Engine, the cost of the latter to be defrayed in the same way as proposed with regard to the new Passenger Cars.

The Directors report that the Traffic during the month of January, 1863, exhibits a considerable increase over the corresponding month of 1862.

The Stanstead, Shefford and Chambly Railroad, from St. Johns to Waterloo, has been in operation during the whole of last year, and traffic has been freely interchanged with it.

Under a charter obtained two years ago, a Company has been organized to construct a proposed line of Railway, leaving the Stanstead Line some distance East of St. Johns, and running to the Province Line to the East of Missisquoi Bay, where it is proposed to form a junction with a Branch of the Vermont Central Railroad.

British Revenues in 1862.

Notwithstanding the interruption of the cotton trade by the present rebellion, the English statesmen are astonished to find out their general trade has not fallen off, but the contrary, and the revenue is largely increased during the past year.

The following is an abstract of the gross produce of the revenue of the United Kingdom in the undermentioned periods, ended December 31, 1862, compared with the corresponding periods of the preceding year:

	1862. £	1861. £	Increase. £
Customs	24,036,000	23,774,000	262,000
Excise	17,234,000	18,161,000	*627,000
Stamps	8,913,945	8,488,170	425,775
Taxes	3,148,000	3,119,000	29,000
Property tax	11,104,000	9,962,000	1,142,000
Post office	3,609,000	3,500,000	100,000
Crown lands	298,521	293,479	5,042
Miscellaneous	2,361,963	1,306,202	1,055,761
Total income	70,996,429	68,603,851	2,392,578

QUARTER ENDED DECEMBER 31.

	1862. £	1861. £	Increase. £
Customs	6,320,000	6,147,000	173,000
Excise	4,000,000	3,896,000	104,000
Stamps	2,187,000	2,098,000	89,000
Taxes	1,270,000	1,282,000	*12,000
Property tax	2,931,000	2,359,000	572,000
Post office	950,000	910,000	40,000
Crown lands	86,000	84,000	2,000
Miscellaneous	634,928	292,039	342,889
Totals	18,378,928	17,068,030	1,310,889

An Important Patent Suit.--Coal-Oil Lamps.

Irvin A. Williams *versus* Jonathan Mayhew and others doing business as the "Buffalo Steam Gauge Company." This was an action brought against the defendants for the infringement of a patent granted to the plaintiff for an improved mode of constructing lamps for burning kerosene or coal-oil, "known as Williams's Coal-oil Burner." The invention claimed by the patentee consists of a peculiar combination of perforated metal cylinders or plates for supplying air to the interior and exterior of the flame, with circular hollow wick tube; and the evidence put in at the trial, on the part of the plaintiff, showed that the arrangement patented by him is essential to the beneficial operation of all lamps of the class in controversy in the suit. The defendants had violated the patent by making and selling large quantities of coal-oil lamps ("head lights") for locomotive engines.

A number of witnesses, called by the plaintiff's counsel, testified that they were well acquainted with the practical operation of the patented lamp; and that it gave a more brilliant and powerful light than any other locomotive lamp they had ever seen. They also stated that it was superior to gas and every thing else in use for "head lights," and that it enabled the engineers to see switches and objects along the track of a railroad at a much greater distance than any other locomotive lamp previously known.

The defendants contended that the invention was not new; and their counsel put in evidence a large number of prior patents and extracts and drawings from books; also several old lamps which were alleged to have been used before the plaintiff's invention. These the counsel and the "experts" for the defense claimed were the same as the invention which the plaintiff had patented, and would answer the same purpose. They also contended that the lamps which the defendants had manufactured were, in their construction and arrangement, substantially different from the invention described in the plaintiff's patent and were therefore no infringement of it. They further set up that one Samuel E. Cleveland, of Buffalo, was the first inventor of the very lamp in controversy, and that they had become the sole owners of the right to use it by assignment from him.

During the trial a number of questions arose of interest to all concerned in the manufacture, use, or sale of coal-oil lamps, relative to the nature and operation of such lamps, and also to the extent and character of inventions which preceded that of the plaintiff.

The cause came on to be tried in the Circuit Court of the United States for the Northern District of New York, before the Hon. N. K. Hall and a jury at Albany, on January 28, 1863. Many witnesses were examined on each side, and all the questions arising in the case were fully argued by the respective counsels.

The defendants, among other points relied upon by them, contended that the plaintiff's patent was limited to the employment of *two* perforated cylinders as one of the members of his combination; and that as they had employed but one, the patent could not reach over them. But the Court overruled them, and instructed the jury that, as matter of law, upon the language of the plaintiff's claim, his patent covered one, two or more of such cylinders, in combination with the other elements of his invention. They also contended that, as to the second claim of the patent, they had used less than the whole of the combination therein set forth, and that, therefore, the plaintiff could not recover under this claim. But the Court charged the jury that it was a question of fact for them to decide, whether the defendants'

lamps contained substantially the invention set forth in the plaintiff's second claim.

The jury brought in a verdict for the plaintiff upon all the issues, finding that the invention was novel and the patent valid; that the defendants' assignor (Cleveland) was not the first inventor of the lamp in question, but that the plaintiff *was*, and that the defendants had infringed both of the plaintiff's claims.

S. D. Cozzens and A. G. Williams, of New York, were counsel for plaintiff. E. B. Forbush, of Buffalo, and M. Smith for defendants.

Persons Riding in Charge of Live Stock.—Drovers' Free Pass.

OWNERS OF CATTLE ALLOWED TO RIDE FREE FOR THE PURPOSE OF TAKING CARE OF THEIR STOCK ARE NOT TO BE REGARDED AS GRATUITOUS PASSENGERS. COMPANIES HELD LIABLE TO SUCH TRAVELLERS FOR GROSS NEGLIGENCE.

In our last number we reported the case of Wells *vs* the New York Central Railroad Company, in which the New York Court of Appeals held that a contract between a railroad corporation and a *gratuitous* passenger by which the company is exempted from liability, under any circumstances of the negligence of its agents for any injury to the passenger is not against law or public policy and is valid. We now report the case of Smith *vs* the same company in which the court of Appeals hold that the owner of cattle travelling in charge of them, and paying no independent consideration for the conveyance of himself, under a contract that "the persons riding free to take charge of the stock do so at their own risk of personal injury" is not to regarded as a "gratuitous passenger." The drover in this case was injured by being compelled to ride in an unfit and dangerous car, and the court held the company liable, four of the judges going on the ground that the contract for exemption from liability was void, as against public policy, and the fifth, that the negligence, as it respected the machinery of transportation, is imputable to the carrier himself.

The action was under the statute of 1847, for damages from the negligent killing of the plaintiff's intestate, while a passenger on the defendant's railroad. On the trial, these facts appeared. The deceased made a written contract with the defendant for the transportation, from Buffalo to Albany, of two car-loads of hogs, for $67 per car. The contract recited that they were carried at a reduced rate, in consideration of the owner's assuming certain specified risks in respect to the safety of the hogs during the transit. It contained this clause; "It is further agreed that the said Ward is to load, tranship and unload said stock at his own risk; the said New York Central Railroad Company, furnishing the necessary laborers to assist. And it is further agreed that the persons riding free to take charge of the stock do so at their own risk of personal injury from whatever cause." Ward went upon the train in charge of his hogs. He paid no fare for his own conveyance otherwise than as a consideration for carrying may be found in the above contract. He was furnished with a drover ticket, passing him free over the road; the terms of which were not otherwise shown than by evidence of the printed form of such tickets then used by the corporation, viz: "Pass ———, in charge of cars of stock, on account of ———. Takes all the responsibility as to the injury of himself or stock.

At Rochester the car in which Ward and other drovers had ridden from Buffalo was taken from the train, and an old emigrant car, unsafe, by reason of having a flat wheel, was substituted; the attention of the conductor was called to its condition and unfitness. The train proceeded to Oriskany, where this car was thrown off the track, and Ward was killed.

At the trial the Judge charged the jury to find for the plaintiff, if the death of the intestate was caused by gross negligence upon the part of the defendant or its agents, without fault on his part. The plaintiff had a verdict, and judgment, and the defendant then appealed. The following is a portion of the opinion rended at the decision of the case by the court of Appeals.

WRIGHT J. The defendants claim that this was a contract releasing them from all liability for personal injury to Ward, except such injury arose from their willful misconduct. But it is unnecessary to add this qualification, as by its terms all risks are assumed from whatever cause, was such a contract a valid one? With regard to a special contract with a common carrier for the carriage of property, there are no considerations affecting the public interest of policy forbiding it being made. The parties to such a contract are alone interested; and although the carrier exercises a sort of public employment, the obligation which the law imposes on him inure exclusively to the benefit of the owner of the property. The owner may agree to relieve the carrier from his obligations as an insurer, and limit them as to the particular transaction to those of a private carrier for hire; and the interests of the public will be in no way affected thereby. But how is it when a railroad company is a carrier of persons, and engaged in the business of operating a railroad for the public use? Whether a contract shall be avoided on the ground of public policy does not depend upon the question whether it is beneficial or otherwise to the contracting parties. Their personal interests have nothing to do with it; but the interests of the public are alone to be considered. The state is interested not only in the welfare, but in the safety of its citizens. To promote these ends is a leading object of government. Parties are left to make whatever contracts they please, provided no legal or moral obligation is thereby violated, or any public interest impaired; but when the effect or tendency of the contract is to impair such interest, it is contrary to public policy and void. Contracts in restraint of trade are void, because they interfere with the welfare and convenience of the state; yet the state has a deeper interest in protecting the lives of its citizens. It has manifested this interest unmistakeably in respect to those who travel by railroad. Her policy, and the uniform policy of the law has been, in regard for the safety of the citizen who has recourse to this dangerous mode of travel, upon a road and by agencies over which he has no control, to hold the carriers to the exercise of the utmost foresight even as to possible dangers, and the utmost prudence in guarding against them. This policy is dictated both by a desire to protect the citizen, and because the public is interested in his safety. Whether a carrier to whose exclusive charge the safety of a passenger has been committed, by his own culpable negligence and misconduct, shall put in jeopardy the life of such passenger is a question affecting the public and not the party alone who is being carried. It is said that the passenger should be left to make whatever contract he pleases; but in my judgment, the public having an interest in his safety, he has no right, to absolve a railroad company to whom he commits his person, from the discharge of those duties which the law has enjoined upon it in regard for the safety of men. Can a contract therefore, which allows the carrier to omit all caution or vigilence, and is in effect a license to be culpably negligent to the extent of endangering the safety of the passenger, be sustained? I think not. Such a contract it seems to me, manifestly conflicts with the settled policy of the state in regard to railroad carriage. Its effect, if sustained, would obviously enable the carrier to avoid the duties which the law enjoins in regard to the safety of men, encourage negligence and fraud, and take away the motive of self interest on the part of such carrier which is perhaps the only one adequate to secure the highest degree of caution and vigilance. A contract with these tendencies is, I think, contrary to public policy, even when no fare is paid.

In this case, however, Ward was not a gratuitous passenger. He had compensated the carriers not only for the transportation of his stock, but for the carriage of himself to take charge of it. He is to be regarded in the same light as a passenger who has paid a compensation for being carried Whatever may be said, therefore, in respect to a person ridirg free in pursuance of an agreement to assume all risks, the direct question here is whether it is against the policy of our laws for a railroad company carrying a passenger for a compensation to contract with such passenger for exemption from liability for its negligence, that it is I cannot entertain a doubt. If then the agreement in this case is to be construed as releasing the defendant from all liability for personal injury to Ward from their own culpable negligence and misconduct, and absolving them from all responsibility for his safe carriage, it is void.

But was that the tenor and effect of the agreement? The contract in which the stipulation is found related to the transportation of his hogs, and that contract provided that the owner should assume certain risks in respect thereto, and either accompany the train himself to take care of them, or furnish other persons to discharge that duty. * * * In it is embodied the stipulation that persons accompanying the train to take charge of the stock do so at their own risk of personal injury from whatever causes. It was a convenience to both parties, and a part of the contract that a person should ride along to take care of the stock. Now we are asked to presume whilst the agreement bound the carriers to safely transport the property, and the law held them responsible as insurers except so far as they had succeeded by agreement to limit such liability, that the parties intended that the persons in charge of the property should assume all risks of personal injury, whether resulting from the culpable negligence and misconduct of the carriers or otherwise; and that it was intended that the carriers should be held for loss occurring from their negligence in the transportation of the property, but absolved from all liability for injuries caused by such negligence, however gross or culpable, to the person in charge of it. This could not have been the intention, nor will the law presume that it was so long as there were other risks to which the stipulation might naturally

and properly apply, and more consistent with honesty and fair dealing. It will not be presumed that Ward intended to hold the carriers for loss occasioned by their omission of care in the transportation of his property, but to excuse them from any liability for injury to himself whilst taking care of it, though having no control or management whatever of the railroad; nor that the carriers, after having become a party to the contract for the carriage of live stock, a part of which contract was that a person should ride on the train to take care of such stock, intended that that person should take on himself the risk of personal injury, even though they should omit the ordinary precautions which a man observes in taking care of himself or his own property. The most reasonable construction to be given to the stipulation, in view of the circumstances under which it was made, and the only one I think the law will permit, is this; the persons riding on the train to take care of the stock will do so at their own risk of personal injury from causes not produced by the willful misconduct, gross negligence, or want of ordinary care of the carriers or their servants, in the control and management of the railroad on which themselves and the stock were to be carried. * * * On the whole, therefore, there was no error in holding, at the circuit, that notwithstanding the stipulation, the defendants were liable for gross negligence.

The judgment of the Supreme Court should be affirmed.

The Erie Railway.

The ultimate business of this magnificent thoroughfare is beyond mathematical estimate. It is evidently destined, with its branches and connections, to become the most important railway (the Pacific excepted,) on this continent. With important western terminations and branches, so much of the road as lies east of this point must necessarily do a vast amount of business, and every city and almost every village on its entire length will experience increasing growth corresponding in some degree with the business of this road. With this view of the anticipated growth of villages along the line of this great thoroughfare, may not the citizens of Hornellsville safely anticipate that the prosperity of our village will rank with the most prosperons villages on the line of the road.

Among the improvements going on in the vicinity of the railway depot here, we notice the erection of a new car house covering two railway tracks nearly 300 feet in length. There has also been a large addition to the engine house, and the platform at the northwest end of the passenger depot has been rebuilt and graded so as to avoid the necessity of steps as formerly. The latter is a decided public improvement.—*Hornellsville Trib.*

Atlantic and Great Western Railroad.

The work on this road is being pushed forward rapidly. Cars run tri-weekly from Ravenna eastward, the necessity of using the track in completing the road rendering more trains impracticable. The track is laid to Brady's Lake, and will be laid to Franklin Mills this week. The ties are distributed as far as Tallmadge Centre, and the track will be laid to that place without delay. The trestle work at the Old Forge is nearly framed and is now being raised. The ties to be laid from Tallmadge to Akron are all ready at Freedom, and iron is arriving every week, so that we may be assured there will be no delay in laying the track to Akron within a few weeks. It will require some little time to ballast the road and make it the substantial and perfectly appointed road which it should be, but the coming spring will give us a connection with New York, without change of cars.—*Ravenna Democrat.*

Product of the Lake Superior Iron Regions.

The following tables show the business of the railroad and furnaces from their first commencement to the close of 1862, and the shipments of ore each season, commencing with 1855. The figures of the Northern Iron Company's product not being accessible at present, we have estimated the amounts from the best data we could obtain, which are probably not far out of the way. Of the other, the products of each year may vary a few tons from the figures we have given, but the aggregate results are correct.

BUSINESS OF THE RALROAD

	Down the road.				Up the road
Year.	Pig Iron.	Ore, Tons.	No. of Passengers.	Passenger receipts.	Merch'dise. Tons.
1858	1,822	30,556	4,629	$1,540 62	1,806
1859	5,245	83,078	6,445	2,007 42	2,258
1860	2,119	150,903	5,487	1,989 92	2,124
1861	2,890	42,283	3,551	1,110 12	718
1862	1,610	140,453	5,168	2,033 95	1,283

The shipments of ore over the railroad are net tons, while on the lake they are gross. The average freight on ore is $1 per net ton.

SHIPMENTS OF IRON ORE.

Year.	Jackson Iron Co.	Cleveland Iron Co.	Lake Sup'r Iron Co.	Tot. gross tons.
1855		1,447		1,447
1856	4,497	7,100		11,597
1857	13,912	12,272		26,184
1858	11,104	19,931		31,035
1859	10,662	30,344	24,668	65,679
1860	41,286	42,696	33,016	116,998
1861	12,919	7,311	25,200	45,430
1862	42,767	35,244	37,710	115,721

Total amount shipped to date 414,091

PRODUCTS OF PIG IRON.

Year.	Pioneer. Iron Co.	Collins Iron Co.	Forest Iron Co.	North'n Iron Co.*	Value Per Ton.
1858	1,627				$25 00
1859	4,683	2,575			25 00
1860	3,560	1,950		150	25 00
1861	2,580	2,060	2,430	900	23 00
1862	1,438	2,207	2,802	2,143	35 00

*Estimated.

RECAPITULATION.

Date.	Tons Ore, gross.	Tons Pig, gross.	Total Value.
1855	1,447		$14,470
1856	11,597		92,776
1857	26,184		209,472
1858	31,035	1,627	249,269
1859	65,679	7,258	575,521
1860	116,998	5,660	736,490
1861	45,430	7,970	410,460
1862	115,721	8,590	994,976

We have also been furnished with some interesting information respecting the running of several of the furnaces, which shows that the business of iron making in this region is being rapidly brought to perfection, and that with it, the day of experiment is past. The Collinsville furnace first started December 29, 1858, since which time its working and products have been as follows:

First blast, commenced as above, and continued to June 20, 1859. Product, (gross tons) 1,308
Second blast, from July 12, 1859, to Jan. 5, 1860. Product. 1,307½
Third blast, from Feb. 2, 1860, to Dec. 8, 1860. Product. 1,905½
Fourth blast, from Dec. 29, 1860, to Aug. 12, 1861. Product. 1,444½
Fifth blast, from Sept. 8, 1861, to March 15, 1862. Product. 1,045½
Sixth blast, from May 12, 1862, to Sept. 12, 1862. Product. 1,160
Seventh blast, commenced Oct. 13, 1862. Product to January 1, 1863. ..... 621½

Total product 8,792½

This furnace is still turning out from 8 to 10 tons per day, with a fair prospect of continuing for several months.

The Forestville furnace first started Dec. 13, 1860, and blew out February 3, 1861, having produced (gross tons) 413
The second blast, was from May 5, 1861, to Jan. 20, 1862. Product 2,187
Third blast, from March 12, 1862, to June 5, 1862. Product. 809½
Fourth blast, commenced July 4, 1862. Produced to Jan. 1, 1863. 1,822

Total product. 5,231½

The working of this furnace has been attended with marked success. The stoppages have been only for want of stock, and never for repairs. By ordinary working, it is capable of turning out an average of ten tons of pig per day, counting from the *beginning of a blast to its close*. Of course, during the best part of its running, it turns out considerable more. What is most remarkable, the furnace is now running on its fourth blast—having made, up to this time, nearly 5,500 tons of iron—with the same hearth with which it started.

The last blast of the Northern Iron Company's furnace was from July 11, to December 4, 1862, during which time the product was 1,443 tons. Thus the average product of this furnace and that at Forestville have been within a small fraction of 10 tons per day each, reckoning from the time of first putting on the blast, which is four or five days before any iron is produced.—*Lake Superior News and Journal, January* 16.

Pacific Railroad.

We understand from the reports of the proceedings of Congress, that all the propositions amendatory of the original Pacific Railroad bill, were laid over, except that revoking the President's decision as to the gauge. This is now fixed by law at 4 feet 8½ inches, and is in accommodation with the Western and Eastern gauges generally.

☞ The Legislature of Washington Territory has passed a usury law fixing legal interest at 10 per cent. The question of organizing the new territory of Idahoe, on the Upper Columbia, east of the Cascades, was agitated. The opposition was strong in the Puget Sound region, but it was favorably considered at Lewiston and other mining districts within the boundaries of the proposed territory. They say they have no protection now but in vigilance committees. In Oregon the Bayse river mines were gaining in reputation.

The Illinois Coal Fields.--New Strata Discovered.

According to the census of 1860, Illinois is the third State in the Union, both as regards the number of bushels and value of coal produced, during the year ending June 1, 1860. During that year our mines produced 14,258,120 bushels valued at $964,187—only Pennsylvania and Ohio leading her in this resource.

Prof. D. C. Wilbur, Secretary of the Illinois Natural History Society, in a course of lectures at Bloomington, recently, demonstrated his reasons for believing that the coal fields of Illinois are much more extensive than has heretofore been supposed—that they really comprise about 40,000 square miles of the State. He advanced the idea that the coal beds lie in nearly horizontal strata, and that the depth at which coal may be found, depends mainly upon the topography of the country; hence that by ascertaining the altitude of any particular locality, the depth of the coal below the surface can be easily and certainly determined. This field has several centres, where it is considerably thicker than at other points. One of these centres, is, he thinks, near Bloomington, which theory is sustained by the boring at Broadwell, on the Chicago and Alton Railroad, where the vein is found to be three feet in thickness, and at a nearer point where it is four and a half feet; showing

that in a distance of a few miles towards Bloomington, the thickness of the strata has increased eighteen inches. In Fulton county is located another of these basin centres, there being three different layers or strata, respectively six, five and four feet—making a total thickness of fifteen feet of workable coal.

The confidence placed in Prof. Wilbur's statements by the people of Bloomington, may be inferred from the fact that the City Council made a liberal appropriation for the purpose of enabling him to prosecute a thorough investigation, particularly in regard to the promise for successful mining at or near Bloomington.

It is a consoling reflection that the supply of coal in Illinois is inexhaustible, and that the development of this mine of wealth is in the hands of one competent to the task. We trust the opening of new mines will increase the supply in an equal ratio to the rapidly increasing demand, and the growing scarcity of wood fuel.—*Chicago Tribune.*

New York Canals.

AUDITOR'S TOLL AND TONNAGE REPORT FOR 1863.

We give below some highly interesting extracts from the Toll, Trade and Tonnage Report from the Canal Department, recently submitted to the Assembly. This report is compiled from the statistical returns made to the Department by the Collectors of Canal tolls. The entire report, embracing a great variety of tables, which exhibit in figures the statistical history of our public works from their commencement to the close of navigation in 1862, makes a volume of more than three hundred documentary pages. These reports have now become important, showing the vast extent, in accurate detail, of our internal trade. It is sought after in other States and in Europe. The present Auditor has devoted much labor to elaborate them with statistical facts and information, having a direct bearing upon the subjects to which they relate.

The whole amount of tolls received is as follows:

Tolls on boats and passengers		$261,283
On products of the forest	$699,433	
On products of animals	65,466	
On prod'ts of vegetable food	3,637,118	
On other agricultural prod'ts.	2,208	
On manufactures	161,556	
On merchandise	117,444	
Other articles	244,435	
		4,927,660
		$5,188,943

The whole amount of tonnage transported on the Canals during the last season of navigation, ascending and descending, was as follows:

Products of the forest		1,569,674
Products of animals	68,269	
Vegetable food	2,422,598	
Other agricultural products.	3,169	
		2,494,036
Manufactures		364,877
Merchandise		167,927
Other articles		1,002,271
		5,598,785

The value of such tonnage is as follows:—

Products of the forest		$11,305,954
Products of animals	$11,117,228	
Vegetable food.	71,971,741	
Other agricultural prod'cts.	1,150,401	
		84,239,370
Manufactures		12,314,651
Merchandise.		83,640,903
Other articles		11,733,453
		$203,234,331

The total of freight or number of tons carried one mile during the last season of navigation, and the total movement of the several classes composing such tonnage is as follows:

Products of the forest		228,815,916
Products of animals	16,910,583	
Vegetable food	653,245,382	
Other agricultural prod'ts.	615,000	
		670,770,965
Manufactures		49,329,099
Merchandise.		49,798,250
Other articles		124,834,200
		1,123,548,430

The whole amount of tonnage arrived at tide water by way of the Erie Canal, from Western States and Canada, during the last season of navigation, was 2,594,837 tons. The whole amount of tonnage arrived at tide water, the product of this State, during the same period, was 322,257 tons.

The whole number of barrels of flour arriving at tide water, through the canals, during the last season of navigation, was 1,826,509

The whole number of bushels of wheat arriving during the same period was 32,667,866, which, turned into flour, calculating five bushels to the barrel, would make 6,533,573

Total in barrels. 8,360,082

The whole number of bushels of corn arriving at tide water during the same period was 23,709,822.

The total number of new boats registered during the last year was 850, with a total tonnage of 142,470, making an average tonnage of 167.

The whole number of lockages at Alexander's lock for the season was 34,977. The greatest number of lockages at any one lock was 38,999, at Lock 45, Frankfort.

Comparing the season of 1861 with that of 1862, it shows an increase in revenue of $1,280,158, and an increase in tonnage of 1,091,150, divided among the different classes, as follows:

Products of the forest, increase.		517,282
Products of animals, increase.	48,987	
Vegetable food, "	300,361	
Other agric'ltural prod'ts, increase	315	
		349,663
Manufactures, increase		84,621
Merchandise, "		32,831
Other articles, "		106,753
		1,091,150

The increase in lockages at Alexander's lock is 3,798. In flour and wheat, comprised in the returns of vegetable food, there has been an increase in tonnage the past year of 179,239, and an increase in the tolls of $611,465. In corn and oats there has been an increase during the same period of 68,746 tons, and an increase in tolls of $126,308. Under the head of "Products of the Forest," there was an increase in tonnage upon shingles, boards and scantling, of 150,750 tons, and an increase in tonnage upon timber, staves and wood, of 265,358, and an increase in pot and pearl ashes of 1,220 tons. Under the head of "other articles," there was an increase in the tonnage of mineral coal, for the same period of 94,570, and a decrease in sundries of 119,556 tons.

This apparent decrease in tonnage in sundries is caused by transferring "apples" to vegetable food, and "iron ore" to other articles. These two articles were formerly classed with "sundries." If this change had not been made, there would have been an increase, under this head, of 50,512 tons. The general result is not effected by these changes of classification.

The whole number of bushels of barley transported on the Canals in 1861, was 2,444,083

The whole number transported in 1862, was 2,764,916

Showing an increase in 1862, of 320,833

The number of bushels which arrived at tide water in 1861, was 2,046,667

The whole number which arrived in 1862, was 2,562,659

Showing an increase in 1862, of 515,992

The whole amount of tolls received on barley in 1861, was $62,861

And in 1862, including toll on barley malt. 66,760

Showing an increase in tolls of $3,899

This small increase of tolls in 1862 on an increased delivery at tide water of nearly 600,000 bushels of barley and barley malt, over 1861, presents an interesting problem in Canal statistics. A satisfactory solution may be found in the place of shipment and distance carried. A larger proportion than usual of barley came to tide water from the Champlain Canal the last season than in 1861. There were in 1862, 6,057 bushels cleared at Buffalo, which paid $11,289 tolls. Cleared at Whitehall, 17,050 bushels, and the tolls paid thereon were only $6,549, showing that the amount of the toll receipts depends very much on the distance the property is transported on which the toll is charged.

The following table shows the tons of each class of property first cleared and carried on the canals from the opening to the close of navigation in 1862. The *second* column of figures exhibits the tolls paid on boats and passengers and on each class of property carried, on the rates of toll imposed by the Canal Board in the winter of 1862, which continued uniform through the season of navigation. The *third*, what tolls would have been on the same tonnage of each class under the rates charged in toll sheet of 1859; and the *fourth* shows what the toll receipts would have been under the rates imposed in 1860. It needs no further argument than this plain exhibit to demonstrate the fact that the affairs of our canals have been wisely and successfully conducted to promote the best interests of the State:—

	Tons transported in 1862.	Tolls received in 1862 on the rates of that year.	What tolls would have been on the same tonnage on the rates of 1862.	What tolls would have been on the same tonnage on the rates of 1860.
Boats and pass'rs 1862.		$261,283	$261,283	$261,283
The Forest:				
Furs and peltry	109	79	263	263
Product of wood	1,569,674	699,433	577,293	590,594
Agricultural:				
Products of animals	68,269	65,466	49,238	65,466
Vegetable food	2,422,598	3,637,118	2,607,733	2,668,521
All other agricultural products	3,169	2,208	2,208	2,208
Manufactures	364,877	161,556	202,123	207,829
Merchandise	167,927	117,444	101,568	199,193
Other articles	1,002,291	244,435	181,739	240,764
Aggregate	5,598,785	$5,188,943	$3,983,185	$3,235,558
Deduct tolls on boats and pass'rs		261,283	261,283	261,283
Tolls on property		$4,927,660	$3,721,902	$3,974,275

The increase in 1862 over 1859 on the same amount of tonnage is $1,205,758, and over 1860,

$953,085. On turning to the Auditor's Financial Report, we find an increase of receipts in 1861 over 1859 of $723,113, and a further increase in 1860 over 1859 of $258,879, making a total gain in three years of $3,140,833, simply and entirely by bringing the rates of tolls to a revenue standard. The canal tonnage increased from 1859 to 1862, 1,817,101 tons, so that it is quite clear we have not driven traffic from the Canals by increasing our rates.

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending Feb. 14, 1863, were:

Passengers	$17,497 74
Freight and live stock	68,800 05
Mails and sundries	3,900 00
Total	$90,197 79
Corresponding week, 1862	89,568 25
Increase	$629 54

The earnings of the Chicago and Alton Railroad for the 3d week of Feb., 1863, were:

	1863.	1862.
Passengers	$12,548 35	$6,604 47
Freight	18,533 78	8,675 35
Sundries	1,035 33	899 33
Total	$32,117 46	$16,179 15
Increase	$15,938 31	.....
Total since Jan. 1	$207,766 34	$136,596 60

In consequence of a change in the contract with the Joliet road, their proportion is included for both years.

The earnings of the Galena and Chicago Union Railroad for the 3d week of February, 1863, were $29,526 34
Same week, 1862 23,569 82
Increase $5,956 52

The earnings of the La Crosse and Milwaukee Railroad for the week ending February 14, 1863, were $19,853 96
Same week, 1862 13,824 43
Increase $6,029 53

The earnings of the La Crosse and Milwaukee Railroad for the week ending February 21, 1863, were $16,104 24
Same week, 1862 14,153 43
Increase $1,950 76

The earnings of the Chicago and Northwestern Railway for the 3d week of February, 1863, were $21,892 86
Do., 1862 9,905 30
Increase $11,987 56

The earnings of the Toledo and Wabash Railroad Company for the 3d week of February, 1863, were $24,035 75
Same week, 1862 10,455 56
Increase $13,580 19

The earnings of the Cleveland and Toledo Railroad for the 3d week of February, 1863, were $37,785 00
Same week, 1862 21,876 00
Increase $15,889 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week of Feb., 1863, were $38,756 92
Same week, 1862 31,418 04
Increase $7,338 88

The traffic of the Great Western Railroad for the week ending Feb. 20, 1863, was as follows:

Passengers	$16,271 25
Freight and live stock	54,985 47
Mails and sundries	1,305 86
Total	$72,562 58
Corresponding week of 1862	50,970 20
Increase	$21,584 38

The earnings of the Chicago and Rock Island Railroad for the 3d week of February, 1863, were $31,798 00
Same week, 1862 20,642 00
Increase $11,156 00

The earnings of the Michigan Southern Railroad for the 3d week of Feb., 1863, were $55,669 00
Same week, 1862 37,380 00
Increase $18,289 00

The earnings of the Michigan Central Railroad for the 3d week of Feb., 1863, were $63,156 00
Same week, 1862 38,776 00
Increase $24,380 00

Winona and St. Peter Railroad.

We are informed that the Winona and St. Peter Railroad Company have effected a purchase of iron sufficient to lay the track for an additional distance of fifteen miles on their road, and that the iron will be delivered at Winona immediately after the opening of the river navigation. This will compiete the road to St. Charles, a distance of twenty-five miles from Winona, whereupon trains will run regularly between St. Paul and the point named. Should the present prospects and intentions of the company be realized, the road will be completed and in running order to Rochester, Minn., by the first of next October.—*Winona, Min., Rep.*

Beet Sugar.

It is a fully established fact, from experiments made in Illinois and Ohio during the past season, that good strong grained sugar can be successfully produced from beets, properly cultivated on our Western soils.

In France and Germany beet sugar has been produced on an immense scale for years, with great profit and success, upon lands costing from $300 to $500 per acre; and it is evident its production there costs fully double the amount required to produce the same upon our low priced western lands. Impressed with its importance to the State, the Illinois Central Railroad Company have re-published in a pamphlet of thirty-six pages, Mr. Klippart's paper on beet culture. In his approval of the able article, the President says: "The United States pay from $35,000,000 to $40,000,000 annually for foreign sugars. It is believed, that by careful culture, by availing of the experience acquired in thirty years of this culture in Europe, and by cheapening the process of manufacturing, sugar can be grown to advantage on our prairie soil. From a very small beginning in France, within the life of this generation, the sugar crop has become the most important agricultural crop of the Empire."

But to develop the production of sugar, requires a combination of proper soil, necessary machinery, and skilled labor; all of which can be easily accomplished by an association having the requisite amount of capital at their command. We are glad to learn that Messrs. W. H. Belcher and R. W. Bender who have had many years' experience in the business of manufacturing and refining sugars, and who have thoroughly investigated the Beet Sugar question, contemplate organizing a company with a capital of from $50,000, to $100,000, in shares of $100 each; about $10,000 of the amount being already secured. It is proposed to purchase the land, and prepare for manufacturing as soon as the requisite amount is paid in, and the company organized and incorporated. The projectors state that if the company own the land, and manage its culture and manufacture, sugar can be produced at four cents per pound, equal to strong brown Havana box sugar, now worth eleven cents.

We are glad to aid the introduction of any branch of manufacturing industry into the Northwest, especially in the production of articles which may add so immensely to our own national wealth, and develop the resources, and increase the independence of the North. Persons interested in this enterprise can learn full particulars upon application to the gentlemen above named.—*Chicago Tribune.*

New Copper Mines of Canada.

From all accounts the famous "Acton" mine of Canada will not long be the only paying mine of that region. Responsible parties here have taken the valuable Wickham property, and are proceeding as rapidly as possible to develope it thoroughly. Dr. Jackson and Professor Chace report very strongly of the Wickham mine. The Company has been already organized. It possesses a cash capital of $50,000, and is in good managing hands. Of the Wickham, the Montreal *Commercial Advertiser* says:

"Sufficient ore has been raised even in the construction of the mine to yield a handsome profit on the work done—which is something unusual—and when in full working order, there is every reason to believe that its returns will increase in proportionate ratio. We congratulate our American friends on their good fortune in securing this important mine, but at the same time we would like to see our own capitalists a little more alive in mining matters, so that at least a small portion of the profits of our mineral wealth would remain among us."

☞ The St. Andrews Railway Company, unable to raise money to meet its liabilities, has voluntarily "gone into liquidation," with a view of selling out, if possible to another company, which would make this now part of a system of railroads connecting with St. John and Calais, Me.—*Freeman.*

Gold Mining in New Zealand.

At no time before were the reports from New Zealand about the gold mines so favorable as by the latest accounts. Fortunes are being made with almost fabulous rapidity, and the rush thither is unprecedented. According to one local journal, the province of Otago was increasing its population by thousands every week. Otago occupies the southern part of the larger island, (New Munster,) aud is situated nearly under the 45th parallel of south latitude. The port of Dunedin was overflowing with passengers from Australia. Within one week four ships had arrived at Port Chalmers, bringing thirty-two hundred passengers. At the Dunstan "diggings" three thousand one hundred and thirty-three ounces of gold were left with the police for transmission, within five days. Yields of three or four ounces of yellow dust per day, per laborer, were thought of little account, and several were reported to be taking it out by the pound.

Among the articles reported as scarce are bank notes, wherewith to purchase the precious metal. All kinds of produce had advanced to extravagant prices, and rowdyism was becoming disgustingly prevalent.

The whole population of New Zealand, as ascertained by a census, before the gold excitement broke out, was 106,000, of which about fifty per cent were natives. But with this discovery it is probable that the foreign element has already doubled, and will continue to advance at an unusually rapid rate for years to come. The climate and soil are for the most part among the best on the globe, and the situation of the islands is well adapted to European constitutions. One of these days another nation will be born there.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,416,250	6	1867	103
Registered Bonds / Coupon Bonds... / Under Act 31st December, 1848	8,908,842	6	1868	100
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	6	1868	103
Registered Bonds / Coupon Bonds... / Under Act 14th June, 1858	20,000,000	5	1865	99½
		5	1874	96
		5	1874	93½
		5	1871	92
Registered Bonds / Coupon Bonds... / Under Act 22d June, 1860	7,022,000	5	1871	96½
		5	1881	99½
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	100
Registered Bonds / Coupon Bonds... / Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	101½
		6	1881	101½
Treasury Bonds (coupon) / Treasury Bonds (coupon) / Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	105½
		7.3	1864	105½
Registered Bonds / Coupon Bonds... / Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	6	1882	101
		6	1882	101
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	168
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju. & 5 Au.'61 & 17 Mar.'62 / convert. into 20 y'r b'ds due '81	14,913,315	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	98
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	139
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'68-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	105½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107½
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	109
" —University Fund Interest Bonds of 1861	650,000	6	1879	110
" —War Fund Bonds of 1861	2,000,000	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	55
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	101
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,241	6	'68-'72	103
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	75
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	669,000	6	'63-'77	115
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	134
" — " " of 1861 "	247,000	6	'68-'72	132
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	132
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	110
" —War Loan: Coupon Bonds 1861	565,500	7	1881	101½
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	64½
" — " "	100,000	6	1862	65½
" — " " (loans to Railroads)	23,800,000	6	'72-'86	90
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,880	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — " State Loan $6,756,654	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	123
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " " —(floating) 2,500,000	----------	5	1883	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,139,555	6	18--	79½
Ohio—Inscribed Certificates	4,095,309	6	1881	120
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	120
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	118
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	106
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates (1st January, 1862	37,687,760	5	'61-'82	106½
		5	'61-'82	104½
" — " "	400,630	6	1879	115
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	63
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	115
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,284,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	69½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	120
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	120
" — " " (Bank Stock)	653,966	6	1870	118
" — " " (Improvement Stock)	4,963,215	6	1890	120
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	126½
" —Coupon Bonds (Water)	6,228,787	5	Var.	125
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	98
" — " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,138,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,364,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,057,343	6	1886	99½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	152,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	635,250	6	1876	112
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	126½
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	106
" " 2d " "	3,980,670	6	1882	73½
" " Improvement " "	586,500	6	1870	55
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	39
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	23
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1883	108
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	101
Housatonic Preferred	1,180,000	8	------	59½
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	104
Milwaukee & Prairie du Chien, 1st preferred	1,061,000	8	------	108
" " " 2d "	1,014,000	7	------	78
New York & Harlem, Preferred	1,020,000	---	------	81½
Philadelphia & Reading, Preferred	1,551,800	7	------	55

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	119,973	121,272	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,527,531
1863	242,729	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	67,610	62,350	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	.....	.....
1863	96,306	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	964,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,439	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	158,127	137,408	134,522	1,328,375
1863	139,686	126,521	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,090	125,695	107,735	91,263	981,157
1863	68,143	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	90,435	89,028	82,690	106,555	120,793	135,050	140,561	164,916	1,255,064
1862	135,849	112,606	113,912	114,885	119,984	122,524	131,087	168,834	170,565	172,296	177,410	179,553	1,713,637
1863	166,687	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,289	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,608	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	78,626	69,938	79,655	109,072	113,780	124,639	160,710	1,185,504
1863	145,950	147,487	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389'373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,851,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	702,077	6,202,048
1862	699,097	603,030	636,615	605,755	575,344	516,190	587,010	609,881	764,448	910,985	903,016	921,867	8,333,238
1863	835,453	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,903	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,896
1862	109,867	105,424	74,346	90,180	168,194	225,048	190,456	129,019	188,370	263,575	159,530	143,532	1,777,541
1863	130,199	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232.073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,080	193,931	248,971	258,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,139	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,616	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,197	164,809	122,863	63,771	1,095,046
1863	66,699	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,135	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235.690	276,181	231.265	189,077	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,649,169
1863	248,784	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1859	101,386	102,959	151,864	142,145	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,613	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	421,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	572,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	.....	.....
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,623
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,649	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,839	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,534
1863	129,775	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,095	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	299,987	265,358	234,456	276,299	291,763	278,219	2,905,829
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364,334	368,897	3,743,224
1863	338,752	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo and Wabash:													
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,839	46,340	737,155
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,381	103,408	124,398	77,663	50,843	926,908
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,086	92,574	1,172,103
1862	82,235	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,543	109,915	1,373,633
1863	86,321	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	463,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	583,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	118½
" " " 1850	700,000	6	Jan. & July.	"	1880	107
" " " 1855	1,128,500	6	Jan. & July.	"	1875	107½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108½
Balt. City Loan of 1855	5,000,000	6	Semi-annually.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	115
2d Mortgage coupon	380,000	7	May & Nov.	" "		86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Ster'g)	885,000	5	"	London.	1889	107½
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	108½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $37,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	31,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	115
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	115
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	115
2d Mortgage	800,000	7	June & Dec.	New York.	1865	92½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	31
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	847,200	6	Jan. & July.	Boston.	var.	105½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	128
" " " inconvertible	2,690,000	8	" "	" "	1883	128
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	748,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	110½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	109
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	112½
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		108
1st Mortgage (general)	3,600,000	7	" "	" "		72
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	99
2d Mortgage	2,000,000	6	" "	" "		42½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		94
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
*Cincinn., Wilm. and Zanesville						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	103
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	223,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	110
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	104
4th Mort. (M. L.) or 3d Extension	1,059,028	7	" "	" "	1886	81
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "	" "	1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	18-5	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	112
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	106
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	40
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	120
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	118
2d Mortgage	2,516,500		March & Sept.	" "	1851	
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	62-'72	93
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	113
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,885					
East Tennessee and Virginia:						
State, 1st Lien	1,802,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'68	114½
1st Mortgage (Extended)	22,000	7	" "	" "	1882	114½
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	112½
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	103
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	90
Land Security	5,000,000	7	April & Oct.	" "	1881	71
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	110
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	122
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	111
Convertible	1,062,000	7	" "	" "	1867	107½
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	123
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "		----	110
Income	281,500	---			----	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	----	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			----	----
1st Mortgage	260,000	7			----	----
2d Mortgage (convertible)	1,000,000	7			----	----
3d Mortgage	600,000	7			----	----
Guaranteed by Covington	200,000	6			----	----
Cincinnati (exchanged)	100,000	6			----	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†			----	----
City of Keokuk, (special tax)	150,000	10†			----	----
Lee County, 20 years	150,000	8			----	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8			----	----
City of Keokuk	200,000	8			----	----
Henry and Louisa Company's	50,000	8			----	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	116½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	30
2d Land Grant (Western Div.)	853,600	†	" "	"	----	30
3d Mortgage (whole road)	1,700,000	†			----	----
Farm Mortgage	1,087,700	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6			----	----
Little Miami :						
Mortgage (Coupon)	1,800,000	6	May & Nov.	New York.	1883	115
Long Island :						
2d Mortgage	800,000	6	Jan. & July.	New York.	1870	104
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co. :						
Mortgage Bonds	800,000	7			1882	----
Mortgages on Land	473,809	7			----	----
Louisville and Frankfort :						
Louisville Loan	174,000	---			----	----
1st Mortgage	248,000	---			----	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6			----	----
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	800,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6			----	----
Mortgage	24,000	7			----	----
Mortgage	10,000	6			----	----
Marietta and Cincinnati :						
Mortgage Bonds	235,780	7			1891	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,800,000	7			----	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6			----	----
Memphis and Ohio :						
State [Tenn.] Loan	1,340,000	6			----	----
Michigan Central :						
1st Mortgage Sterling	387,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	127
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130½
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	944,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	104
Detroit and Toledo	684,000	7	" "	" "	1876	104½
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	112½
2d General Mortgage	2,572,000	7	" "	" "	1877	103½
*Milwaukee and Beloit :						
1st Mortgage	630,000	8			----	----
Milwaukee and Chicago :						
1st Mortgage	400,000	8			----	----
2d Mortgage	200,000	7			----	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8			----	----
2d Mortgage	600,000	8			----	----
Milwaukee and Prairie du Chien						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	110½
1st Preferred stock	1,051,000	8			----	103
2d Preferred stock	1,014,000	7			----	90
Mississippi Central :						
1st Mortgage	1,007,363	7			----	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7			----	----
2d Mortgage (S. F.)	400,000	8			----	----
Oskaloosa Division	1,425,000	7			----	----
Land Grant	7,000,000	7			----	60
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6			----	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6			----	----
Tennessee State Loan	674,860	6			----	----
Alabama State Loan	389,410	6			----	----
Income	1,508,076	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			----	----
Montgomery and West Point :						
Alabama State Loan	122,622	---			----	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co. :						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	113
Muscogee :						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---			----	----
Chat. and Clev. Subsc. (endors.)	231,000	---			----	----
*New Albany and Salem :						
Crawfordsville	175,000	7			----	----
1st Mortgage	500,000	10			----	----
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey :						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	119½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	120
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	119½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	119½
Real Estate Bonds	252,975	6	" "	" "	1883	103
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	104
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	126
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	123½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	124
3d Mortgage	6,000,000	7	" "	" "	1883	121
4th Mortgage	4,900,000	7	April & Oct.	" "	1880	111½
5th Mortgage	1,792,500	7	June & Dec.	" "	1888	108
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	117
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	104½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	106
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	N York.	1868	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Real Estate	35,910	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	103
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	105
2d Mortgage	3,077,000	7†	" "	" "	1861	18⅜
North Missouri:						
State Loan (30 years)	4,350,000	6			------	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89½
Chattel Mortgage	360,000	10	" "	"	1887	112½
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	----
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6			------	90
State Loan (S. W. Branch)	1,208,000	6			------	----
Construction	3,235,000	6			------	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	118⅞
2d Mortgage	2,421,000	6	April & Oct.	"	1875	115
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	104½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	6	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila. Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	109
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	114½
" 1844, (convertible)	863,000	6	" "	"	1880	114
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	105⅞
" 1856, "	1,475,000	7	" "	"	1886	107½
Bonds and Mortg's—real estate	592,200	---			------	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	137½
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000	---			------	----
Alleghany Co. "	750,000	---			------	----
Connellsville "	100,000	---			------	----
Mc'Keesport "	100,000	---			------	----
Baltimore City "	94,000	---			1896	----
Baltimore City Stock	906,000	---			1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Real Estate Bonds	100,000	---			'68–'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1912	117
2d Mortgage	5,160,000	7	" "	" "	1912	106½
3d Mortgage	2,000,000	7	" "	" "	1912	81
Bridge Bonds, O. & P. R. R. Co.	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	337,173	6	" "	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
uincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	------	----
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	69½
2d Mortgage	937,500	7	" "	"	1863	10
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			------	----
2d Mortgage	450,000	---			------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103½
" " (series B)	1,100,000	7	April & Oct.	"	1894	103½
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92
" " " (series D)	1,400,000	7	May & Nov.	"	1894	92
" " Income (series E)	1,700,000	7	" "	"	1894	81
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	106½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	106½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	92
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	92
Interest Bonds	141,895	7			------	91½
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	49
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	7
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	112
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	----	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	—	—	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	—	.....	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	----
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	----
30 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	----
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	----
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2 087,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	----
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11½	142
31 Dec. '61	74.0	—	----	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	----
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	.....	—	----
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	----
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	696,527	66.0	156,905	151,731	38,766	2	80
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890 000	—	5,626,549	117.4	489,850	808,060	301,979	....	129½
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	81
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,007,684	84.3	136,631	138,070	41,466	—	----
31 Oct. '61	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6¼	----
								FLORIDA.													
.. .. '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	----
.. .. '62	100.0	3.9	10.0	153.6	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	120,500	—	.....	53.0	.....	168,998	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,580,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	109
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	72
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,856	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '61	220.0	—	----	—	50	30	763	Chicago and Alton	10,000,000	.....	—	8,500,000	4,500,000	.....	10 000,000	220.0	.....	1,098,465	452,693	4	62½
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	.....	12,176,115	168.0	1,067,025	1,551,227	679,772	.....	108½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	.....	----
1 Apr. '62	242.0	—	----	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	.....	----
31 Mar. '62	181.8	—	----	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	.....	7,545,220	228.4	765,949	1,054,704	415,971	3	16½
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	92½
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,069,729	1,311,917	—	6,028,400	3,414,702	.....	10,502,318	261.3	1,123,454	1,720,396	811,185	5	93½
31 May, '61	175.0	—	----	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,946	181,529	.....	----
31 Dec. '62	454.8	252.5	----	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	92½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	----
.. .. ..	148.0	—	----	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	----
.. .. ..	46.6	—	----	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	----
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	----
.. .. '58	186.0	—	----	—	...	...	.....	Peoria and Oquawka	5,100,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	----
31 Dec. '61	100.0	—	----	—	...	...	.....	Quincy and Chicago	1,973,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	----
.. .. ..	1.0	—	----	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	----
31 Dec. '62	218.0	—	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	218.0	.....	1,117,693	568,020	—	33½
								INDIANA.													
.. .. ..	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	----
.. .. ..	29.0	—	----	78.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	----
31 Dec. '60	72.4	—	----	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,050	1,178,000	40,550	2,108,011	109.0	363,122	400,397	133,009	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,899	3,458,108	110.0	.....	448,858	230,834	9	70
31 Dec. '61	84.0	—	----	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,473	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,939	.....	----
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	----
.. .. '59	64.0	—	----	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	----
31 Dec. '60	86.0	49.0	----	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,086	—	----
.. .. '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,492	—	----
.. .. '58	74.0	—	----	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	----
30 Nov. '62	78.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	48,771	—	----
31 Dec. '61	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	----
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	246,000	755,000	.....	.....	—	.....	.....	.....	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	----
.. .. '59	55.0	52.6	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $28,000.	.....	.....	20.0	.....	.....	.....	—	----
.. .. '58	13.0	—	----	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper.by	Cov. &	Lex.	—	----
30 Jun. '61	29.0	—	----	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	----
30 Jun. '61	65.1	—	----	—	...	...	.....	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,451	65.1	244,773	245,911	98,679	4	80
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	209 0	613,903	716,478	371,124	—	66
.. .. '59	18.8	—	----	70.2	...	...	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.													
.. .. ..	22.0	—	----	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	----
.. .. ..	27.0	—	----	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	208.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 424	—	----
31 Aug '60	53.7	—	....	135.5	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,062,691	*	—	1,283,015	248,989	108,434	1,719,819	53.7	.....	.....	.....	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	125	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,784		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,090,998	109.5	139,958	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412			180,497	300,000	75,000	.....					—	...
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	115½
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,476	245,348	115,732	6	115½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	.....	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	666,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	90
30 Sep. '60	30.0	—	.....	—	7	33	107	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	40
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	112½
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	134½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	—	.....	61.8	.....	588,871	272,429	8	138½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	143½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	108½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885 000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	107½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	120
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	99½
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,851	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	135
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	125,015	24,907	2	92½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	138
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,480	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	111
30 Nov. '61	43.4	1.0	14.9	—	12	18	808	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308 228	139,447	8	132
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	109½
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,763	.....	11.5	.....	50,155	11,578	—	13
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	.....	.....	.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	36½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W. S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	105
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,398	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,186	5.3	77
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	.....	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	23.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	.....	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	100
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,760,707	219,687	18,983,595	527.0	1,775,728	2,250,518	1,137,548	—	60½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,483	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,304,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,338	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,706	7,003,000	402,193	19,550,960	189.0	417,367	457,184	103,208	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,184	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	20
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	30
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	66
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	129
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma ss.	—	—	107
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	122½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	71
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,124,636	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,563	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124 2	.....	2,058,989	913,824	12	150
31 Dec. '61	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,833,925	*	—	899,363	1,037 376	92,211	2,028,950	60.2	.....	99,433	50,076	—	19
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970 496	64.0	662,393	1,201,895	673,448	10	177
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,491	53.0	.....	210,984	89,035	7	.....
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583,051	397,378	1,397,974	4,397,000	674,000	—	5,675,704	33.8	512,349	1,111,087	592,699	10	160
31 Dec. '61	21.8	—	.....	—	2	6	17	Northern New Jersey	411,929	*	—	156,850	200.000	70,786	427,636	21.2	.....	89,804	9,751	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248.000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	25,500	8½	28
31 Dec. '61	44.0	—	.....	—	—	—	—	Warren	1,878,718	*	—	1,176,000	600,000	718	1,878.718	24.0	.....	220,827	108,997	6½	111
31 Dec. '61	34.4	—	.....	4.0	—	—	—	West Jersey	760,438	—	—	386,870	.....	70,076	766,946	—	—	94,893	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—					—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,000	50,000	.....	—	oper. by Rens. & Sarat.				—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	.....	2,388,359	—	oper. by Western.		.....		6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	.....	470,000	—	14.8	20,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	178.0	609,076	823,425	276,486	—	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.6	367,365	940,042	417,458	10	190	—
30 Sep. '61	34.6	—	34.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	.....	380,000	19.4	oper. by Erie.		24,000	—	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	.....	.....	500,000	49.7	oper. by Erie.		30,000	—	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by West'rn		—	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,164	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	98	—
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	40	—
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,303	New York Central	26,267,149	5,257,077	782 5 0	24,000,000	14,279,5 3	—	41,886,835	654.9	5,36 ,772	9,3 6,828	3,749,077	6	118	—
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,1 1	1,979,108	—	78	—
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,758	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,55	163.0	1,260,243	1,144,980	391,253	—	38	—
30 Sep. '61	99.0	—	.....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Central.		60,000	6	—	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	.....	4,571,900	139 5	358,460	425,637	90 061	—	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	398,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.6	98,25	91,789	32,437	—	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	126,355	6	—	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B. N. Y. & E.		4,996	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	.....	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Rens. & Sar.		.....	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	.....	16,543	8,894	—	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	115,739	2,957,022	58.6	295,157	231,276	137,347	—	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,896	271,158	134,958	—	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud s. River.		—	—	6	59
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	.....	710,000	ope	r. by other Co's.		.....	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.51	23,318	65,344	26,786	—	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by	Erie R. W. Co.		—	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,804	—	1,499,000	730,500	101,947	2,330,947	107.7	216,453	353,441	164,672	6	84	—
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	...	...	....	Atlantic and North Carolina	2,151,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,955	35,572	—	—	—
.. .. '58	223.0	—	....	—	...	...	....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—	—
.. .. '59	97.0	—	....	—	...	...	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	106,541	—	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,009	477,554	235,201	8	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—	—
								OHIO.														
.. .. '58	—	—	....	—	...	...	....	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	.....	—	.....	—	—	—	—	—
31 Dec. '61	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,665	118.2	.....	404,523	168,653	—	—	—
1 Aug. '61	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,455	6,510,432	141.0	.....	699,716	230,561	—	17	—
31 Mar. '62	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,818,784	198.3	.....	646,205	329,714	7	140	—
31 Dec. '60	30.0	—	....	69.1	...	...	....	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	—	28
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—	—
31 Dec. '61	135.4	5.8	....	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	.....	5,917 359	141.2	707,160	1,263,253	704,819	10	161	—
31 Dec. '62	67.0	—	....	18.0	18	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,045	1,752,400	128,857	2 917,322	67.0	248,387	375 209	228,651	—	89	—
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	50,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114	—
30 Nov. '62	101.	102.5	....	—	45	30	896	Cleveland and Pittsburg	7,834,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	68	—
31 May '62	109.2	79.4	....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	146,660	7,624,520	188.6	610,292	1,003,637	543,488	3	95	—
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	50	—
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit. Miami.		177,371	8	155	—
31 Mar. '62	144.0	—	7.9	—	16	4	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,1 8	222,951	—	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,248	716,000	80,545	.....	36.6	.....	62,025	3,565	—	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—	—
31 Dec. '61	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	725,853	152,694	.....	45.0	.....	128,170	33,412	—	—	—
.. .. '59	36.0	—	....	84.0	...	...	....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—	—
31 Oct. '61	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3 532,266	500 521	4 2,002	2,981,267	1,400,000	—	4,960,780	138.0	814,90	1,336,991	632,114	8	156	—
31 Jan. '62	182.0	21.0	....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—	—
30 Apr. '62	192.3	—	....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	14	—
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906.736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—	—
30 Jun. '62	153.9	52.0	....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	40 ,452	438,158	107,038	—	—	—
31 Dec. '62	116.0	9.0	....	—	10	10	23	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	32 988	—	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C. C. & C.		.....	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—	—
31 Aug. '61	242.4	—	....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	855,502	1,012,236	400,559	—	51	—
								PENNSYLVANIA.														
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1	—
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1 816,150	1,500	.....	1,817,650	24.5	174,38	345,505	194,589	10	66	—
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	53,359	3,472,746	146.0	269,137	219,548	22,496	—	7	—
30 Sep. '61	62.5	—	3.2	—	11	8	66	Cumberland Valley	1,128,574	*	—	956,900	270,500	.....	1,308,919	52.5	181,087	249,778	159,531	8	—	—
31 Dec. '61	110.8	2.8	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169.946	1,339,680	—	140	—
30 Nov. '61	35.8	—	2.5	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	.....	131,532	65,016	—	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,186,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	59	—
30 Sep. '61	18.6	—	4.0	—	...	...	....	Erie and Northeast	700,000	*	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf. & S. L		.....	10	—	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn. R.R.Co.		14	66	—
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4.263	—	—	—
31 Aug. '61	34.2	14.2	3.0	—	3	1	2	Huntingdon and Broad Top	1,358,179	*	—	608,311	1,142,262	172,039	1,822,612	45.2	122,047	173,941	62,89	—	21	—
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,686	*	—	710,000	1,566,500	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—	—
30 Nov. '61	46.0	—	17 3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,6 8	46.0	339,089	830,084	34,976	8	76	—
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256.100	909.000	77,457	3,411,890	ope	r. by Ca awissa	R R Co.		—	46	—
31 Dec. '61	20.0	—	4.0	—	...	...	....	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,960	3,413,871	352,608	9,406,699	.....	.....	528,246	326 9 3	6	60	—
31 Dec. '61	130.0	—	60.5	—	...	2	3,026	Mine Hill and Schuylk. Haven	2,973,598	278,357	.....	3,248,600	—	.....	3 2 8,600	130.0	293,692	619 043	335,671	11	84	—
30 Nov. '62	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,485 476	406,187	—	3,147,250	2,860,000	.....	6,447 780	65.7	2 3 34	397,156	218,960	—	12	—
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541.156	447 522	1,421,980	13,264.100	16,637,400	1,322,915	34,234,550	428.0	4,413,036	7,360 001	2,646,525	6	67	—
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norristo'n	1,867,634	234,439	—	1,243,500	374,800	—	1,618,3 0	24.0	249,960	219,986	110,387	7	60	—
30 Nov '61	147.4	4.0	61.0	—	144	65	6,673	Philadelphia and Reading	20,992,768	3,481,451	645,170	11,548,9 9	12,411,800	—	25,2 8 48	151 4	1,796,927	2,905,532	1,412,906	—	48	—
30 Nov. '61	88.0	—	—	—	—	—	—	Philadelphia and Trenton	603,832	—	—	600,200	250,000	—	1,249,100	88.0	oper. by Cam. & Amboy			8	186	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (incl. all other assets and liabilities.	Total.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
		M.	M.	M.	M.	No.	No.	No.	$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
	PENNSYLVANIA, (*Continued.*)																					
1 Oct. '61	Phila., Wilmington and Balt.	98.0	6.0	——	——	32	109	565	7,021,713	744,425	142,840	5,600,000	2,475,500	140,998	8,742,000	200.5	439,780	1,516,985	675,484	6½	69½
31 Oct. '61	Pittsburg and Connellsville	59.0	13.0	5.0	88.5	8	5	59	2,828,895	90,803	——	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	——	——
31 Dec. '61	Pittsb'g, Ft. Wayne & Chicago	467.5	——	68.7	——	104	80	1,261	17,002,121	*	31,408	6,249,433	10,264,995	1 847 325	18,999,681	467.5	2,434,641	3,031,787	1,299,721	——	63
30 Sep. '59	Pittsburg and Steubenville	31.0	——	——	11.0	——	——	——	1,947,462	*	——	1,221,277	280,000	——	——	——	——	——	——	——	——
30 Sep. '61	Schuylkill and Susquehanna	54.0	——	3.0	——	7	7	26	1,258,700	*	——	1,258,700	97,000	——	1,355,700	54.0	——	——	——	——	——
30 Nov. '61	Schuylkill Valley	9.2	15.3	4.9	——	——	——	——	573,616	*	——	576,950	——	——	573,616	24.5	oper. by	Ph. & R	eading.	5	——
31 Nov. '61	Shamokin Valley & Pottsville	28.0	1.2	2.0	——	4	1	445	965,088	99,480	363,004	500,000	822,117	5,435	1,327 552	——	——	106,568	55,143	——	35
30 Sep. '61	Sunbury (Phila.) and Erie	148.0	——	8.5	288.0	14	0	176	10,709,006	*	——	4,520,175	4,644,000	1,776,123	10,940,298	148.0	238,925	341,582	149.082	——	38
30 Sep. '61	Tioga	29.6	——	2.1	——	4	3	70	718,918	77,999	——	367,300	396,500	65,726	——	29.6	68,543	101,499	64,270	6	47½
30 Sep. '61	Westchester and Philadelphia	26.4	——	3.0	——	5	11	22	1,295,617	73,655	——	683,150	1,010,653	11,651	1,705,454	28.4	100,659	126,593	59,624	——	——
	RHODE ISLAND.																				
1 Jan. '60	N. Y., Providence and Boston	50.0	——	2.0	——	12	17	103	2,158,000	*	——	1,508,000	276,800	——	——	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	Providence, Warren & Bristol	13.6	——	0.5	——	——	3	5	448,666	*	——	437,917	8,500	——	——	13.6	——	26,454	6,914	——	——
	SOUTH CAROLINA.																				
31 Dec. '58	Blue Ridge	13.2	1.5	——	182.4	2	——	26	2,126,539	——	——	1,916,515	217,577	——	2,134,092	13.2	——	——	——	——	——
31 Dec. '58	Charleston and Savannah	54.9	——	——	47.4	4	3	21	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	——	——	——	——	——
31 Dec. '58	Charlotte and South Carolina	109.6	——	——	——	13	9	176	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	283,263	151,536	6	——
—— ——	'58	40.3	——	——	——	——	——	——	Cheraw and Darlington	600,000	*	——	400,000	200,000	——	——	49.3	——	——	——	——	——
1 Jan. '59	Greenville and Columbia	143.2	21.3	——	——	——	——	——	2,439,769	324,161	——	1,429,008	1,145,000	345,546	2,919,554	164.5	——	341,190	125,871	——	——
31 Aug. '58	Kings Mountain	22.5	——	——	——	——	——	——	196,230	*	——	200,000	——	——	200,000	22.5	——	——	——	5	——
31 July '58	Laurens	32.0	——	——	——	——	——	——	543,403	*	——	400,000	106,218	——	575,729	32.0	——	27,568	8,527	——	——
28 Feb. '59	North-Eastern	102.0	——	——	——	——	——	——	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	——	220,014	96,145	——	——
31 Dec. '60	South Carolina	136.0	106.0	——	——	62	59	700	——	——	——	——	2,643,833	——	——	——	——	1,499,636	701,943	7	——
31 July '58	Spartanburg and Union	25.1	——	——	41.9	——	——	——	——	——	——	——	——	——	——	25.1	——	——	——	——	——
	TENNESSEE.																				
30 Sep. '60	Central Southern (Tenn.)	47.6	——	——	——	——	——	——	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	——	29,967	19,187	——	——
1859	Edgefield and Kentucky	——	——	——	17.0	2	——	14	857,947	*	——	333,204	612,000	60,900	——	30.0	29,845	9,359	7,486	——	——
1859	East Tennessee and Georgia	30.0	——	1.8	——	12	10	171	3,637,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	318,718	187,486	——	——
1859	East Tennessee and Virginia	140.0	——	8.0	——	10	10	128	2,310,033	156,264	——	536,654	1,902,000	390,407	——	130.3	150,142	297,806	149,167	——	——
1860	Memphis and Charleston	271.6	19.4	20.0	——	43	37	667	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	——	1,636,096	873,597	——	——
1859	Memphis and Ohio	271.6	16.0	20.0	3.9	9	5	242	2,259,267	141,144	——	570,000	1,361,000	145,000	——	——	——	——	——	——	——
1859	Memphis, Clarksev. & Louisv.	100.0	——	30.6	55.8	——	——	——	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	——
1859	Mississippi and Tennessee	59.0	——	——	40.1	7	5	119	1,137,400	*	——	793,285	564,949	519,518	——	59.4	69,870	177,256	60,029	——	——
1859	Mississippi Central and Tenn.	47.4	——	2.3	——	4	5	46	892,710	82,908	——	317,447	632,500	22,369	——	47.4	54,175	83,129	44,666	——	——
1859	McMinnville and Manchester	34.2	——	7.0	——	12	2	81	533,807	56,816	——	144,894	406,000	5,000	——	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	Nashville and Chattanooga	149.7	44.0	7.9	——	39	17	319	3,632,882	*	——	2,056,544	1,731,000	——	——	159.0	——	734,118	337,384	6	——
1859	Nashville and Northwestern	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——
1860	Tennessee and Alabama	45.8	——	4.2	11.7	5	5	32	76,016	76,016	——	595,922	860,000	204,544	——	45.8	57,950	127,953	87,243	——	——
1859	Winchester and Alabama	30.0	——	0.6	8.0	——	——	——	——	——	——	216,962	413,000	408,477	——	30.0	——	1,248	——	——	——
	TEXAS, (*all aided by State*).																				
—— ——	'58	32.0	——	——	158.0	——	——	——	Buffalo Bayou, Braz. & Col'rado	——	——	——	——	——	——	32.0	——	——	——	——	——
—— ——	'58	56.0	——	——	184.0	——	——	——	Galvest., Houst. & Henderson	——	——	——	——	——	——	56.0	——	——	——	——	——
—— ——	'60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	275-000	240,000	171,560	——	50.0	31,300	32,670	——	——	——
1 May	'60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	455,000	975,000	369,000	——	70.0	102,200	282,846	196,568	——	——
—— ——	'59	25.0	——	——	110.0	——	——	——	San Antonio & Mexican Gulf	——	——	——	——	——	——	25.0	——	——	——	——	——
—— ——	'59	28.0	——	——	750	——	——	——	Southern Pacific	——	——	——	——	——	——	28.0	——	——	——	——	——
	VERMONT.																				
31 May,	'61	90.7	——	8.6	19.5	8	8	198	Connect. & Passumpsic Rivers	1,514,132	193,422	——	1,280,400	800,000	60 589	——	90.7	118,219	183,750	92,683	——	80
31 Aug.	'60	119.6	——	13.0	——	26	18	600	Rutland and Burlington	3,989,708	617,743	——	2,233,376	3,172,550	879,119	6,385,045	119.6	349 440	334,368	113,318	——	——
31 Aug.	'60	62.0	——	4.0	——	10	6	174	Rutland and Washington	1,771,683	*	——	950,000	——	——	——	62.0	142,839	150,318	80,288	——	——
31 Aug.	'60	119.0	——	20.0	——	42	28	885	Vermont Central	8,402,055	*	——	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,589	127,727	——	——
31 Aug.	'60	47.0	——	2.8	——	——	——	——	Vermont and Canada	1,350,695	——	——	1,250,000	——	——	1,380,695	ope	r. by Vt.	Central	——	——	151
31 Aug.	'60	23.7	——	0.7	——	3	4	43	Vermont Valley	1,212,274	89,612	——	516,164	793,200	——	——	23.7	47,950	45 930	8,522	——	——
31 Aug.	'60	54.0	10.5	——	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	——	1,083,500	ope	r.b.Troy	& Bost.	55,858	——	——
	VIRGINIA.																				
1 Aug.	'58	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep.	'59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	——	118.7	703,034	136,302	43,062	——	——
30 Sep.	'59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep.	'59	103.5	——	——	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	——	——	103.5	345,427	248,004	loss	——	10
31 Sep.	'60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	——	——	——	2,063,855	2,517,500	500,056	——	167.7	270,846	450,427	222,214	——	——
0 Sep.	'59	123.3	10.1	——	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,951,500	292,842	4,745,256	133.4	——	410,166	201,344	——	——
0 Sep.	'59	59 2	21.3	——	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	——	326,554	213,852	7½	——
0 Sep.	'60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	——	57
30 Sep.	'59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	——	78.6	159,981	279,945	145,385	7	77
30 Sep.	'59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	——	43.5	1,058,054	163,753	79,585	6	60
30 Sep.	'58	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan.	'60	80.0	——	——	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	——	240,446	121,053	7	——
30 Sep.	'60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun.	'60	204.7	9.4	10.6	——	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	——
30 Sep.	'59	32.0	——	2.5	——	5	4	49	Winchester and Potomac	516,830	59,000	——	300,000	120,000	24,736	——	32.0	30,000	49,971	14,469	——	——
	WISCONSIN.																				
1 Dec.	'59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	——	55.0	——	——	——	——	——
31 Dec.	'61	199.9	——	24.9	——	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	329,580	——	——
31 Dec.	'58	40.0	——	——	——	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	——	——
—— ——	'57	42.0	——	——	27.8	——	——	——	Milwaukee and Horicon	919,757	*	——	1,101,200	——	——	——	42.0	10 mos.	60,066	——	——	——
31 Dec.	'61	191.9	42.5	28.3	——	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,828,800	2,467,000	58,549	8,036,604	234.4	——	1,108,354	436,039	——	36
—— ——	'57	50.0	——	——	85.0	——	——	——	Milw., Watertown & Baraboo	514,238	——	——	345,861	132,000	——	——	50.0	——	121,401	——	——	——
10 May,	'61	104.0	——	——	38 8	8	7	321	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	——	——
—— ——	'58	10.0	——	——	55.0	——	——	——	Wisconsin Central	600,000	——	——	——	——	——	operated	by	Fox Riv	er Vall.	——	——	——
	CANADA.																				
31 July	'62	161.0	——	——	——	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	——	235,420	55,495	——	——
31 Dec.	'62	49.0	——	——	——	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	——	242,798	117,842	——	11
—— ——	'62	37.0	11.0	——	72.0	2	2	17	Brockville and Ottawa	——	——	——	——	——	——	——	48.0	——	——	——	——	12
30 Sep.	'58	624.0	137.0	——	78.0	204	130	2,399	Grand Trunk	46,651,084	*	——	15,603,128	31,351,133	——	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
31 July,	'62	229.0	128.0	——	——	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	——	26,104,725	357.0	——	1,221,145	585,885	1½	——
—— ——	'62	24.0	——	——	——	2	2	52	London and Port Stanley	——	——	——	——	——	——	——	24.0	——	——	——	——	——
31 Dec.	'61	95.0	1.6	——	——	17	20	337	Northern (O. S. & H.)	——	——	——	——	——	——	——	96.6	——	——	——	——	——
—— ——	'61	54.0	——	——	——	5	8	118	Ottawa and Prescott	——	——	——	——	——	——	——	54.0	——	——	——	——	——
—— ——	'61	25.0	——	——	——	4	——	57	Welland	——	——	——	——	——	——	——	25.0	——	——	——	——	——
	NEW BRUNSWICK.																				
31 Oct.	'61	108.0	0.9	12.0	——	14	18	235	European & North American	4,548,564	*	——	4,637,852	——	——	4,637,852	108.0	——	130,678	36,432	——	——
1 July,	'61	60.0	——	——	——	——	——	——	New Brunswick and Canada	1,402,748	102,388	——	1,390,000	13,100	136,000	1,799,232	60.0	——	132,555	36,670	——	——
	NOVA SCOTIA.																				
1 Dec.	'61	81.5	——	——	60.1	——	——	——	Nova Scotia	4,268,717	*	——	——	——	——	——	61.5	——	120,918	20,808	——	——
	NEW GRANADA.																				
1 Dec.	'62	48.7	——	——	——	11	22	120	Panama	8,000,000	*	615,058	5,000,000	3,875,000	——	10,763,722	48.7	——	1,743,294	1,018,444	13	190

New York Stock Exchange.

Actual Sale Prices for the week ending March 4.

	Th.26.	F.27.	Sat.28.	M.2	Tu.3.	W.4.
STATE STOCKS:—						
California 7s	137	....	....	137½	139	139
Illinois War Loan	....	....	....	104	103	....
Indiana War Loan	....	....	....	....	....	....
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	....	....	....	....	....	....
Michigan 6s, 1878	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	65¾	....	65	64½	64½	64½
Do. iss. to H. & St. J. R.	....	....	90	....	....	....
North Carolina 6s	77	....	78	76	79	79½
Ohio 6s, 1881	117	....	....	....	117½	117
Tennessee 6s, 1890	63	63	63	62¾	63	63
Virginia 6s	69½	....	69½	69½	....	69½
RAILROAD SHARES:—						
Buffalo & State Line	....	....	....	....	....	....
Chicago & Alton	....	....	....	62½	....	....
" " pref.	....	....	....	86	....	85
Chicago, Burl. & Q.	107½	108	107	107	108½	108½
Chic. & Northwest'n.	18	17	17½	17	16½	16½
Chicago & Rock Isl.	92¾	93¾	93¾	92¾	92¾	92¾
Clev., Col. and Cin.	158	158	....	160½	....	161
Clev. and Pittsburg	71	70¾	69	69	68¾	68¾
Clev. and Toledo	94¾	94¾	94½	94¼	94¼	95½
Del., Lack. & West.	....	....	....	....	....	....
Galena and Chicago	92¾	93¼	93¼	92½	....	93½
Hudson River	98	97½	97¾	96½	97	98
Illinois Centr. (scrip)	92½	93	92½	92½	92	92½
Michigan Central	97½	97	....	97½	99¼	99
M. S. and N. I.	62	62	61	60¾	60¼	60½
M. S. & N. I. guar'd.	105	105½	104½	104½	104	....
Mil. and P. du Chien	40	40	....	38	36	....
M. & P. du C. 1st pref.	108	....	....	....	....	....
M. & P. du C. 2d pref.	....	....	....	....	....	....
New York Central	119	119	118½	118½	118	118
Erie	79¾	78¾	78¼	77¾	77¾	78¼
Erie pref.	101½	101½	101½	101¼	101¼	101
Norwich & Worcest'r	....	....	81	82	81	....
N. York & Harlem	36	36	36½	36	38	37½
N. Y. & H. "pref."	76½	76½	76¾	77	80	81½
Panama	....	....	192	193	190	190
Phila. and Reading	....	....	92	91	....	90¾
Pitts. Ft. W. & Chicago	68	67½	65½	63	63	63
St. L., Alton & T. H.	36	34½	33	34	....	33½
" " " pref.	71	70	69	68½	....	....
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	113	....	....	....	....	115
Chicago & Alton, 1 M.	....	....	....	110½	....	....
" " Inc. b'ds	....	....	....	....	....	....
Ohio & N. W. 1st M.	....	....	72	71	....	72
" " 2d M.	43½	42	42	41	42	42½
" " S. F.	108	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	99	....
" "Ap. Ext'n.	....	....	....	....	....	....
" " G. B. Ext.	....	....	....	....	....	....
Clev. & Pitts., 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	103¾	104	104	....	....	....
" 4 M.	....	81½	81	....	....	81
Cl. & Tol. S. F. 7 p. c.	112	112	112	112	....	....
Chi., Bur. & Q. 8 p. c.	....	....	....	....	....	....
Chi. & R. I. 1st M. '70	....	....	....	....	....	....
D. L. & W. 1 M. 8p. '71-5.	....	....	120	....	....	....
" 2 M. 8p. c. '81	....	....	....	....	....	....
Gal. & Ch. 1 M. 7p. c. '63	....	....	114½	115	114½	....
" 2 M. 7p. c. '75	....	112½	....	....	....	....
" 1 M. Ex. '82	115	115	114½	....	....	....
Haun. & St. J. bonds	....	71	71	....	....	....
Huds. R. 1 M. 7p. c. '69	....	....	....	....	....	....
" 2 M. S. F.	123	....	....	....	....	....
" 3 M. 7p. c. '75	....	....	....	....	....	....
" conv. bonds	108	107½	....	....	....	....
Illinois Central bonds	....	129	....	....	....	128
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. & P. du C. 1st M.	109½	110	110½	....	....	....
Mich. Cen. S F. 8 pc. '82	130	130	130½	....	....	....
" conv. 8 p. c. '69	....	....	....	....	....	....
M. S. & N. I. 1 M. S. F.	112½	....	113	....	....	112½
" " 2 M.	102½	102½	....	103	103½	103½
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N. Y. C. 6 p. c. certif. '83	....	....	....	....	....	....
" 1 M. 7 p. c. '64	....	....	....	....	....	....
" bonds 1876	125½	....	....	126	....	....
N. Y. & E. 1 M. 7 p. c. '67	....	....	....	....	....	....
" 2 M. 7 p. c. '79	124	....	....	....	....	....
" 3 M. 7 p. c. '83	121	....	....	....	....	....
" 4 M. 7 p. c. '80	....	111½	111½	111½	111½	....
" 5 M. 7 p. c. '88	....	....	108	....	....	....
N. Y. & H. 1 M. 7 p. c. '78	117	....	....	....	....	....
" 2 M. 7 p. c. '64	104½	....	....	....	....	....
" 3 M. 7 p. c. '67	....	....	....	106	....	....
Pitts., Ft. W. & Ch. 1 M.	....	....	....	117	....	....
" " " 2d M.	106	106½	106	106	106½	....
" " " 3d M.	87	87	86	79	....	81
St. L., Alt. & T. H. 1 M.	....	109½	....	....	....	....
" " 2 M. pref.	92	92	....	91½	91	92
" " Inc. b'ds.	82	....	82	81	81	....
Toledo & Wab. 1 M.	107	....	106½	....	106½	....
" " 2 M.	92	92	92	91½	91½	92
" " Int. b'ds.	....	....	....	....	....	....
MISCELLANEOUS:—						
Del. & Hud. Canal	131	131	131	131	....	....
Penn's Coal Co.	....	....	....	....	128	....
Pacific Mail S.S. Co.	166	166½	162	168¾	166½	166½

New York Stock Exchange.

Actual Sale Prices for the week ending March 4.

	Th.26.	F.27.	Sat.28.	M.2.	Tu.3.	W.4.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	97	96¾	....	....	....
U. S. 5s, 1874, reg.	96	....	....	....	....	....
U. S. 5s, 1874, coup.	97¼	97	96¾	97	96¾	96½
U. S. 5s, 1865	....	....	99	99¾	....	....
U. S. 6s, 1881, reg.	100¼	100¾	100	100	100	100
U. S. 6s, 1881, cou.	102¼	102¼	101¾	101¼	101¼	101¼
U. S. 6s, '81, O. W. L. y.	....	....	....	....	....	....
U. S. 6s, 1861, "	¼y. 99¼	99¼	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	103	....
U. S. 6s, 1868, "	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	103	....	....	....
U. S. 6s, 1 year certif.	98¾	99	99	99	99	99
U. S. 6s, 5-20s, coupon	....	....	....	....	100½	101
Treasury 7 3-10 Notes	105	105	104½	105	105	105½
U. S. Demand Notes	171	170	172	171¾	....	168
American Gold	172¼	171	173¾	172½	172½	168½

Boston Stock Exchange.

Actual Sale Prices for the week ending March 4.

	Th.26.	F.27.	Sat.28.	M.2.	Tu.3.	W.4.
Boston and Lowell	112¼	....	....	....	112¾	....
Boston and Maine	135	134½	134¾	134½	134½	134½
Boston and Providence	....	136½	138	....	....	138½
Boston and Worcest	147	....	....	....	....	145¾
Connecticut River	108	108¼	....	....	....	....
Eastern, Mass.	108½	107¾	107½	107	107	107½
Eastern, N. H.	....	....	....	107	....	....
Fitchburg	120	120	120	120½	121	120
Manchester & Lawr'ce.	121	122	....	122½	....	....
Michigan Central	99	....	....	98	....	100
Northern, N. H.	....	....	71	....	71	....
Old Colony and Fall R.	138	139	138½	....	138½	138
Ph., Wil. & Baltimore	70½	70	69¾	69¾	69¾	....
Portl'd, Saco & Ports.	....	116	115½	115½	115¼	....
Vermont & Canada	150½	....	....	....	150½	151
Vermont & Mass.	....	37	36¾	36½	37¼	38½
Western	165	....	....	165	165	....
Cambridge (Horse)	....	....	135	....	....	....
Metropolitan "	....	72	....	....	....	74
Middlesex "	110½	110¾	110¾	....	110¾	110¾
Central Copper Co.	52½	55½	60	60	60	59
Franklin Copper Co.	55	56½	60	60½	60	59
Isle Royale "	32	34	37	37½	36	36
National "	26	....	28	30	32½	33
Minnesota "	95	100	105	103	104½	105
Pewabic "	57½	60½	61	65½	66¼	65½
Pittsburg "	....	....	....	99	96	....
Quincy "	86	91	92	92½	91	89
Rockland "	....	24½	27	27	28½	27½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 3.

	W.25.	Th.26.	F.27.	Sat.28.	M.2.	Tu.3.
Beaver Meadow	....	....	66½	66	66½	....
Cattawissa	7¾	7¼	7¼	....	....	7¾
" preferred	23¾	23	23	23	22¾	23
Camden & Amboy	160	160	160	160	160	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	109	....	....	....	....	....
" " 6s, '75	....	....	....	....	108¾	....
" " 6s, '83	106½	....	....	106½	....	107
" " 6s, '89	....	....	....	....	107½	....
Elmira & W'msport	39½	....	....	....	39	39
" " pref.	....	....	....	....	....	54
" " 7s	112	....	....	....	....	....
" " 10s	80	80	80	79	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	61	....	60	60	....	60
" " 6s	....	....	....	....	....	....
" " scrip.	38¾	38¾	38¾	38½	....	....
Lehigh Valley R. R.	....	....	....	....	....	....
" " scrip	....	....	....	....	....	....
" " 6s	116½	....	....	....	....	....
Little Schuylkill R. R.	46¾	47¼	46½	47	47	46¾
" " 7s	....	....	....	....	....	....
Long Island	41½	41	40½	40	....	38½
" " 6s	104	104½	104½	104½	104½	104
Minehill	54	54	54½	54½	54	54
North Pennsylvania	12½	12¾	12¾	12½	....	12½
" " 6s	89¾	89½	89¾	90	89½	89¾
" " 10s	....	....	....	....	....	....
Pennsylvania R. R.	66¾	69	68½	67¾	67½	67
" 1st m.	118¾	118¾	....	....	118¾	....
" 2d m.	115	115½	....	115	115	....
Penn. State, 5s	103	103	104¾	104½	104½	104½
" " 5s, coupon	....	....	106¾	....	....	....
" " 6s, "	115	....	115½	115	....	....
Philadelphia City, 6s	....	....	108	108½	108	108
" " new	115½	115½	115½	114¾	114½	114½
Philad., Germ. & Nor.	60	60	60½	60½	....	....
Phila. & Reading	46¼	46¼	46	46	45¾	45½
" " 6s, '86	106	106	....	105¾	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie, 6s	110¼	....	....	....	....	....
Philad. & Sunbury, 7s	110	....	....	....	....	110
Sunbury and Erie, 7s	....	....	....	....	....	....
Arch street, (Horse)	28	28	28	29	29½	29½
Chestnut & Wal. "	55	....	....	....	....	55
Girard College, "	....	....	....	....	26	....
Green & Coates, "	43½	....	43½	....	44	44
Race and Vine, "	....	11	....	....	....	....
2d and 3d streets, "	....	....	82	82	....	....
Spruce & Pine, "	16	16½	16½	17	18	17½
13th & 15th sts., "	27	....	27½	29	31	31½
West Philad., "	66	....	....	....	....	....
10th & 11th sts. "	40	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 2.

	Tu.24	W.25.	Th.26.	F.27.	Sat.28.	M.2.
Baltimore City 6s, 1875	118½	118½	....	117½	....	....
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	119	119½	118¾	117½	118	118½
Balt. and Ohio	89	89½	89¾	90	90	90
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	108½
" " " '85	106½	106½	108½	109	109	109½
Northern Central	39½	39½	....	....	39½	40
" " b'ds, '85	....	....	104¾	105	105½	104½
" " " '95	....	....	....	....	....	....
Washington Branch	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 18th February:

Maryland 6s	72	to	74
United States 6s, 1874	54	"	56
Virginia State 5s	48	"	50
Do. 6 per cent.	44½	"	45½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	68½	"	69½
Do., Pennsylvania do. do.	68½	"	69½
Erie shares, $100 (all paid)	43	"	44
Do., 7s, preference	57	"	59
Do., 7s, 1st mort., 1867	75	"	80
Do., 7s, 2d mort., 1859	70	"	75
Do., 7s 3d mort., 1883	65	"	68
Do., 7s, 4th mort. x. c.	63	"	66
Do., 7s, 5th mort.	60	"	63
Illinois Central 6s, 1875	79	"	81
Illinois Central 7s, 1875	75½	"	76½
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	51	"	52
Michigan Central 8s, Convertible, 1869	68	"	72
Do. do. S. F. 1st mort., do., '82. x. c.	70	"	75
Michigan S. and N. Indiana 7s, S. F., 1886	63	"	67
Do. do. do. $100 shares	25	"	30
New York Central 6s, S. F., 1883	65	"	70
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	70	"	75
Do. do. $100 shares	65	"	68
Panama, 1st mortgage 7s, 1865	103	"	105
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	65	"	70
Do. 2d mort., 6s, do.	88	"	90
Do. $50 shares	38¼	"	39¼
Philadelphia and Reading, $50 shares	25	"	28

American Railroad Journal.

Saturday, March 7, 1863.

Stock Exchange and Money Market.

The adoption by Congress of the various financial measures proposed by the Secretary of the Treasury, is a final assurance that the money necessary to carry on the Government, and maintain our naval and military force, shall not be wanting. The people of this country are receiving for labor and materials furnished, a million and a half dollars per day. A large proportion of this amount must of necessity seek investment and be absorbed in Government stocks and securities. It is therefore merely money passing from one hand to the other, both being those of the people of the United States, and both employed in supporting and defending the body politic. We cannot conceal our admiration of the ability which has been manifested by the Secretary of the Treasury in the general conduct of his department. At the outset he unquestionably made some mistakes, but as he began to comprehend the necessities of the war on the one hand, and the immense resources of the country on the other, he rose to his position and became equal to his responsibilities. With a single eye to the great results before him, he has become master of the situation, and whatever may be the result of bad management elsewhere, the Treasury stands up replete and powerful.

We are not yet prepared to discuss the details of the financial bills passed by Congress, without closer examination than we have yet had time to give them, but in the Circular of Hallett & Co.,

which we republish in another column, will be found an able analysis of the loan bill, to which we refer our readers for ample information on the subject.

One of the great duties of the financial journals of the day, is to present their readers sound and useful information with regard to the actual condition of the Stock and Money Market, so that the funds usually employed there shall not be made the sport of speculators, always ready to take advantage of public difficulties and private apprehensions. Too many persons looking to the movements in Wall and William street, seem to think that the clamorous opinions of a few scores of operators, during the hours of 'Change, are decisive of all State questions, and that on the noisy assertions of an excited long or short, the fate of thirty-three millions of people actually depends. Not that the majority of people really believe this, but they sometimes *act* as if they did. And thus the combinations of about one hundred persons who have abandoned the sale of other commodities for that of gold, have been astonishingly successful in nearly doubling the price of it in that currency which buys all other commodities of domestic production at its full face and at about former prices. Still more scandalous is the fact, that no such amount of gold as is reported to be sold daily, is really sold. The speculation is carried on by the use of bank paper, certificates of deposit and certified checks.

These are all that are sold, for there is not gold enough in all the city banks to respond to the total amount of the reported sales, and we know from the Custom House returns that but a comparatively small amount of the quotations actually has gone abroad. We therefore hope to see juster views obtaining with regard to these speculations in gold, and since loans on the article beyond its par value, are now prohibited by law, and the transactions in the street are to pay their way with stamps, like other contracts before they are valid, we expect to see the whole business shrink into its true proportions, and change into *bona fide*, healthful transactions. That a bank certificate of $10,000 should pass through twenty hands a day as gold, while the gold itself is never seen or counted, or handled, is a gross wrong, if not a mischievous fraud on the public. When gold now changes hands we believe a change of possession will have to follow. We have no objection let it be understood to the sale of gold. Whenever it moves in earnest it does great good, it settles up all differences, squares accounts, and keeps the manufacturers, importers and merchantmen in countenance. But when it pretends to be gold, and is not even pinchbeck, but bank checks, soiled and nearly torn in pieces in the constant transfer from hand to hand and nothing else, then it is time that the bubble was pricked, and its emptiness made known to the timid and credulous.

The utter absurdity and unsoundness of the recent rise in gold is so apparent, that some leading financial journalists as well as prominent bankers are discussing the propriety of an early return to specie payments both by the Government and the banks, and they contend it can be effected by a large purchase of gold by the former, for the redemption of its demand notes at a future fixed day, and by the latter, with the same object at some early period. As specie begins to flow into the Treasury through the Custom House in pretty large amounts, we imagine the Government will have little necessity to go into the market as a purchaser for any present purpose it has in view.

It has been frequently stated in some quarters, inimical to the financial policy of the country, that the Government could have carried on the war on a specie basis alone, and the example of France is quoted as authority for the statement. Whatever may have been the method of the first Napoleon to fill his military chest, as often by forced loans and the spoliation of conquered territories as any other, the present Emperor finds the Bank of France a most important financial support. We have before us an official return in the *Moniteur*, of the condition of that institution in the months of January and February last. On its capital of 182,500,000 francs, or $36,500,000, it has a circulation in *notes* of 825,402,925 francs, and it is also subject to Treasury drafts of 92,263,622 francs, while its advances to the Government as represented by securities, amount under one particular head to 107,220,250 francs. Under the convention of June 10, 1857, is charged 60,000,000 more, and on other public securities, also 42,552,140 francs. And more than this, the bank of France is the Government agent in the purchase and transfer of coin, whenever necessary for political or financial reasons, and has on many occasions compelled the Bank of England to raise the rate of interest to prevent the exportation of the article beyond the limit of safety.

From appearances we judge that the banking bill of Mr. Chase is likely to attract the attention of capitalists at an earlier moment than was anticipated. Associations are announced as about to be formed in various parts of the United States.

Money remains easy; the earnings of our leading railways are enormously large, the lake navigation has actually commenced, (the straits of Mackinaw being entirely free from ice,) the Raritan and Delaware and Morris Canals are to be opened in a few days, and the produce of the West is now accumulating in such enormous quantities for early transportation, that the Central Railroad as an example, is short 2,000 cars as is reported, for the business already secured, and will have to provide accordingly.

To close this article already quite extended, we quote from the correspondence of the London *Morning Star* of February 14, the view taken of our present situation by its American correspondent. It is a looking-glass which reflects the truth:

"Congress will adopt substantially Mr. Secretary Chase's scheme for raising the means for carrying on the Government and defraying the expenses of the war. He is by far the ablest financier in the country, and he has in a good degree the confidence of intelligent capitalists. The receipts from the taxes and imposts will be upwards of $100,000,000, which will not only suffice to pay the interest on the demand notes (one cent per day,) the interest on the bonds (at 6 or 7 per cent.,) and the interest on the actual national debt, but leave a handsome sum for current expenses. Next year the receipts of the Government from these sources will be upwards of $200,000,000, for then the taxes imposed by Congress during its late session will have come fully into operation. The credit of the Government was never better, and its notes are fast taking the place as currency, of the notes of all the banks. Nor has this currency depreciated, as many ignorantly suppose. They are received cheerfully in all business transactions; nor has the price of lands, of houses, of flour, of beef, of poultry, &c., increased to any degree worth speaking of. Under these circumstances the exportation of all sorts of American produce is great, for the differences in exchanges with Europe enables the shipper to make money even if he should sell his flour, wheat, pork, cheese, &c., in England or Europe generally for less than it cost him here!"

The preceding remarks were in type, and ready for the press, when the news of Thursday's reaction in the Gold market reached us. What we have already stated has therefore been singularly appropriate to the occasion. Under the operations of the new act of Congress the fall in price is likely to continue, though temporary reaction will be attempted.

The tax on Gold is ½ of 1 per cent. on all transactions over 3 days. All regular business is left untouched, and any party desiring to buy for shipment or to hoard can do so as freely as ever.

All loans above par on gold are illegal and void. All business in gold pays a tax of ½ per cent to the Government upon any operation over three days, and a stamp tax besides, which makes it cost full twelve per cent per annum to carry gold, on the currency value.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indianapolis and Cincinnati, 75; New Jersey R. R., 159@160; Central New Jersey, R. R., 175; Goshen Branch bonds, 104; Detroit, Monroe and Toledo 1st mort., 104½; Buffalo and Niagara Falls R. R. 7s, 101; Ohio 6s, 1881, 120; Illinois coupon bonds, 1862, 101¼; Illinois Central cancelled bond scrip, 77; Minnesota Mining Co., 90@105; Canton Co., 26; Cumberland Coal pref., 19½; Quicksilver Mining Co., 15@12; Brooklyn City Water Loan, 121; do., Improvement bonds, 119.

Boston.—Northern (Ogdensburg) 1st mort., 105; do., 2d mort., 18⅝; Rutland and Burlington 1st mort., 69½; do., 2d mort., 12½@10; Vermont Central 1st mort., 36; do., registered, 39@40; do., 2d mort., 7; Vermont and Mass., 6s, 106; Eastern R. R. 6s, 1874, 112; Lynn and Boston, 30½; do., 1st mort., 6s, 93½; Atlantic and St. Lawrence 6s, 1866, 92; Cliftondale R. R. mort., bonds, 40; Michigan Central 8s, 1869, 127; Somerville (guar. 5 per cent.,) 36; Malden and Melrose, 14@13; New York and New Haven (genuine), 125¼; Boston, Concord and Montreal (new), 20; Concord, 66; South Shore, 15½@13; Maine State 6s, 1871, 116; do., 1883, 118; Charlestown 5s, 108; Connecticut 6s, 1871, 114; Massachusetts 6s, 1875, 132; do., 1876; 132¼; do., 1868, 130; do., 1871, 130; New Hampshire 6s, 1866, 111@113; do., 1872, 112; do., 1874, 115½@112¼; Bangor 6s, 107½; Boston 5s, 1884, 126@127½; do., 1885, 126½@127½; Cambridge Water Works 6s, 101¾; Copper Falls Mining Co., 12½@15½; Bohemian, 8@9½; Hancock, 13½@16½; Huron, 15⅞@17½; Mesnard, 10¾@11⅜; Petherick, 4¾@7; Phœnix, 8⅞@8½; Pontiac, 4⅞; Superior, 11¾@13¾; Toltec, 3¾@4¾; Acton, 6½; Albany and Boston, 13½@16; Canada, 1⅝; Chaudere, 1⅛; Columbian, 4@6¾; Manhattan, 4; South Side, 1⅛@2⅝; Winthrop, 4½@5½; West Minnesota, 1; North Cliff, 1½@2; Dana, 1¼; Union Lead Co., 2½.

Philadelphia.—Harrisburg R. R. 6s, 110; Philad. Wil. and Balt. 6s, 187¼; Westchester R. R. 7s,

106; Reading 6s, 1843-'80, 114¾; Cleveland and Mahoning 1st mort., 103; Huntington and Broad Top, 15½@18; do., 1st mort., 103; Camden and Atlantic, 11⅛; do., pref., 19; Philadelphia and Erie 38; North Penna. mort. scrip, 85; Reading, preferred, 55; Allegheny 6s, 65; Pennsylvania 6s, reg., 115; Morris Canal, pref., 132; Union Canal, pref., 1; Susq. Canal, 7⅜; do., 6s, 40½@41½; do., scrip, 39; Schuylkill Nav., 6½@7¾; do., pref., 18½; do., 6s, 1882, 73¼; Imp. bonds, 80; Del.Div., 44½; East Brandywine 7s, 75; Chesapeake and Delaware, 37; North Branch bonds, 26⅛; West Branch, 88; 5th and 6th streets, 62; 17th and 19th streets, 11¼; 2d and 3d streets 2d mort., 112¼.

Baltimore.—Maryland 6s, 1860, 112; Central Ohio, 2d mort., 92½; North Western Va. 1st mort., 110; do., 2d mort., 104.

Cincinnati.—Little Miami R. R., 155@156; do., 1st mort., 115; Col. and Xenia R. R., 154@155; Cin., Ham. and Dayton, 140; do., 1st mort., 110; do., 2d mort., 119@120; Indianapolis and Cincinnati, 70@72; do., 1st mort., 110; do., 2d mort., 100; Covington and Lexington 1st mort., 6s, 100; do., 2d mort., 7s, 95@100; Indiana Central 2d mort., 10s, 110; Dayton and Michigan 1st mort., 85@95; Cincinnati City bonds, 100@105.

The Culture of Flax.

A correspondent of the *New England Farmer* thinks "the 16th of May about the best time to sow flax, although freezing the ground a little will not kill the seed after it is sown. Loamy land is good, and gravelly land in a wet season bears good flax. The land should be clean, that it may be free from weeds. We get from 300 to 500 pounds of lint per acre, and from seven to twelve bushels of seed, both of ready sale at high prices.'

Nevada Silver Mines.

A report from the Committee on Ways and Means says that the amount of silver bullion brought from the Nevada mines in 1862, is stated to have been 200,000 pounds, valued at $6,000,000. It is thought these figures will be doubled during the present year, and in 1866 will reach $25,000,000.

St. Domingo Cotton.

The American West India Company whose principal office is in this city, is preparing to enter upon the cultivation of cotton in St. Domingo. A good article of long staple can be raised on the Company's lands in that island at 4½cents per lb.

Telegraph Line to the Holy City.

It is reported that the Syrian telegraph is already in operation as far as Ourfa, at the top of the Desert, beyond the Euphrates, and a branch line will soon be extended to Aleppo, Damascus and Beyrout, from which latter station a line will run north to Joppa and Jerusalem. Travelers in the East may therefore soon order apartments in Jerusalem by telegraph.

☞ An oil train passed east over the Atlantic and Great Western Railroad last night, with nearly 23,000 bbls. of oil on board! The train consisted of 38 cars and two locomotives.—*Jamestown Journal, Feb. 20th.*

Pittsburg and Steubenville Railroad.

We learn that the contractors for the Pittsburg and Steubenville Tunnel have commenced work.

Ahlstrom's Patent Expansion Screw Fastenings.

We would again call the attention of Architects, Engineers, and Government contractors to the Expansion screw fastenings of Mr. Otto Ahlstrom. These are beyond all question, the readiest, cheapest and securest method of fastening, anchoring and retaining the foundations of light houses, beacons, buoys, bridges, dams and fortifications. And as at this time the harbor of New York is to be placed in a complete state of defence, we particularly recommend the committee of the Common Council, having the important subject in charge, to avail themselves of Mr. Ahlstrom's admirable improvements. They have been successfully used by the United States Government for the last six or seven years.

☞ The Erie *Dispatch* says that the Cleveland and Erie, Erie and Pittsburgh, and Philadelphia and Erie Railroads have under advisement the erection of a Union Depot building, at the foot of State street, at a cost of about $150,000.

Railroads in South America.

By the last arrival from Aspinwall we learn the restoration of tranquility in Colombia, formerly New Grenada, is to be followed up by an active prosecution of the internal improvements of that country. The work on the railway from Calis to Buenaventura, a port on the Pacific, originally surveyed by Col. J. D. Williamson, a celebrated American Engineer, is about to be resumed, and large amounts of iron, engines, machinery &c., of the value of one million of dollars have been ordered in this city. The same gentleman has entered into similar railway contracts with the Governments of Quito and Peru to the amount of eight millions of dollars, each party making a large deposit to be forfeited in the case of the default of either, Peru has five millions of dollars in its treasury which are to be expended in public works, and Chili is very active in the same direction. Sr. Santa Maria, the new minister of Finance, has entered upon his duties, and the Railway system of the country is progressing rapidly. The Valparaiso and Santiago Railroad is now open to Los Loros. The Minister of the Interior, accompanied by the contractors and others, went over the line as far as constructed, and expressed much satisfaction with the work.

The Valparaiso street railway will be completed in about a month.

A new line will soon be commenced between Chillan and Concepcion.

Indeed all the South American republics are anxious to advance to the first rank of Nations, by fostering liberal institutions, and promoting industry, foreign commerce and internal traffic. The Government of Colombia takes the lead in the largeness of this policy, and its magnificent and fertile country offers tempting returns for intelligent investments. It is to be hoped its relations with our own country, towards which it has the most friendly feelings will no longer be embarrassed. There has been a domestic struggle there between the liberal and the clerical party, for and against the Constitution, with which foreign nations had nothing whatever to do, and the proposition of our Secretary of State to intervene with an armed force, without the least justification, was a wretched mistake which has jeoparded our interests on the Isthmus, stagnated our trade in that quarter, hindered our communications with California, and betrayed a strange inconsistency which has done our country and our diplomacy the greatest injury in the eyes of the world.

French Coinage.

There are fourteen pieces of Governmental money actually in circulation in France:

Gold .....5, of 5, 10, 20, 40, 100 franc pieces.
Silver .....5, of 20 centimes, 50 c., 1, 2, 5 francs.
Bronze ....4, of 1, 2, 5, 10 centimes.

In 1862, the value of the gold coin struck in France, was 213 millions of francs; in 1861 only 98 millions. Of the new bronze coins, on which the Emperor's head wears a laurel wreath, three millions francs' worth have recently been prepared for circulation. We wonder much, that our own Government does not strike off nickel cents in sufficient amounts to do away with the present scarcity, and also use the new, cheap, and beautiful silvery metal Aluminium for its three and five cent. pieces.

Freighting on the New York Central R. R.

The amount of freight being sent forward on the New York Central Railroad at the present time, is unparalleled in the history of the road. It is stated that freights are constantly accumulating at Buffalo faster than transportation facilities can be furnished. We learn that nearly 2,000 cars are now loaded per day at Buffalo—most of it through freight. It is almost impossible to get local freights shipped from Buffalo. One firm here have been obliged to freight over the Buffalo, New York and Erie road via Avon, to this city. This crowd of freight will probably continue until the opening of navigation.—*Rochester Dem.*

Trade of West Africa.

Several British commercial and financial associations have recently sprung up to favor a more active trade with Western Africa. The last made up returns of imports by England from thence are thus given, as well as the imports for 1859:

	1860.	1859.
Barwood	£8,989	£6,943
Camwood	7,870	7,351
Copper Ore	648	1,163
Cotton	6,094	5,689
Ebony	3,797	2,613
Guano	2,590	1,404
Gum animi	222	753
Gum copal	865	1,592
Oil (palm)	1,684,543	1,421,029
Teeth (elephants')	35,672	41,875
Wax (bees')	2,134	7,724
All other articles	23,702	19,555
Total	£1,776,565	£1,517,691

The subjoined table shows the character of the commodities shipped in 1860, and 1859, and that, with one exception, all the articles exhibit increases over the preceeding year:

	1860.	1859.
Apparel	£24,158	£17,576
Guns	61,613	39,383
Gunpowder	100,169	71,384
Beads	8,388	3,074
Brass manufactures	20,820	18,974
Cottons	464,661	326,445
Earthenware	23,227	11,809
Hardware	50,314	47,909
Iron and steel	25,147	20,705
Silk manufactures	14,421	7,992
Spirits (British)	15,695	8,617
Staves	56,538	68,447
Woolens	11,074	7,042
All other articles	75,120	61,670
Total	£951,205	£696,027

We should think that some portion of this trade might be diverted to New York, particularly as

Liberia the most flourishing colony on the African coast is the result of American enterprise and philanthrophy. Indeed there are some houses in this city which have for several years past carried on a very profitable traffic with certain places on the West coast, but we see no reason why it should not be greatly extended.

UNION FOUNDATIONS.—A Story of American Nationality as a Fact of Science. By Capt. E. B. HART, U. S. Engineer.—D. VAN NOSTRAND, Publisher, N. Y. (61 pp.)

This pamphlet shows, by scientific analysis, through the media of physical geography, vital statistics, and political economy, that the Union is our only bond of peace, prosperity and happiness. The author has ably acquitted himself of his task.

Railways in the United Kingdom, 1863.

The capital expended to date on railways open for traffic was	£355,107,280
The average cost per mile	31,188
Total traffic receipts	4,470,700
Average receipts per mile for the y'r	2,532
Working expenses, rates and taxes	48 per cent.
Length of lines open at the end of the year	11,386 miles.
Percentage of traffic to receipts on capital expended	8.12 per cent.
Percentage of profit on capital expended	4.22 "

Effect of the Gold Fever.

The Lowell *Courier* has been told of a rather peculiar financial operation in that city, within a few days. A gentleman bought a barrel of flour, for which he tendered a twenty dollar gold piece, and from which $10 50 were to be taken. He received back, in bills, the balance of his twenty dollar gold piece and the premium it brought, the whole amounting to $21 50! This is one of the most novel "operations" we have ever heard of. The purchaser it will be seen, got a barrel of flour, costing $8 00 more than he would have had to pay for the same a few weeks ago, and $1 50 in cash more than the established value of the coin he tendered from which the price of the flour was to be taken.

Consolidation of Railways.

The stockholders of the Pittsburg, Fort Wayne and Chicago Railway have adopted, by a large majority, the plan of consolidation with the Cleveland and Pittsburg. The contract was ratified with the following understanding, adopted in the form of a preamble and resolution at the meeting:

Whereas, it is stated in the annual report of the Board of Directors that it was the clearly declared purpose of the parties conducting the negotiation on the part of the Cleveland and Pittsburg Railroad Company that this company should have the virtual control of the policy and management of the business of both companies under the provisions of the contract; therefore,

Resolved, That we approve of the contract with the Cleveland and Pittsburg Railroad Company, submitted by the Board of Directors on the express condition that the organization, by laws and regulations now in force, of the Pittsburg Fort Wayne and Chicago Railroad Company, shall in all cases be the rule to govern, whether as to the appointment of the officers named in articles fifth and sixth, or as to determining and regulating their duties or the duties of their subordinates, and that the manner of executing the contract shall be such as to conform to the action of the Board of Directors of the Pittsburg Fort Wayne and Chicago Railway Company, so as to leave with that company the same power it now has in the appointment of the general superintendent, general freight agent and general passenger agent.

The Pacific Railroad.

The Sacramento (Cal.) *Daily Union* of the 9th ult. contains a long and interesting account of the opening of the work on the Pacific Railroad—the California link of the continental chain that is to unite American communities now divided by thousands of miles. The inauguration took place at Sacramento, and was attended by a large concourse. Gov. Sandford presided, and made a speech descriptive of the advantages of the railroad when finished, and congratulating the people on the prospect of a speedy realization thereof. Prayer was then offered by Rev. J. A. Benton, and the Governor proceeded to shovel the first earth for the great undertaking, amid the cheers of the assemblage. Speeches were thereafter made by President Crane of the State Senate, J. H. Warwick, member of the House from Sacramento, J. A. Banks, member from San Francisco, Walter Van Dyke, Senator from Humboldt County, Rev. Dr. Peck, Wm. H. Sears, member of Assembly from Nevada, Newton Booth, Senator from Sacramento County, Dr. J. F. Morse and Charles Crocker, Esq. The affair was one of great enthusiasm, and if the great enterprise is as successfully finished as it was begun, it will be happy indeed for the prosperity of the Golden State and for the country at large.

Gold Discoveries in Western Nebraska.

The gold mines of Western Nebraska and Dakotah are developing mineral resources of surpassing richness. Several letters of recent date have been received in this city from gentlemen known to be in all respects trustworthy, stating that the entire region at the eastern base of the Rocky Mountains, commencing at the head waters of Wind River, only about 300 miles from Fort Laramie, and extending northwardly and westwardly to the head waters of the Missouri River, has been found to contain deposits of gold of such quantities as to render mining exceedingly profitable. Several gentlemen who have heretofore resided in this city have written to their friends here stating that the newly discovered gold regions are infinitely superior to those of Colorado. Bannock City had not fifty inhabitants in the early part of September last; it has now a population of more than 1,000, and the emigrants are rapidly pouring in from all quarters. The earnings of miners, as stated by these letter-writers, are almost fabulous, and if they were not well known and trustworthy we could not believe their statements.—*Nebraska City Republican.*

A New Canal Project.

It is stated that by constructing a canal about three-fourths of a mile in length, from Big Stone Lake to Lake Traver, steamboats from St. Paul could navigate both the Minnesota River and the Red River of the North to Lake Winnipeg, a distance of 700 miles! The country traversed by these rivers is surpassingly fertile, and capable of sustaining a dense population. Lake Winnipeg is larger than Lake Ontario, and receives the Saskatchawan River from the West. The Saskatchawan River is navigable to a point near the Rocky Mountains, 700 miles west of Lake Winnipeg, and only 150 miles east of the celebrated gold diggings on Frazer River, in British Columbia. The digging of that one mile of canal would, therefore, enable a steamboat at New Orleans to pass into Lake Winnepeg, and from thence to near the Rocky Mountains, some 5,000 miles! A bill has been introduced into the Senate, which makes provision for the building of the canal.

Currency and Prices.

The principle topic of discussion in financial circles is upon the following section of the loan bill:

"SEC. 2. And be it further enacted, That the Secretary of the Treasury be, and he is hereby, authorised to issue, on the credit of the United States, $400,000,000 in Treasury Notes, payable at the pleasure of the United States, or at such time or times, not exceeding three years from date, as may be found most beneficial to the public interest, at a rate not exceeding 6 per centum per annum, payable at periods expressed on the face of said Treasury Notes, and the interest on said Treasury Notes, and on certificates of indebtedness and deposit hereafter issued shall be paid in lawful money. The Treasury Notes thus issued shall be of such denomination as the Secretary shall direct, not less than $10, and may be disposed of on the best terms that can be obtained, or may be paid to any creditor of the United States willing to receive the same at par; and said Treasury Notes may be made a legal tender to the same extent as United States Notes for their full value, excluding interest, or they may be made exchangeable, under regulations prescribed by the Secretary of the Treasury, *by the holders thereof*, at the Treasury in the City of Washington, or at the office of any Assistant Treasurer or depositary designated for that purpose, for United States notes equal in amount to the Treasury notes offered for exchange, together with the interest accrued and due thereon at the date of interest payment next preceding such exchange; and in lieu of any amount of said Treasury Notes thus exchanged or redeemed, or paid at maturity, the Secretary may issue an equal amount of other Treasury notes, and the Treasury notes so exchanged, redeemed, or paid shall be canceled and destroyed, as the Secretary may direct. In order to secure certain and prompt exchanges of United States notes for Treasury notes, when required as above provided, the Secretary shall have power to issue United States notes to the amount of $150,000,000, which may be issued, if necessary, for such exchange, but no part of the United States notes authorized by this section shall be issued for or applied to any other purpose than said exchanges; and whenever any amount shall have been so issued and applied, the same shall be replaced as soon as practicable from the sale of Treasury notes for United States notes."

According to the above section—

1st. The Secretary is authorized to sell the $400,000,000, of bonds upon the best terms that can be obtained for them.

2d. The Secretary is further authorized to pay these bonds to any creditor of the United States willing to receive them at par.

In regard to the option of making these bonds a legal tender for the face value, or of converting them into legal tender notes, we have the authority of the Conference Committee for stating that

3d. The *holders* are empowered to avail themselves of the legal tender option for their full value, excluding interest.

4th. The holders are also empowered to exchange these bonds for legal tender notes with the accrued interest.

The power "to make" these bonds a legal tender or convertible into legal tender notes rests alone with Congress and that power cannot be delegated to others. The Secretary may sell the bonds at the market price, or he may pay them out to creditors willing to receive them at par—and he may prescribe the rules for conversion, but the option of using

the legal tender power created by Congress, rests with the *holder* of the bonds and not with the Secretary. The interest upon these bonds being payable in *currency*, and their maturity fixed at so short a date, without the option of converting them into long bonds, it is clear that they will not be taken for investment to any great extent, so long as the 5.20s, and 20 year 6s, and certificates of indebtedness are at or below par, with interest upon them payable in coin, nor will they be held for *temporary* loans, since the holder receives no interest upon conversion other than that which has accrued up to the date of interest payment next preceding such exchange.

It is therefore, probable that the holders of the $400,000,000 in bonds, will convert them into legal tender notes, to the extent of $150,000,000, and that the amount of National currency should they be so used, will be increased that amount. To facilitate the holders in the "certain and prompt" exchanges of these bonds for legal tender notes, $150,000,000, additional currency is authorized by Congress, and these notes cannot be issued or applied to any other purpose.

The National currency, provided for by Congress, may be stated as follows:

Legal tender acts of 1862	$300,000,000
do. do. 1863	150,000,000
To redeem Treasury notes convertible into legal tender.....	150,000,000
Postal currency.....	50,000,000
New bank act	300,000,000
	$950,000,000

The notion that *prices* are mainly determined by the quantity of money in circulation, rests necessarily upon the utterly erroneous assumption that the coin and current money in a country is the representative and equivalent of all the labor and commodities in course of exchange; so that in proportion as there is more or less of this representative there goes more or less of the things represented in exchange for it.

For instance. The products of capital and labor in the United States in 1859, by census valuation, amounted to the sum of thirty-eight hundred millions of dollars, and the real and personal property of the country in 1860 was valued at sixteen thousand millions. Now supposing that but half the products of 1859, and only a twentieth of the nation's property went into market in 1860, the exchanges of the year —if the property and commodities were sold but once in the year, would require twenty-seven hundred millions of dollars in money to represent the values exchanged; but the specie and currency in circulation in 1860, did not together amount to 350 millions, or one-eighth of the sum.

Arthur Young, (Progressive Value of Money in England,) shows the advance of prices of commodities and of the quantity of money thus:

	Advance prices of commodities.	Advance quantity of money.
	per ct.	per ct.
In 16th century over the 15th,	24	380
" 17th " " " 16th,	80	875
" 18th " " " 17th,	11	1120

It is further to be observed that, the average prices of the 17th century over those of the 15th, covering a period before the use of paper money, exhibit an advance of 111 per cent. Whilst the average prices of the 18th century, in which there was a great use of paper money, besides the immense increase of the precious metals, show an advance upon those of the 17th century of only 11 per cent.

The following period of our commercial history exhibits corresponding results, strongly showing the absence of the alleged proportion between prices and currency:

Taking the bank note circulation and bank deposits to indicate the active medium of circulation, or as the best attainable measure of the relative movements of business at different periods, we find the following relation, or want of relation, between *prices* and money and its representatives.

	1855.	1860.
Bank notes	$186,952,223	$207,102,477
Bank deposits..	190,400,342	253,802,129
	$377,352,565	$460,904,606

Relative increase of circulating medium 22 per cent.—*Hallett's Financial Circular.*

Iron Freight Cars.

J. M. Davidson is now making fifty iron cars for the American and Adams' Express Companies. These cars are becoming all the rage. In ten years from now a wooden freight car will not be tolerated on any of our leading railroads. Mr. Davidson is now making nine iron cars per week. This is 468 in a year. The most of his cars are taken by the Central Road.—*Albany Statesman.*

FAIRBANK'S
SCALE WAREHOUSE,
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DIRECTLY OPPOSITE THE CITY HALL.

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OFFERS his services at the Board of Brokers for the **purchase** or **sale** of
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STOCKS, BONDS AND GOVERNMENT SECURITIES BOUGHT AND SOLD ON COMMISSION.
JACOB G. HALLET, (late with Blake Bros. & Co.)
RICH'D H. CORNWELL (late with G. S. Robbins & Son)
New York, February 14, 1863.

DELAFIELD & BAXTER'S,
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ROSENDALE CEMENT.
WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.
For sale in tight barrels, well paperred, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.
The above CEMENT is used in most of the fortifications building by government. 45

THE NEW YORK CENTRAL R. R. CO.
TREASURER'S OFFICE,
ALBANY, January 21, 1863.
SIXTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of February next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of March next on stock registered at London.
Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.
The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Saturday, the thirty-first day of January instant, and be re-opened on the morning of Monday, the twenty-third day of February next.
JOHN V. L. PRUYN,
Treasurer.
615

ERIE RAILWAY.

PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:

7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.
9.00 A. M., MILK, *daily*, for Otisville, and intermediate Stations.
12.15 A. M., ACCOMMODATION, *daily*, for Port Jervis, and principal Stations.
3.30 P. M., WAY, for Middletown, Newburgh, Warwick and intermediate Stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk
6.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.
CHA'S MINOT, *Gen. Sup't.*

FOX LATHES.
F. W. BACON & CO.,
No. 23 PLATT, corner of GOLD ST.,
NEW YORK,
RESPECTFULLY ask attention to their stock of Machinists' and Brassfinishers' tools from the establishment of Messrs. GEO. H. FOX & Co., of Boston.
Nason's Patent Screw Chasing Lathe manufactured solely by the above firm is without a rival or substitute for the manufacture of Cocks, Valves, Hose Couplings, Steam and Gas Fittings, and general Brass Finishing.
They have and are constantly receiving from the same celebrated manufacturers, Chucks, and Slide Rests, Shafting, Pullies, Hangers, etc.
The Hangers manufactured by them are of the most approved kind. The bearing being suspended by a universal joint; its advantages over the rigid Hanger will be at once seen and appreciated by any mechanic. It is every way calculated for economy, being fitted with a patent box, which adjusts itself to the shaft, and they guarantee it to run SIX MONTHS WITHOUT RE-OILING, thereby saving labor, friction, oil, and the disagreeable and sometimes destructive effects of the dripping of oil from above.

ELEVATORS
For warehouses, manufactories, hotels, mechanics' shops, stores, or any other use where power Elevators are required; they guarantee all the safety that can be combined in any machine that is made. They are arranged with an improved apparatus, to hold the load in case the rope parts, which is unerring; also an invention of their own, to automatically arrest the descent of the load, if by any cause it should move downwards beyond the prescribed speed.
They also manufacture and are the exclusive licensees of Otis Tuft's Patent Elevator. The distinctive features are: the winding drum is driven by an endless screw—two or more ropes are used instead of one, thereby insuring more than double the safety—a peculiar mode of shipping the driving Belts, which insures it to stop at the required point. It operates without noise or jarring.
Belting, Belt Lacing, and Picket's Patent Belt Fastenings kept on hand and furnished to order Steam and Water Gauges, Gauge Cocks, Packard's Patent Ratchet Drills.
ALL DESCRIPTIONS OF MILL WORK MADE TO ORDER.

BABBITT METAL.
Parties wanting Shafting, Elevators, or any other machinery, will be waited on by an experienced Engineer, their premises surveyed, plans and estimates made, machinery located, and the erection superintended when desired.
Having made this branch of Engineering a SPECIALITY the past ten years, with uniform success, they confidently offer their services to those requiring such aid.

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BRASS SWITCH LOCKS.
(In ordering, send key in letter, to have Locks made to match.)
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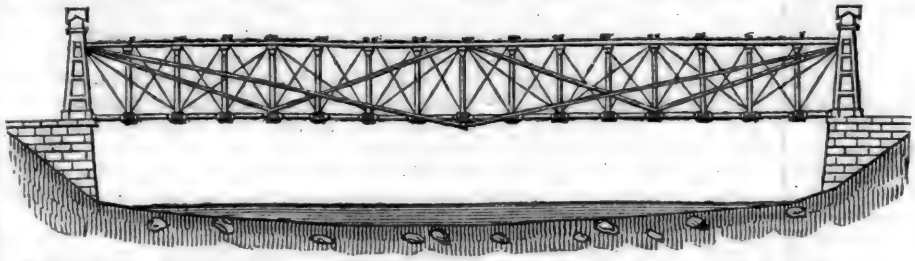
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SECOND QUARTO SERIES, VOL. XIX., No. 11.] SATURDAY, MARCH 14, 1863. [WHOLE No. 1,404, VOL. XXXVI.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 14, 1863.

Chicago Ship Canal.

The defeat of the project to enlarge the Illinois and Erie Canals, at the late session of Congress, has roused the people of Chicago to new and extraordinary exertions to "obtain a more direct outlet to tide water for the products of the North West." To effect this, all Chicago is moving as one man. It is also operating by means of well known agencies at places more remote, and the combinations which failed in Washington are to be re-constructed for another field of action, and with considerable prospect of success. At a meeting of the Board of Trade, Mercantile Association, and the business men of Chicago, held on the 25th ult., a regular organization was perfected, Presidents, Vice President and Secretaries were chosen, addresses and reports made, and a final policy adopted of urging the Canadian authorities to enlarge their channels of communication between the Lakes and the Atlantic, in concurrence with the previous action of the Legislature of Illinois in the same direction. Subsequently a committee was appointed consisting of Dr. Brainard, Chas. Walker, Hiram Norton, Col. Foster, W. G. Watson and the Mayor of Chicago, who were instructed to proceed to Quebec where the Colonial Legislature is now in session, and press the proposed measures on the immediate attention of that body.

In connection with this movement has been another, namely the call for a National Convention signed by ninety eight members of Congress, to be held at Chicago in the month of June next, for the purpose of renewing the effort to enlarge the Illinois and Erie Canals as originally proposed, and the N. Y. Chamber of Commerce at its last meeting has accepted the invitation and appointed a committee of twenty five to attend the proposed convention. It is proper to state however that only about a dozen members of the Chamber were then present when the proceeding alluded to took place.

The evidence furnished at the meeting in Chicago on the 25th ult. as to the productive power of the North West, was of the most interesting and important character. It appears that in the eight states of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa and Missouri, containing 445,311 square miles, and a population of about nine millions, more than the white population of the seceded states, the production is ascertained to be as follows:

Wheat	80,293,603 bushels.
Corn	392,289,631 "
Hogs	11,039,332
Cattle	7,206,810

It is also stated, that this estimate, owing to the fact that the crop of 1860 was a third deficient, and the census returns incomplete, may be safely considered 50 per cent below the actual amount of production during the last year. It was also shown that of these products but a comparatively small portion is shipped by way of New Orleans, as its Custom House returns of 1860 and those of New York conclusively show.

	From New Orleans.	From New York.
Wheat, bu	2,189	1,180,908
Wheat Flour, bbls	80,541	1,487,200
Indian Corn, bu	224,382	1,580,014
Indian Meal, bbls	158	86,073
Pork, bbls	4,250	109,379
Hams and Bacon lbs	890,230	16,161,649
Butter, lbs	96,857	4,725,146
Cheese, lbs	88,491	14,410,717
Lard, lbs	11 055,480	18,562,131
Tallow, lbs	1,909,155	8,634,418
Skins and Furs (dollars)	$350	$1,394,912

These facts therefore demonstrate that with the navigation of the Mississippi unobstructed, the great mass of Western exports would flow through other channels.

The reason of this is, that the detour of the river and gulf lengthens the voyage to a foreign market 3,000 miles, that for half the year the climate is unhealthy and avoided by Northerners, and that the heated waters of the Gulf, which do not lose their temperature until they have coasted North and East for thousands of miles, are injurious to most articles of export. So that it is apparent further outlets North and East are indispensable for the products of the Great West. It was also urged that the employment of the Illinois Canal was a necessity not for the South but the North; that it would not benefit the descending, but the ascending trade of the Mississippi. We notice however that this plan of enlargement was not so much insisted on at the Chicago meeting, as the other, of getting to the sea through the Lakes and the St. Lawrence Canals, the latter to be enlarged for that purpose.

We notice also that the States of New York and Pennsylvania, and their representatives in Congress, were pretty violently assailed for the opposition emanating from them to the enlargement bills.

Now it is our purpose to discuss this question briefly and plainly, and to show that while we approve of the present policy of the merchants and shippers of Chicago, we think they have not done us of New York the justice we deserve.

We admit that freights advanced the last season both on our canals and railways. But this was unquestionably owing to the pressure upon them for transportation beyond their means of conveyance. Years before, there was no such pressure; indeed it was feared our Canal system was a failure and that we should have to abandon it to private direction. But the rise of freights on the Lakes was even still greater, and the owners of vessels at Chicago did not hesitate to take advantage of the circumstance. If the increased freight proved that our Canals were not large enough, it also proved that the Lakes were not large enough.

The people of the State of New York are not in fact prepared at this juncture to go into any serious alteration of the size and character of their canals. After many long years of doubt, and difficulty, with large additional outlays beyond the original estimate of cost, these public works, which have created the Great West, are now beginning

to reimburse the Treasury, though with a large debt yet to be paid off. The present year permits for the first time in many, a reduction in the State taxes, and it is a grateful relief to us, at a time when the National burden is becoming so heavy. We do not care at this moment to incur, under any prospect of advantage in the future, another heavy series of obligations and debts. We require rest as the term is, for all our public works.

But if it were ever so convenient to engage in the enlargement of the Erie Canal, there are serious physical and engineering difficulties in the way. It is very doubtful whether it would be practicable to deepen and embank the canal on its present lines, sufficiently and securely enough to allow the passage of large ships or steamers.

At the Little Falls on the Mohawk, and along the valley of that name down to its union with the Hudson, there are places where no such enlargement could be made.

As it is, according to the opinions of Mr. Hutchinson, an eminent Engineer, long connected with our Canals, there is not even now a constant and adequate supply of water for them on some of the levels, and much less would there be, if enlarged according to the proposed plan. But even if we had the ship canal, it would be found after all a most tedious and expensive way of getting large vessels to the sea. To work a ship or a steamer of a 1000 tons through a canal of about 400 miles in length, would be the poorest use such a vessel could be put to. For that distance, her appropriate rig, machinery, crews, and form would be an actual disadvantage in the economy of expense and time. The passing of bridges, locks, and other vessels, would be a difficult operation in itself, and be full of practical inconvenience. It is found so now upon such short Canals as the Welland, having but few obstacles offered by cross roads, bridges, towns and a dense population.

But practically, ship Canals have been fully tested abroad. The Caledonian, connecting the North Sea and the Atlantic Ocean, was opened in 1824 after twenty years of labor. It shortened the distance 800 to 1000 miles in the voyage from the British Western ports and the Baltic. It permits vessels drawing nearly 20 feet of water; a 32 gun frigate has gone through it; it was a commercial as well as military work. And yet it has proved a complete failure, and it is proposed to abandon it altogether. Nor could the State of New York or the producers of the great West afford to have their present facilities for reaching tide water, cut off, or at least impaired for many years while the work of reconstruction was going on. And suppose this last was accomplished, of what earthly use would this ship Canal be, if we had a foreign war on our hands. It is the part of prudence, discretion, and statesmanship to consider well all these obstacles, and the people of New York, if they had not their own difficulties to deter them have yet a most instructive warning in the history of Illinois herself, which in her haste to push her internal improvements beyond their immediate necessity, broke down most unhappily in the attempt.

On the other hand we fully approve of the purpose of the Chicago people to obtain the co-operation of the Canadians in making a ship channel to the sea. This is a legitimate and laudable effort.

The canals to be enlarged are short, well supplied with water for lockage, and the expense of re-construction will be comparatively small. We are just as much pleased that Chicago should have a foreign market, as that New York should. The advantage will be to the American trade in the one case as much as the other. Our own railways, if we have no foreign war, will henceforward have as much to do as their capacity will permit.

Every new natural outlet should be improved. The lakes were not created for the use of pleasure travellers, but for the benefit of busy men. What the Mediteranean and the Baltic now are, these lakes are destined to be.

But above all, the Chicago policy will closely connect the Canadas with the United States. These provinces have no West of their own. All their railways depend on being fed from our granaries and mills. Build up a direct ocean trade through her canals and ports, and we shall have taken a bond of fate, that our peaceable relations with them and the Mother Country will never again be disturbed.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st, 1862. For convenience of comparison many of the statements are made to cover the year 1861, as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1862.	1861.
Miles run by passenger trains.	201,833	181,446
" " merchandise "	146,136	144,055
" " coal "	309,363	317,573
Total by transportation trains.	657,332	643,074
Miles run by wood trains	3,462	2,705
" " gravel and constr'ction trains	26,410	16,614
Total miles run by trains.	687,204	662,393

The passenger trains have also run 53,584 miles on the New Jersey Railroad, between Jersey City and Elizabeth, drawn by the engines of that company, against 45,890 run last year.

During the year the boats have run 37,032 miles on the ferry, between New York and Elizabethport—6,898 miles in carrying live stock to Fortieth street, and 3,726 miles on excursions, making a service of 47,656 miles. In 1861 they ran 36,888 miles.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1862 with the year 1861, gives the following results:

	1862.	1861.
Number of passengers..	419,803	401,638
Miles traveled by " ..	11,759,879	10,801,933
Equal to through " ..	156,798	144,026

A comparison of the merchandise business of the two years, in tons of 2,000 lbs., (excluding iron,) gives the following results:

	1862.	1861.
Number of tons carried..	196,985	162,382
Tons carried one mile...	11,168,060	8,996,279
Equal to through tonnage	148,907	119,950

A comparison of the iron tonnage of the two years, in tons of 2,240 lbs., gives the following results:

	1862.	1861.
Number of tons carried...	70,202	56,690
Tons carried one mile	4,487,108	3,619,220
Equal to through tonnage.	70,111	56,550

A comparison of the coal business of the two years, in tons of 2,240 lbs., gives the following results, the through tonnage being calculated from Easton to Elizabethport:

	1862.	1861.
Number of tons carried.	816,570	823,214
Tons carried one mile ..	43,447,732	42,907,290
Equal to through ton'age	678,871	670,426

There was a decrease in Lackawanna coal of 66,494 tons, but an increase in Lehigh coal of 59,850 tons.

The coal tonnage over the road, since the transportation of coal was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons.
1856	98,670	33,325	131,995
1857	209,950	84,841	294,791
1858	417,276	122,923	540,649
1859	455,681	183,277	638,958
1860	590,863	263,906	854,769
1861	568,869	254,345	823,214
1862	502,375	314,195	816,570
Total...	2,844,134	1,256,812	4,100,946

EQUIPMENT.

The Company own 38 engines, of which 22 burn wood and 16 hard coal. Of these engines, 26 are narrow gauge and 12 broad gauge. Their condition is reported to be as follows: 16 in good order, 19 in fair order, 1 in shop for repairs, 1 wanting general repairs, and one (Union) which exploded October 27th, will be condemned as not worth repairing. One engine (Delaware) was sold to the Government. One new locomotive has been placed on the road during the year, and four more are ordered but not yet delivered. About thirty-five engines are required for the ordinary daily service. Four more engines will be ordered immediately; other purchases may be necessary, as the pressure of business is very great.

The equipment of cars is as follows: 18 first-class passenger cars, 2 second class passenger cars, 7 baggage and mail cars, 75 house freight cars, 20 covered cattle cars, 103 eight-wheel platform cars, 200 eight-wheel coal cars, 70 six-wheel platform cars, 6 caboose cars, 42 four-wheel gravel cars, 16 dirt cars, and 1 wrecking car. There have been sold to the Government 20 platform cars and 2 house freight cars; and there have been purchased or built 7 house freight cars, 70 six-wheel platform cars, and 200 eight-wheel coal cars.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1862 compared with 1861:

Receipts:—	1862.	1861.
Passengers	$230,805 41	$222,089 93
Merchandise	481,977 11	382,598 75
Coal	661,280 85	568,275 83
Mail	7,600 00	7,600 00
Express	8,261 61	7,643 71
Rents	1,551 91	1,238 72
Miscellaneous	6,609 73	12,448 66
Total receipts ..	$1,397,586 62	$1,201,895 60
Expenses:—		
Running expenses	$129,839 30	$120,196 95
Wood consumed.....	62,767 63	59,227 46
Coal consumed	50,006 23	43,243 83
Repairs of road.....	126,351 93	128,271 47
" engines....	38,816 51	34,309 60
" passen. cars	11,196 67	12,740 46
" freight "	14,080 97	14,014 37
" docks, Elizabethport...	10,463 13	16,551 23
Repairs b'dings, br'ges,	8,727 66	
" tools, mach'y.	5,378 86	3,547 13
Expense account.	25,521 16	23,961 30
Miscellan's expenses .	10,967 51	12,996 18
Ferry running expens.	44,840 18	37,007 30
Ferry boat repairs ...	11,840 24	6,790 20
Ferry miscell. expens.	11,647 87	9,594 92
Car service.....	60,799 26	.....
Total expenses.....	$623,245 06	$522,452 30
Balance net earnings..	$774,341 56	$679,443 30

The following table shows the receipts, expenses,

and net earnings from the beginning of the annual reports to the Legislature to the present time:

	Receipts.	Expenses.	Net Earnings.
1853.	$349,018	$197,629	$151,389, or 43 p. c.
1854.	378,145	197,349	180,796, or 48 "
1855.	393,729	208,856	184,873, or 47 "
1856.	553,479	258,308	295,171, or 53 "
1857.	682,314	340,502	341,812, or 51 "
1858.	836,934	345,614	491,320, or 58 "
1859.	971,702	385,716	585,986, or 61 "
1860.	1,185,848	475,457	710,391, or 60 "
1861.	1,201,895	522,452	679,443, or 57 "
1862.	1,397,586	623,245	774,341, or 56 "
Total	$7,950,650	$3,555,128	$4,395,522, or 55 p. c.

An increase in receipts is here shown of $195,691 02, but this is partly nominal, as the amount paid for car service, $60,799 26, is now charged among the expenses instead of being deducted from the receipts as heretofore. The real increase is $134,891 76, or 11 per cent. The increase in the regular passenger business has covered the falling off in the Government business, and also shows as $8,215 48, but the legitimate increase was $20,617 92. In merchandise receipts there is a large increase—$99,378 36; deducting car service, it leaves $79,975 34, or 28 per cent. distributed through every department, owing to the progressive development of the various roads leading to this avenue. The increase in coal receipts shows as $93,005 02, and is, after deducting car service, $52,549 81, or 9 per cent. This is owing entirely to the advanced rates, as the tonnage has actually fallen off.

The expenses show an increase (omitting car service) of $39,993 50, or 7 per cent. There has been an increase in running expenses of $9,642 85; in fuel consumed of $10,302 57; in repairs of equipment of 3,029 82; in other repairs of $4,471 29, and in ferry accounts of $14,985 82. There has been a decrease in repairs of road of $1,919 54, and in general expenses of $468 81.

The gross receipts per mile run have been as follows: from passenger trains, $1.26; from merchandise trains, $3.29; from coal trains, $2.14. The average receipts per mile run from all trains has been $2.12 against $1.87 last year.

DIVISION OF WORKING EXPENSES.

The following table, prepared by the Superintendent, is made up on the same principles as the one submitted last year:

	Passengers.	Freight.	Coal.
Running expenses	$31,226 87	$54,312 03	$44,300 90
Wood consumed on trains	16,995 69	27,452 71	18,819 23
Coal " "	1,315 44	1,922 60	26,827 92
" " on ferry	8,970 18	8,970 14	
Repairs of road	666 66	666 66	666 68
" " stations and shops	25,677 80	26,973 85	73,700 28
" engines	7,592 12	9,351 91	21,872 48
" passenger cars	11,196 67	13,951 33	
" freight cars			129 64
" coal cars	2,909 22	2,909 22	2,909 22
" buildings, bridges, etc	591 07	2,941 86	6,930 20
" docks at Elizabethport	1,241 03	2,068 91	2,068 92
Expense account	8,507 05	8,507 05	8,507 06
Miscellaneous expenses	3,655 83	3,655 84	3,655 84
Ferry running expenses	10,415 23	8,424 90	
Ferry boat repairs	5,920 12	5,920 12	
Ferry miscellaneous expenses	3,160 45	8,487 42	
Car services	941 03	19,403 02	40,455 21
Total expenses	$140,981 91	$231,919 57	$250,343 58

By this statement it would appear that the cost of operating the passenger trains has been 61 per cent. of the gross receipts, of merchandise trains 48 per cent., and of coal trains 38 per cent.; the average cost of all the trains being 44 per cent.

FINANCIAL CONDITION.

The following is a statement of the financial operations during the year:

	Cr.	
Gross earnings, as per statement	$1,397,586	62
Boats sold, $41,000; less boat bought, $10,250	30,750	00
Accounts payable, increase*	300,008	13
Total	$1,728,344	75

	Dr.	
Ordinary expenses, as per statement	$623,245	06
Grading, filling up at High Bridge, etc.	47,399	99
Masonry	57,521	93
Railway superstructure	49,487	02
Land damage	5,343	45
Engineering	1,122	00
Expenditures at Elizabethport	10,584	12
Land purchases for extension	250,182	04
Bergen Point wharf	5,654	01
Docks in New York	6,000	00
Engines, difference between purchases and sales	1,098	30
Coal cars, 200 eight-wheeled	99,864	39
Cars built in shops or purchased	10,677	55
Tools and machinery, increase	550	00
Burnetizing machine	9,800	00
Stone breaker	7,200	00
Miscellaneous property, increase	864	54
Sundry ac'nts, materials, etc., increase	3,452	20
Quarterly dividends for year, 10 per cent	363,000	00
Interest account for year	142,511	96
State taxes for 1862, ½ per cent. on $4,904,668	24,523	34
United States taxes	8,262	85
Total	$1,728,344	75

*This includes $217,331 20 to the credit of South Branch Railroad Company for amount paid in by subscribers not yet expended.

The profit and loss account has been credited with the gross earnings	$1,337,586	62
It has been debited as follows:		
Ordinary expenses	$623,245 06	
Interest account	142,511 96	
Taxes to State	24,523 34	
United States taxes	8,262 85	
Dividends, 10 per cent	363,000 00	
	1,161,543	21
Balance, equal to 6½ per cent. stock, transferred to Renewal Fund	236,043	41
Add balance to credit of fund last year	172,855	39
Total	$408,898	80

The Renewal Fund has been debited as follows:

Depreciation in engines	$9,598	30
Depreciation in ferry boats	5,250	00
Expenditures of year on construction balanced by an equal amount withdrawn from cost of railroad, namely: Balance of discount on Second Mortgage Bonds	$157,494 88	
Miscellaneous expenses	3,379 51	
	160,874	39
Balance to credit of Renewal fund	238,176	11
	$408,898	80

In pursuance of the policy acted on for the last two years, the balance of the discount on the second mortgage bonds charged heretofore as a temporary part of the cost of the railroad, and also a part of the miscellaneous construction expenses, have thus been withdrawn from construction, and replaced by the expenditure of that sum on the road, principally in masonry and filling up at High Bridge, leaving the cost of road the same as before.

CONSTRUCTION.

At the High Bridge over the south branch of the Raritan River, the double-arch culvert for the stream and public road has been completed, at a total cost of $72,253 50. The filling in of the present bridge is advancing rapidly, there having been paid for embankment, up to the present time, $71,842; making a cost, so far, for this valuable improvement, of $144,095 50. The whole work, including the reduction of grade east of the bridge, will be completed during the summer.

At the bridge over the Musconetcong at Bloomsbury nothing has yet been done, but the arch culvert over the stream and the filling in of the bridge have both been contracted out. At the bridge over the Hopatcong at Springtown, the arch culvert and filling in are contracted out, and the masonry well advanced, there having been paid on masonry estimates, so far, $10,190. The culvert will be completed during the coming season, and considerable filling done. Sidney Dillon, the contractor at the High Bridge, is also contractor for these two, and at the same prices.

A plan for a stone viaduct, in place of the Green's Mill Bridge over the Lopatcong River and Morris Canal, has been prepared, approved, and the work let to the same party.

The graduation for the extension of the second track from Hampton Junction to Bloomsbury, eight miles, has been commenced and completed during the year, at an expense of $13,340 88 for grading, and $2,536 37 for masonry. The track is laid and in use from Hampton to Asbury, and nearly ready on the rest of the distance from Asbury to Bloomsbury.

Between Bloomsbury and Phillipsburgh, the terminus of the road, the grading and filling for the second track is in progress wherever practicable, and considerable work done; but the heaviest points can not be vigorously attacked till the masonry of the other river bridges is so far advanced as to allow the surplus material to be deposited in the bank. There has been expended on grading $9,014, and in extending culverts, etc., $1,343 86. It is expected to push the work as rapidly as possible.

EXTENSION TO JERSEY CITY.

During the past year active preparations have been making for extending the road from the curve in the track east of Elizabeth, where it turns down towards Elizabethport, across Newark Bay to Bergen Point, and from thence northeast to Jersey City. The location across the Bay has been filed, and the bridge put under contract, the construction commenced, and good progress made. To get the best possible line, it was necessary to apply to the Legislature of New Jersey, at their present session, for a supplement repealing a restriction on the line the company were authorized to construct. As this has now been obtained, the location of the remainder will at once be filed, and the work put under contract. The right of way has been principally secured, and extensive purchases of lands and water rights made that will give the company facilities for a most unbounded business of any and all descriptions.

SOUTH BRANCH RAILROAD.

A year since a charter was granted by the Legislature to the South Branch Railroad Company to build a branch from the Central Railroad at Somerville to Flemington. At Flemington it connects with the railroad to Lambertville on the Delaware. At Lambertville the Belvidere Delaware Railroad makes a southern connection to Trenton and Philadelphia, and a northern route to Easton and Belvidere. This branch to Flemington has always been a part of the programme of the originators and builders of the Central road, and viewed as an exception to their general dislike to branches owned by the main stem. As a protection to their local business, and also to their through business, if threatened with competition at or near the point in question, they deemed it wise to have the road built. The Company having been organized, the road was surveyed by James Moore, a location agreed on after running many lines, satisfactory proposals for its construction

received, and the road put under contract. By an agreement to lease the completed road at six per cent., (a printed copy of which was sent to every stockholder,) a subscription of $300,000 to the stock of that Company was promptly obtained from the inhabitants, and from the stockholders of the Central. The Central Company itself does not now hold a share of South Branch stock. It is expected that the road will be completed during the summer; and while the Board have no very large ideas of the business to be immediately brought in, they think it will be no burden on the Company, but will prove self-sustaining as well as fulfil the purpose for which it was built.

FUEL.

A short report on fuel, by the new Superintendent, is appended. The price of coal is so high, being $4 now against $1.85 last year, that calculations are much deranged, and the relative economy of coal very much reduced for the time being. As to bituminous coal, the war has cut off this supply for the past two years, and none of the engines have been run with it.

TRANSPORTATION FOR GOVERNMENT.

The transportation of regiments and Government freight during the year has been small, amounting to only $21,517 90 against $53,722 84 the previous year; the travel and traffic having principally returned to the natural southern route *via* Philadelphia, in consequence of the improvements made in the route. For the improvements made, and to be made, the Government and the public may, in a measure at least, thank the "circumbendibus route" by Allentown and Harrisburgh.

CONNECTING ROADS.

Several new connections are under way, notwithstanding the times. The South Branch road has already been referred to. From the Lehigh Valley road, at Lizard Creek, an important road is building rapidly, intended to bring Schuylkill coal across from Schuylkill Haven to the Lehigh Valley, and so down to Elizabthport, the operators in that coal field feeling sensibly the want of a direct outlet to New York Bay.

The Penn Haven and White Haven Railroad is also constructing as an extension of the Lehigh Valley Railroad along the Upper Lehigh, completing the line of roads into the Wyoming Valley at Wilkesbarre. A large addition of coal tonnage is looked for by them from this enterprise.

To give an idea of the rapid growth of business from the Lehigh Valley and its connections, the following comparative table is added.

Lehigh Connection:	
Passengers	$72,404 30
Merchandise	228,589 81
Coal	366,108 50
Total	$667,102 61
Delaware, Lackawanna and Western Railroad Connection:	
Passengers	$18,370 96
Merchandise	94,616 40
Coal	295,172 35
Total	$408,159 71
Local business:	
Passengers	$139,530 15
Merchandise	158,770 90
Other sources	24,023 25
Total	$322,324 80

The business derived from Lehigh Valley connection is thus shown to be 46 per cent. of the whole business; from the D. L. and W. connection 28 per cent., and the local business 26 per cent.

INCREASE OF CAPITAL STOCK.

To build the extension to Jersey City, provide extensive docks and facilities for business, complete the double track and add largely to the equipment of engines and cars, including the company's proportion of cars for the Lehigh coal trade, will require a large outlay. To meet this, it is proposed to apply to the stockholders soon for authority to increase the capital to $5,000,000. It is reported as $3,630,000. There has been an addition to this of $120,000, by a sale in the early part of December of 1200 shares of stock at 150 per cent., without participation in the January dividend, which will appear in the current year's accounts, thus raising the stock to $3,750,000. It is proposed to apply for authority to allot the remaining $1,250,000 among the stockholders in the proportion of one share of new stock for every three now held, calling in an installment of 10 per cent. at the time; the remainder to be called in installments of 10 per cent. from time to time, as the work progresses.

BALANCE SHEET, January 1, 1863.

Construction—same as last Report		$4,480,896 79
Station houses, shops, and water stations		132,000 00
Land and work at Elizabethport		302,355 32
Land and right of way for extension		299,327 81
Ferry interest and boats		217,050 00
Engines		320,000 00
Passenger and baggage cars		49,000 00
Freight cars		137,677 55
Coal cars		99,864 39
Telegraph, docks, machinery, miscellaneous property, etc.		76,182 59
Chairs, spikes, iron rails, and ties on hand		32,900 00
Workshop, materials on hand		12,652 20
Fuel on hand		34,000 00
Cash and accounts receivable		128,286 26
		$6,822,192 91
Capital stock		$3,630,000 00
First mortgage bonds, due 1865	$500,000	
1870	900,000	
		1,400,000 00
Second mort., bonds, due 1875		600,000 00
Dividend 2½ per cent., payable in January		90,750 00
Interest on bonds, accrued not yet due		47,833 33
Accounts payable		320,433 47
Renewal fund, balance to credit		233,176 11
		$6,822,192 91

President—JOHN TAYLOR JOHNSTON.

Directors—John Taylor Johnston, John C. Green, William E. Dodge, Adam Norrie, Benjamin Williamson, F. T. Frelinghuysen, Henry D. Maxwell, Asa Packer.

Secretary and Treasurer—SAMUEL KNOX.

Engineer—JAMES MOORE.

Superintendent—JOSIAH O. STEARNS.

Abandonment of Railroads.—Rights of the Community.

A COMPANY HAVING COMPLETED ITS ROAD FORFEITS ITS FRANCHISES BY CEASING TO OPERATE A PART OF ITS ROUTE. THE REMEDY, HOWEVER, IS NOT BY AN ACTION IN EQUITY, BUT BY A PROCEEDING ON THE PART OF THE STATE TO ANNUL THE CORPORATION.

A corporation, under the name of the Albany Northern Railroad Company, was formed in 1851, pursuant to the provisions of the general railroad act of the State of New York, for the purpose of constructing, maintaining and operating a railroad between the City of Albany and Eagle Bridge, in the county of Rensselaer. The road was constructed and put in operation in 1853, and continued to be run until September 1859. The company in 1852, had given a mortgage upon all its property and franchises, which was foreclosed and the mortgaged property sold on the 15th September, 1859. The purchaser at such sale, and his associates, on the 6th October, 1859, organized a new corporation, under the name of the Albany and Vermont Railroad Company (the defendant,) for the purpose of maintaining and operating the purchased road; and in the articles of association it was stated that the road of the new company was that "originally owned, constructed, maintained and operated by the Albany Northern Railroad Company, running from the City of Albany to Eagle Bridge, in the county of Rensselaer, from and to which places the same is to be maintained and operated." For fifteen days after its organization the defendant operated its railroad from Albany to Eagle Bridge, and then wholly ceased to operate that part of the same lying between Waterford Junction and Eagle Bridge, (about twenty-one miles of the entire route,) but has continued to operate the part between Albany and Waterford Junction. In September 1860, with a view of wholly abandoning the operation of that part of its road, the defendant took up and removed all the iron rail thereon between Waterford and Eagle Bridge, and between those points so dismantled the structure as to render it wholly unfit for use and travel for railroad purposes. The defendant being engaged in removing with a view to abandonment, the iron track and fixtures used in the operation of its road east of Waterford Junction, this action was commenced by the Attorney General. The complaint prayed that an injunction might be granted, restraining the selling, taking up or removing the iron track and fixtures of said road, and demanded as relief, that the defendant be required to reopen and operate for public use, that part of its road from Waterford Junction to Eagle Bridge, and specially perform all the duties and obligations resting by law upon it as a railroad corporation.

The trial was before a referee who dismissed the complaint. Upon appeal, judgment was affirmed by a general term of the Supreme Court, and the plaintiff then appealed to the Court of Appeals. The following is a part of the opinion rendered at the decision of the case:

WRIGHT, J.—The present question is, whether a railroad corporation formed under the general act, for constructing, maintaining and operating a railroad upon a definite route and between places specified in its articles of association, may be compelled by a court of equity, in an action brought by the State, after it has constructed its road to continue to maintain and operate it. Of course it is not pretended that such an action can be maintained, or the power exercised by the courts, unless the obligation, or duty, is imposed by law on the corporation to maintain and operate its road for the public use and benefit. The inquiry primarily suggested is, whether there be any express legal obligation or duty, or any to be necessarily implied, resting on a railroad corporation to maintain and operate its road for the public use, irrespective of its own interests. If any such obligation or duty is imposed, it is by the general law under which the corporation is created, or to be implied from its provisions, or those of the charter of the company. The railroad act does not, in terms, require a company organized under it to construct, maintain or operate the railway mentioned in its articles of association. The act is permissive and not mandatory. The associates are endowed with corporate existence, and as a corporation, vested with powers to construct and operate a railroad for the conveyance of persons and property between established points, and in this sense to exercise a public employment. The associates, by the act of acquiring corporate

existence do not absolutely agree with the State that, in consideration of such corporate existence, and the franchise with which they are invested, that they will construct the railroad mentioned in the charter, and continue to operate it during their corporate existence; no contract obligation is thereby created on the part of the corporation. This is apparent from the act itself. The corporation is first brought into existence, and powers conferred on it for the execution of a special purpose, viz: to construct, maintain, and operate a railroad for the conveyance of persons and property. There is no absolute requirement, or obligation assumed by the corporation created under the act to execute the purpose. Indeed the law itself contemplates that there may be an omission or neglect to carry out the object of the association and a non-user of the corporate privileges. Unless the corporation begins to construct its road and expend ten per cent of its capital in such construction, within two years after its articles of association are filed, or finish the road and put it in operation in five years from the time of filing such articles its corporate existence and powers are to cease. The penalty for non-user of the corporate rights and privileges for five years, is a forfeiture of such rights and privileges. It is optional with the corporation whether it will exercise the powers bestowed or undertake the work; and being so, the grant and acceptance of the railroad franchise cannot properly be construed as a contract between the State and corporation, binding the latter to construct and maintain the railroad for the public benefit. It is only from the charter and its acceptance that any contract relative between the State and the corporation can arise; and such contract must be operative if at all, the moment the charter is accepted. The provisions of the railroad act negative the idea that any contract relation between the State and the corporation formed under it springs out of the grant and acceptance of the franchise. There is therefore, no contract obligation resting on a corporation, brought into existence by the railroad act, in favor of the State or interested citizen, to construct, maintain and operate for the public convenience and use, the road named in its articles of association. * * * * * *

I am of opinion, that a railroad corporation organized under the general act, cannot be compelled at the suit of the Attorney General to reopen and operate a road that it has abandoned, and that if such corporation chooses to abandon its works, and no longer assert the corporate rights and privileges conferred on it by its charter, the remedy of the State is not by action for specific performance. The only remedy where there has been a total abandonment, and a non-user of the corporate powers, is an action by the people to vacate the charter or annul the existence of the corporation, and a like remedy is applicable when the corporation shall abandon part of its road and continue to operate the remainder under its coporate franchise. A company endowed with a franchise or privilege, to maintain and operate a railroad on a fixed route, and between places named in its charter, cannot exercise the franchise or privilege in the operation of a road upon another route, and between other places. The franchise can only be legally exercised by the corporation operating its entire road. There is no privilege granted or right obtained to operate a part thereof, and if it should undertake to do so, it is exercising a franchise or privilege, without legal sanction. An action is authorized by statute to be brought by the Attorney General, in the name of the people of the State, on leave granted by the Supreme Court, or a judge thereof, to vacate the charter or annul the existence of a corporation, whenever such corporation shall exercise a franchise or privilege not conferred upon it by law.

In the present case the defendant being endowed with the franchise or privilege of maintaining and operating a railroad between Albany and Eagle Bridge, has voluntarily abandoned the maintenance and operation of so much of its road as lies between the Waterford Junction and Eagle Bridge, whilst it is continuing to exercise its franchise and corporate rights and privileges in operating a railroad between Albany and Waterford Junction. The State cannot compel the corporation to re-open and operate the abandoned road. It cannot insist that the company shall exercise the rights and privileges conferred on it. If the company chooses not to use them, there is no power to compel their use. But the defendant, under a franchise or privilege granted to it to maintain and operate a railroad between Albany and Eagle Bridge, cannot legally operate one between Albany and Waterford Junction. It is the exercise of a privilege not conferred on it by law. Its charter may be vacated, or its corporate existence annulled; but because it is doing something not legally sanctioned, is no ground for constraining it to do what neither any contract obligation nor the law requires of it.

I think the complaint in this case was properly dismissed at the Special Term. The people cannot maintain an action to compel a railroad company to operate its road for the use of the public after it shall have abandoned it for reasons peculiar to itself. Whilst the corporation exercise the franchise, it must do it under the limitations and restrictions imposed by its charter or by law. It may omit to use its franchise or privilege, or abuse its powers, or exercise privileges not conferred on it by law, and thereby forfeit its charter or its corporate existence be annuled. Any remedy the public may have for a breach or neglect of duty imposed by the railroad act, must be by *mandamus*, *quo warranto* or indictment; and the performance of such duty cannot be specifically enforced in equity at the suit of the Attorney General. The judgment of the Supreme Court should be affirmed.

All of the eight judges except two who did not sit in the case, concurred in this conclusion. Judges Denio, Sutherland, Allen and Smith, however, were of opinion that a corporation is under a legal obligation to exercise its franchises, and that it has not the option to discontinue a part of its road and forfeit its franchises. They agreed that the remedy is not by action in equity for a specific performance, but by *mandamus* or indictment, or at the election of the people, by proceeding to annul the existence of the corporation.

Judgment affirmed.

☞ We understand our railway lines have done a very handsome business during the past year; and that the returns, when published, will probably show a credit to the province, over and above all working expenses of upwards of $30,000.—*Halifax Sun.*

Dubuque and Sioux City Railroad.

The gross earnings of this road for the year ending December 31, 1862, were $228,559 63; the expenses actually paid for operating the road during the same time were $105,628 12—leaving a net profit of $122,931 41. The receipts of the company from all sources during the year were a follows:

From freight and passengers	$224,802 17
" rents and mails	3,757 36
" freight bills and individual accounts of previous year	14,617 87
" circulation	17,000 00
	$260,177 40

Disbursed as follows, viz:

Expenses of operation	$105,628 12
Interest on floating debt and taxes	13,537 96
Company expenses, including salaries	9,800 72
Material and supplies, on hand	8,874 50
Construction	25,559 74
Equipment	15,643 14
Decrease of bills payable	21,945 14
" judgment liens	30,979 85
Right of way judgments	3,774 32
Coupons 1st and 2d mort. bonds, and other cash obligations to D. and P. Railroad Company	6,042 30
Cash on hand in treasury	16,111 29
" subject to draft in New York	2,280 32
	$260,177 40

To the gross earnings of the year should be added $1,250, for one quarter's mail service, received too late to enter into the treasurer's statement.

Great effort has been made during the past year to retire all of the "Dubuque and Pacific obligations"; but there are still outstanding—

Of sold bonds and coupons	$103,513 00
Of bills payable	41,732 10
	$145,245 10

—of the latter, under the decree of foreclosure, about half are payable in preferred, and the balance in common stock of this company; and when these bonds and coupons are converted into preferred stock, and the bills payable settled with preferred and common stock, the only remaining portion of the "obligations" will be the 1st and 2d mortgage bonds, for which no provision was made in the decree, and which must be paid in cash. They are secured upon the first thirty miles of the road only, and amount, with interest, to $28,000. There are, however, $63,190 of construction bonds outstanding, but pledged as collateral for an indebtedness of $27,845 45 of the D. & P. R. R. Co., assumed by this company, and included in the statement of its floating debt. The floating consists of—

Bills payable	$75,361 40
Lien of indebtedness	104,239 62
Edward Stimson, trustee, exclusive of interest	43,000 00
	$222,601 02

—of the bills payable, $27,845 45 are overdue and secured by $63,190 of the construction bonds and coupons of the old company: when converted into the preferred stock of this company, and sold, the proceeds will more than pay the indebtedness for which they were pledged; $12,606 44 are secured by a mortgage upon valuable property at South Dubuque, but are not due until October 1, 1876, and meantime draw seven per cent interest payable semi-annually. There are due upon judgment liens—

For iron	$87,425 57
" grading	5,841 52
" cars and engines	10,972 53
Total	$104,239 62

The amount credited to Edward Stimson, trustee, is for money advanced towards the construction of the last 20 miles, and is secured by a deed of 21,740 96 acres of the best Des Moines river lands, as well as by a pledge of the net earnings of said 20 miles. It is proposed to apply the entire net earnings of the present year towards paying off this floating debt, unless some other plan should be devised for its retirement.

The company own about 80,000 acres of the finest land in Iowa, entirely unincumbered after its floating debt is paid, and the title to which is perfect. Besides being the best of agricultural lands, well timbered and watered, they are very valuable as mineral lands, abounding in coal and gypsum, and if held until the road reaches Fort Dodge, and then sold judiciously, would yield a large sum of money, enough to pay the present debt twice over, beyond all reasonable doubt.

An effort is being made to secure the consent of three-fourths of the preferred stock to mortgage the first division of the road for a sufficient sum to pay of the small debt at once. If this is done, a dividend can be paid from the net earnings of the present year, and the market value of the stock will approach at once somewhere near its real value.

An earnest effort is also being made to extend the road at once to Fort Dodge, which from the magnitude of the various interests to be benefitted thereby, ought not to fail; it would enable the holders of some 500,000 acres of land, derived through this road, to dispose of it at remunerative rates. Until the road is built, the lands cannot be sold at any price, while the taxes cannot be evaded.

The General Balance Sheet of the Company January 1, 1863, is as follows:

D. & P. R. R. Co. obligations	$2,809,308 58
Construction	265,178 37
Engineering	3,588 75
Right of way	10,523 87
Equipment	63,196 46
Uncollected freights	9,171 40
Cash	18,865 20
	$3,179,832 63
Capital stock—preferred	$1,731,652 52
" " common	2,002,104 75
Bills payable	75,361 40
Judgment liens	104,239 62
E. Stimson, trustee	43,500 00
Individual accounts	2,160 58
Circulation	17,000 00
Dividend Funds	203,813 76
	$3,179,832 63

The office of the company is at Dubuque, Iowa. The officers are:

President—EDWARD STIMSON.
Superintendent—GEORGE YOUNG.
Secretary—JAMES M. MCKINLAY.

Philadelphia Locomotives.

We perceive the enterprising house of BALDWIN & Co., of Philadelphia, have just shipped from their works, three first class locomotives of their own plans and construction, to Rio to be used on the Brazilian Railway known as the "Don Pedro II." This work already partly constructed, is to be extended into the interior, and has become a valuable and popular work.

Currency and Prices.

(Continued from p. 233.)

From the following table we have these results:—of the 57 leading articles given, the prices *decreased* between 1855 and 1860 upon 32—upon 8 of them at rates above 40 per cent.,upon 10 above 25 per cent., upon 8 above 12 per cent., upon 6 from 3 to 10 per cent., and 4 remained unchanged. While of 21 articles whose prices increased, only 1 above 40 per cent., 5 above 25 per cent., 10 above 12 per cent., and 5 from 3 to 10 per cent. The details till more strikingly show the independence of prices upon the quantity of money in circulation.

Prices of 57 leading articles in the New York Market on the 1st May in the year 1855 and 1860, Respectively, with the rate per cent of increase and decrease.

Articles.		1855.	1860.	Inc. per ct.	Dec. per ct.
Wheat flour, state	bbl.	$9.81	$5.50	..	44
Rye flour, fine,	"	6.75	3.50	..	48
Corn meal, Jersey,	"	5.25	3.80	..	27
Corn, yellow,	bush.	1.13	82	..	30
Oats, state,	"	81	43	..	46
Coal, anthracite,	ton.	6.00	5.00	..	16
Mackerel,	keg.	20.00	17.25	..	13
Malaga Raisins,	box.	2.42	2.35	..	3
Dried apples,	lb.	6⅜	5	..	26
Hay,	cwt.	1.12½	95	..	15
Hops,	lb.	19	10	..	47
Scotch pig iron,	ton.	27.50	24.00	..	12
Common English bar	"	56.00	40.00	..	28
Leather, sole,	lb.	22	21	..	4
Rosin, common,	bbl	1.70	1.57½	..	7
Oil, Whale, manf'd,	gall.	75	55	..	26
Oil, Sperm,	"	2 05	1.45	..	29
Oil, Linseed,	"	84½	60	..	29
Pork, prime,	bbl.	14.37½	14.25	..	..
Beef, Mess,	"	11.00	5.25	..	25
" Prime,	"	8.50	4.25	..	50
Pickled Ham,	lb.	9½	9½	..	..
Butter, N. Y. state,	"	26	18	..	30
Cheese,	"	11	10	..	9
Rice,	cwt.	6.00	4.12½	..	31
Clover seed,	lb.	10½	8½	..	17
Timothy seed,	Tierce	28.00	16.00	..	43
Pepper,	lb.	10½	8½	..	12
Nutmegs,	"	1.00	44	..	56
Tallow,	"	11⅜	10½	..	10
Tea, young hyson,	"	43	40	..	7
" oolong,	"	40	35	..	12
Tobacco, Kentucky,	"	10	10	..	..
" manf'd,	"	24	20	..	16
Candles, mould,	"	14½	17	17	..
" sperm,	"	29	38	31	..
Coffee, Brazil,	"	10½	13½	28	..
" Java,	"	13	15½	10	..
Cott'n, mid. Upland	"	9½	11⅜	17	..
Fish, dry cod, q'ntal	"	3.87½	4.37½	13	..
Molasses, N. Y.	"	28	49	75	..
" Muscovado,	"	26	30	15	..
" Cardenas,	"	23	27	17	..
Spirits Turpentine,	"	44	47	7	..
Pork Mess,	bbl.	17.37½	17.75	..	..
Pickled shoulders,	lb.	7½	7¾	3	..
Lard,	"	10½	11¼	0¾	..
Salt, Liverpool,	sack	1.45	1.70	17	..
Sugar, N. O.	lb.	5⅜	7	22	..
" Cuba,	"	5½	6½	18	..
" Refined white	"	8¾	9½	8	..
Tea, Souchong,	"	30	38	26	..
Wool common,	"	30	35	16	..
" ¾ blood,	"	37	48	30	..
" Merino,	"	45	55	22	..
" Pulled No 1,	"	24	32	33	..

So far as the quantity of money is an element of prices, it seems to be the least influential, and it cannot be one of those causes to which great fluctuations of prices are ever due. Credit and confidence are much more efficient. Competition of purchasers is the great cause. Besides prices generally begin their rise in the wholesale trade, and this is on credit. The effect of increased circulation is rather to support than to increase prices.

Up to this stage of the rebellion the United States Government has been making a national debt of all its extraordinary expenditure, but has now directed the levy of an adequate supply from the resources of the country for the payment of interest and abatement of the growing debt, while the cause continues, and its rapid reduction when it ceases. This policy properly pursued cannot fail to keep the debt at a reasonable figure, and endurable amount, without oppresing the people, while it will preserve the public credit and insure the national solvency against all possible hazards.—*Hallett's Financial Circular.*

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending Feb. 28, 1863, were:

Passengers	$19,708 45
Freight and live stock	66,706 68
Mails and sundries	3,800 00
Total	$90,215 13
Corresponding week, 1862	51,159 75
Increase	$39,055 38

The traffic of the Great Western Railroad for the week ending Feb. 27, 1863, was as follows:

Passengers	$16,714 57
Freight and live stock	53,356 53
Mails and sundries	1,305 07
Total	$71,376 17
Corresponding week of 1862	47,705 54
Increase	$23,670 63

The earnings of the Chicago and Alton Railroad for the 4th week of Feb., 1863, were:

Passengers	$8,961 66
Freight	10,625 10
Sundries	1,053 33
	$20,640 09
Same week last year	15,072 03
Increase	$5,568 06

The earnings of the Cleveland and Toledo Railroad for the 4th week of February, 1863, were

	$41,108 00
Same week, 1862	19,889 00
Increase	$21,219 00

The earnings of the Galena and Chicago Union Railroad for the 4th week of February, 1863, were:

Freight	$23,747 50
Passengers	7,563 54
Mails	1,100 00
	$32,411 04
Same week, 1862	26,984 25
Increase	$5,426 79

The earnings of the St. Louis, Alton and Terre Haute Railroad for the first three weeks in Feb'y have been as follows:

	1st week.	2d week.	3d week.
1863	$23,843 02	$23,699 05	$24,756 81
1862	14,823 10	17,396 15	15,900 00
Increase	$9,019 92	$6,302 90	$8,856 81

American Gold—Government Securities—Railroad Stocks.

The range of sales of American Gold and Government Securities daily in February, 1863, were as follows:

Day of Month.	American Gold Coin.	Demand Notes.	7 3/10 Treas. Bonds.	6 per ct. Bonds, '81.	Debt Certific.
Mo. 2	156¼@159	154 @154¼	101¼@102	94 @ 94¼	94¼@95
Tu. 3	154¼@155¼	152¼@153	101¼@102	93¼@ 94	94 @94¼
W. 4	157 @158¼	154¼@154¼	....@101¼	94 @ 94¼	.. @94
Th. 5	156¼@158	....@154¼	101¼@102	94¼@ 94¼	94 @94¼
Fri. 6	157¼@158¼	154¼@156	101¼@102	93¼@ 94	94 @94¼
S. 7	156¼@157¼	153¼@154¼	101¼@102	94 @ 94¼	94 @94¼
M. 9	154¼@156¼	153 @154	102¼@102¼	94 @ 94¼	94¼@95¼
Tu. 10	152¼@153¼	151¼@152	102 @103	95 @ 96¼	95¼@96¼
W. 11	152¼@153¼	150¼@152	102¼@102¼	96 @ 96¼	95¼@96
Th. 12	154¼@154¼	152 @152¼	102¼@102¼	96¼@ 96¼	95¼@95¼
Fri. 13	155¼@156	....@154¼	102¼@103	96¼@ 97	95¼@95¼
S. 14	155¼@156	154¼@155	103 @103¼	97 @ 97¼	96 @96¼
M. 16	155¼@157¼	....@156¼	103 @103¼	97¼@ 98¼	96¼@96¼
Tu. 17	158¼@159¼	158 @158¼	103¼@103¼	96¼@ 97¼	96¼@96¼
W. 18	160¼@162	160 @160¼	103¼@103¼	97 @ 97¼	96¼@96¼
Th. 19	161¼@164	162¼@162¼	103¼@103¼	97¼@ 97¼	95¼@96
Fri. 20	162¼@163¼	161¼@162¼	103¼@103¼	97 @ 97¼	95¼@96¼
S. 21	162 @163¼	....@....	102¼@103	98¼@ 98½	96¼@97
M. 23	163¼@164½	163¼@164	104 @104¼	100 @100½	96¼@97
Tu. 24	167¼@171¼	170¼@171	104¼@104¼	101¼@101¾	97¼@97¾
W. 25	171¼@172¼	171¼@171¼	104¼@105¼	101¼@102½	97¼@98
Th. 26	169¼@172½	....@171	104¼@105	102 @102½	98¼@98¼
Fri. 27	169¼@171	....@170	104¼@105¼	102 @102½	98¼@99
S. 28	171¼@172½	....@172	104¼@104¼	99¼@101¼	98 @99
RANGE:					
Feb'y	152¼@172½	151¼@171¼	101¼@105¼	93¼@102½	94 @99
Jan'y	133¼@160¼	128 @155¼	100 @103¼	93¼@ 99	94¼@97¼

The following shows the volume of transactions at the Stock Exchange weekly from the commencement of the year:

Week ending	American Gold Coin.	U. S. Stocks.	Treasury Notes.	State and City Stocks.	Railroad Bonds.	Total Am't.	No. of Shares.
Jan. 3	$1,603,200	$190,000	$861,700	$741,000	$1,288,200	$4,686,100	206,167
" 10	3,395,375	560,000	1,567,700	2,121,200	1,518,400	9,162,675	310,899
" 17	4,293,800	1,061,200	2,265,800	947,000	1,499,900	10,056,700	283,957
" 24	2,494,000	491,500	1,953,250	1,201,960	1,876,000	8,016,650	335,450
" 31	3,889,400	558,000	1,456,100	927,500	1,280,300	8,111,300	253,841
Feb. 7	3,417,200	691,000	1,134,200	614,500	818,700	6,675,600	159,172
" 14	2,810,000	912,500	1,298,100	518,590	791,700	6,340,800	155,632
" 21	4,663,000	805,000	1,073,700	628,000	834,500	8,004,700	190,963
" 28	.....	.....	.....	.....	.....	.....	.....
Mar. 7	5,290,000	979,000	802,000	434,000	618,800	8,173,800	165,990

The following is a comparison of the prices of the principal stocks sold at the Stock Exchange on the 28th February, 1862 and 1863:

STOCKS.	1862.	1863.	STOCKS.	1862.	1863.
American Gold	102¼	172½	Phil. & Read. R. R.	42¼	92
U.S. Demand notes	100¼	172	Panama R. R.	120¼	192
U.S. 6s, 1881, coup.	92¼	96¼	Mich. Cent. R. R.	53¼	98
U.S. 5s, 1774, coup.	85	101¼	M. S. & N. Ind. R. R.	24¼	61
U.S. 7 3/10 Treas. notes	99¼	104¼	" " " guar.	47¼	104¼
U.S. D't Certificates	..	99	Ill. Central R. R.	63¼	92¼
Virginia 6s	59¼	69¼	Clev. & Pittsb. R. R.	18¼	69
Missouri 6s	52¼	65	Clev. & Toledo R. R.	45¼	94¼
Tennessee 6s	59¼	63	Gal. & Chic. R. R.	68¼	93
California 7s	86¼	137	Chic. & R. I. R. R.	56½	93¼
N. Y. Central R. R.	83¼	118¼	Chic., B. & Q. R. R.	64	107
Erie R. R.	35	78¼	Pacific Mail S. Ship.	93	168
" " pref.	58¼	101¼	Del. & Huds. Canal.	92	131
Hudson River R. R.	37¼	97¼	Penn. Coal	85	131¼
N.Y. & Harl. R.R.	12	36¼	Cumb. Coal	7¼	19
" " " pref.	29¼	76¼	Canton	..	6

The annexed table extends the comparison of the principal railroad stocks to their aggregate amounts:—

STOCKS.	Amount of stock issued.	Market (curr.) value— 1862.	1863.	Value in gold.— 1862.	1863.
N. Y. Central	$24,000,000	$20,010,000	$28,440,000	$19,569,780	$16,535,823
Erie	11,000,000	3,850,000	8,635,500	3,765,300	5,020,636
Erie preferred	8,535,700	5,036,063	8,633,251	4,925,269	5,019,619
Hudson River	3,758,466	1,400,028	3,673,600	1,369,228	2,136,110
N. Y. & Harlem	5,717,100	686,040	2,072,449	670,947	1,204,981
N. Y. & H. pref.	1,500,000	442,500	1,047,500	432,765	609,046
Phil. & Reading	10,859,800	4,574,690	9,991,016	4,474,047	5,809,062
Panama	5,000,000	6,012,500	9,600,000	5,880,225	5,581,714
Michigan Centr.	7,899,489	4,245,975	7,741,499	4,152,564	4,501,129
M. S. & N. Ind.	6,857,707	1,654,218	4,133,201	1,618,024	2,432,232
M.S. & N.I. guar.	2,983,000	1,416,925	3,177,235	1,385,753	1,812,449
Illinois Central	15,277,500	9,643,912	14,131,687	9,431,786	8,216,566
Clev. & Pittsb'g	3,832,712	709,052	2,644,571	693,452	1,537,829
Clev. & Toledo	3,343,800	1,521,329	3,151,531	1,487,859	1,832,547
Galena & Chic.	6,028,400	4,136,989	5,606,312	4,045,975	3,259,672
Chic. & Rock Isl.	5,603,000	3,186,706	5,252,812	3,116,568	3,054,135
Chic., B. & Quincy	4,791,540	3,066,585	5,126,948	2,999,121	2,980,954
Total February	$126,893,114	$71,593,512	$123,049,412	$70,918,454	$71,544,643
Total January	126,893,114	70,053,398	124,974,331	67,776,662	77,796,526
Movement Jan. to Feb. total		+1,540,114	−1,924,919	+2,241,792	−6,251,883
" " " p. ct.		+2.19848	−1.54025	+3.30762	−8.03620
Movement 1862 to 1863, Feb.		+51,455,900=71.87 p.ct.		+1,526,189= 2.18 p.ct.	
" 1862 to 1863, Jan.		+54,920,933=78.39 p.ct.		+10,019,864=14.78 p.ct.	

Finances and Resources of Ohio.

Area 39,964 square miles or 25,576,960 acres.

PROGRESS OF POPULATION.

Census.	White.	Fr. Color'd.	Slave.	Total.	Increase— Periods.	Ratio p.ct.
1800	45,028	337	0	45,365		
1810	228,861	1,899	0	230,760	1800–'10	408.67
1820	576,572	4,862	0	581,434	1810–'20	151.96
1830	928,329	9,568	6	937,903	1820–'30	61.31
1840	1,502,122	17,342	3	1,519,467	1830–'40	62.01
1850	1,955,050	25,279	0	1,980,329	1840–'50	30.38
1860	2,302,838	36,673	0	2,339,511	1850–'60	18.14

VALUATION AND TAXATION.

Official year.	Assessed Valuation. Real Estate.	Personal Property.	Total.	Valuation per capita.	State Tax levied Rate p.$100.	Amount.
1840	$100,851,837	$27,502,820	$128,353,657	$84.47	44 cts.	$562,993
1845	108,185,744	35,984,725	144,160,469	....	70 "	1,006,001
1850	341,388,539	98,487,502	439,966,340	222.17	32 "	1,413,830
1855	378,858,539	283,018,815	860,877,354	....	32 "	2,754,133
1860	639,894,311	248,408,290	888,302,601	385.65	39½ "	3,503,713

The valuation of property on the grand duplicate of 1861, upon which the taxes collected during the fiscal year 1862 were levied was as follows:

Valuation of lands (25,321,275 acres)	$[illegible],064,689
" of town and city lots	149,818,913
Total valuation of real estate	$643,883,552
Valuation of personal property	248,966,532
Total valuation of real estate and personal property	$892,850,084

The taxes levied upon this valuation for State purposes for the service of the year ending 15th November, 1862, were as follows:

For General Revenue Fund—14 cts. per $100	$1,247,699 93
For Sinking Fund—14 cents per $100	1,247,699 94
For State Common School Fund—3½ cents per $100	811,924 98
	$4,056,379 28

The taxes levied by the authorities of counties were as follows:

For County purposes	$1,326,140 48	For Building purposes	$261,087 30
For Bridge "	324,490 49	For Road "	430,253 85
For Poor "	342,225 10	For Railr'd *do.* and debts	538,175 85

—making a total of $3,222,373 02. Other local taxes were as follows:

For township expenses	$323,286 58	For other special purposes	$535,028 45
For special school & sch'lh'se	1,373,862 68	For city, town & boro' purposes	1,560,197 83

—making a total of $3,792,375 59.

Total taxes levied for State, county and special purposes	$11,071,127 89
To which add delinquencies and forfeitures	585,686 03
Total taxes for all purposes	$11,656,813 92

OHIO STATE DEBT.

The following is a statement of the issues and redemption of the State debt:

	Amount issued.	Cancelled and redeemed.	Outstand'g Nov. 15, 1862.
Issued prior to 1st January, 1845	$17,395,482 50	$15,118,347 65	$2,277,134 85
" to redeem loan of 1850	4,141,448 43	10,000 00	4,131,448 43
" " " " 1856	2,400,000 00	.....	2,400,000 00
" " " " 1860	4,095,309 47	.....	4,095,309 47
" during 1858	700,000 00	700,000 00	.....
" " 1861	379,866 00	.....	379,866 00
Domestic debt	949,377 13	672,166 77	277,210 36
" " issued 1861	832,173 45	251,500 00	580,673 45
Total	$30,893,677 03	$16,752,014 42	$14,141,662 61

The irreducible State debt constituted of School and Trust Funds is as follows:

	Amount in State Treasury, 15th Nov., 1861.	Am't paid in during the year 1862.	Total paid in to 15th November, 1862.	Interest accrued & disbursed in 1862.
Section 16, School Fund	$2,175,939 27	$73,023 96	$2,248,963 23	$129,062 24
West'n Reserve School F'd	256,133 61	.....	256,133 61	15,368 02
Virginia Military Sch'l F'd	158,805 89	5,628 83	164,234 72	11,759 33
U. S. Military School Fund	120,272 12	.....	120,272 12	7,216 32
Section 29, Ministerial F'd	80,232 28	4,485 36	84,717 64	4,652 66
Moravian School Fund	3,160 48	.....	3,160 48	189 63
Ohio University Fund	1,897 39	.....	1,897 39	113 84
Totals	$2,796,241 14	$83,138 15	$2,879,379 29	$168,362 49
Salt Fund	41,024 05	.....	41,024 05	.....

PROPERTY OWNED BY STATE.

The State owns besides its public works (now unprofitable and a charge to the State) the following stocks and bonds:

	Stocks.	Bonds.	Totals.
Turnpike companies' stocks	$1,589,463 44	.....	$1,589,463 44
Canal companies' stocks	420,000 00	.....	420,000 00
R. R. companies' stocks and bonds	429,133 00	$43,000	472,133 00
Total	$2,438,596 44	$43,000	$2,481,596 44

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds / Coupon Bonds... } Under Act 31st December, 1848	8,908,342	6	1868	100
		6	1868	103
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	99½
Registered Bonds / Coupon Bonds... } Under Act 14th June, 1858	20,000,000	5	1874	98
		5	1874	98½
Registered Bonds / Coupon Bonds... } Under Act 22d June, 1860	7,022,000	5	1871	91
		5	1871	98½
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,000	6	1881	99½
Registered Bonds / Coupon Bonds... } Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	101
		6	1881	102½
Treasury Bonds (coupon) / Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	139,993,000	7.3	1864	106
		7.3	1864	106
Registered Bonds / Coupon Bonds... } Under Act 25th February, 1862; re-deemable at pleasure after 5 years...	25,050,850	6	1882	101
		6	1882	101
Treasury Notes—				
Under Acts 26 June, '60, and 3 Feb. and 2 March, '61	2,750,350	6	2 y'rs	158
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju & 5 Au.'61 & 17 Ma.'62 } convert. into 20 / y'r b'ds due '81	14,913,315	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,236,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	99½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,427,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	135
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	62–'74	----
" — "	2,073,750	6	'63–'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	105½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107½
" —Interest Stock of 1857	736,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60–'77	109
" —University Fund Interest Bonds of 1861	650,000	6	1879	110
" —War Fund Bonds of 1861	2,000,000	6	1879	101
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " " "	2,054,298	2½	18...	55
" —Canal Preferred Certificates	4,079,500	5	18...	----
" " " (special) Certificates	1,216,787	5	18...	----
" —Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	100
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68–'72	103
" — " " (banks)	600,000	6	18...	----
" —War Debt (loan from banks)	1,515,000	5	1863	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	75
" — " " (bank)	5,293,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	669,000	6	'63–'77	114
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61–'72	134
" — " " of 1861 "	247,000	6	'68–'72	132
" —Union Fund Loan of 1861	2,217,500	5	'71–'76	132
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	107
" —War Loan: Coupon Bonds 1861	565,500	7	1881	101½
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41–'71	56
Missouri—Coupon Bonds	431,000	6	'63–'83	62
" — " "	100,000	6	1862	65½
" — " " (loans to Railroads)	23,800,000	6	'72–'96	90
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,930	6	'65–'71	103
New York—Certificates	----------	6	'61–'62	108
" — "	----------	6	'64–'65	108
" — " State Loan $6,756,634	----------	6	65–'66	112
" — " Railroad Loan 339,000	----------	6	'72–'75	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	128
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66–'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18...	$0
Ohio—Inscribed Certificates	4,095,309	6	1891	117
" — " "	1,015,000	6	1865	102
" — " "	2,183,531	6	1870	120
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	118
" — " "	660,835	6	1868	----
" — " "	1,608,908	6	1860	106
" —War Loan (1861)	1,212,039	6	1863	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates } (1st January, 1862	37,687,760	5	'61–'82	107½
		5	'61–'82	102½
" — " " "	400,630	6	1879	114½
" — " " "	388,200	4½	'63–'82	----
" — " " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68–'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	62
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	113
" —War Loan (1861)	----------	---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'86–'98	68
" — " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77–'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64–'74	----
" — " " "	265,000	6	'62–'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	860,000	6	'70–'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66–'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	120
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	120
" — " " (Bank Stock)	553,986	6	1870	118
" — " " (Improvement Stock)	4,963,215	6	1890	120
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	120½
" —Coupon Bonds (Water)	6,228,787	5	Var.	125
Chicago—Coupon Bonds (Municipal)	860,000	6	18...	98
" — " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18...	----
" — " " (Water Works)	1,133,000	7	18...	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	160,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,900,000	6	'69–'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,593,000	6	'71–'75	81
" — " (Municipal)	1,136,200	6	'61–'80	----
" — " " (Buildings, etc.)	532,000	6	'66–'95	----
" — " " (Sewers)	425,000	6	'70–'88	----
" — " " (Improvement Old Limits)	260,000	6	'71–'87	----
" — " " (Water Works)	497,000	6	'71–'83	----
" — " " (Harbor Improvement)	239,000	6	'63–'86	----
" — " " (Wharf Improvement)	166,000	6	'67–'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	'1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75–'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	99½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63–'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	329,172	6	1870	116
" " " Unsecured Bonds	2,773,726	6	'63–'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	112
North Branch: 1st Mortgage Coupon Bonds	500,000	6	1876	26½
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100
" " 2d " "	3,980,670	6	1882	73½
" " Improvement " "	586,500	6	1870	55
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	39
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	23
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,535,700	---	------	100
Housatonic Preferred	1,180,000	8	------	59½
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	109
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	108
" " " 2d "	1,014,000	7	------	77½
New York & Harlem, Preferred	1,020,000	---	------	84
Philadelphia & Reading, Preferred	1,551,300	7	------	55

RAILROAD EARNINGS—MONTHLY.

Buffalo, New York and Erie:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,485	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	168,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	119,973	121,272	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,527,531
1863	242,729	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	67,610	67,736	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	------
1863	96,306	107,443	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	163,127	137,408	134,522	1,328,375
1863	139,686	126,521	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	80,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,080	125,695	107,735	91,263	981,157
1863	68,143	76,048	------	------	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,895	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,618,900
1860	69,287	70,724	83,965	79,701	85,900	84,956	94,920	118,539	119,487	107,672	86,870	71,402	1,078,422
1861	73,913	67,610	82,952	95,081	96,455	89,023	82,560	106,535	120,795	135,050	140,561	164,916	1,255,004
1862	135,849	112,606	113,912	114,886	119,984	122,524	131,687	168,834	170,565	172,296	177,410	179,553	1,713,637
1863	166,687	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,219	86,260	76,032	66,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	73,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	147,487	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	323,047	461,195	557,985	473,366	384,379	383,322	389373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,810	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,554	734,108	702,077	6,202,048
1862	699,097	603,030	636,615	605,755	575,344	516,190	587,010	609,881	764,448	910,985	903,016	921,867	8,333,238
1863	825,453	------	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	105,707	162,823	145,389	150,359	200,276	241,326	172,700	122 309	1,728,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	263,575	159,530	143,532	1,777,541
1863	182,517	119,055	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,968	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1850	132,996	134,311	154,690	153,644	144,834	149.592	139,102	181,612	246.829	245.392	250.742	192.322	2,126.066
1860	185,257	185,926	209.904	183,758	219,890	188.060	193,931	248,971	259.643	321,059	243.163	225.196	2.664.848
1861	321,844	279,268	229,334	192,054	199,488	177.829	189,280	268.983	289.862	284.020	243,249	224,401	2.899.612
1862	190,130	236.637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	------	------	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,289	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,699	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37.429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,483	134,726	177,879	130,184	67,990	1,153.407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,135	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	158,100	193,120	202,000	191,500	181,000	226,819	276,109	325,918	304,084	279,539	2,649,169
1863	248,784	230,508	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,078	245,857	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,340	370,544	509,211	478,563	409,628	447,818	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,708	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100.118	97,218	97,857	85,785	94,554	1,102.823
1860	97,016	95,666	88,598	90,463	89,577	93.378	100.639	104,118	105,478	111.173	99.461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107.093	99,135	125,716	1,213,389
1863	129,775	128,766	------	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225.464	230,377	248,862	241.695	264.622	283,646	288.619	245.977	2,735,395
1860	163,551	171,841	257,410	248,110	265.011	278 270	314,806	337,495	339.911	368.956	321,208	249,031	3,315,500
1861	161,106	160,538	191,286	252,154	263.917	270.051	289,987	265,358	234.456	276,289	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,837
1863	335,685	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364.331	359,963	3,734,290
1863	338,752	------	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	39.007	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81.839	46,340	737.155
1860	43,867	43.003	64,605	74.167	68,731	68,001	83,836	124.381	103,408	124,394	77,663	50.848	926.906
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162.858	137,086	92,574	1.172,103
1862	82,285	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,280	172,870	147,548	109,915	1,373,683
1863	86,321	91,970	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	70
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	109¼
" " " 1850	700,000	6	Jan. & July.	"	1880	108½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	109
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108½
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	300,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	112½
2d Mortgage coupon	380,000	7	May & Nov.	" "		86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	107½
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	108½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	117½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	115
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	115
2d Mortgage	800,000	7	June & Dec.	New York.	1865	92½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	31
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	106
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	129
" " " inconvertible	2,690,000	8	" "	" "	1883	129
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	111
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	100
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	112½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		110
1st Mortgage (general)	3,600,000	7	" "	" "		71
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	100
2d Mortgage	2,000,000	6	" "	" "		42
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		94
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	304,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	168,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	103
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	110
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103½
4th Mort. (M. L.) or 3d Extension	1,059,028	7	" "	" "	1886	81
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	809,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	104½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	104½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1886	112
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	105
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	120
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	118
2d Mortgage	2,516,500		March & Sept.	" "	1891	
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	112
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	300,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var ," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62–'63	114½
1st Mortgage (Extended)	22,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	112½
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	115
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73–'87	90
Land Security	5,000,000	7	April & Oct.	" "	1881	71
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	122
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	125
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	111½
Convertible	1,002,000	7	" "	" "	1867	108
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	130
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "	----------	------	110
Income	281,500	---	----------	----------	------	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	------	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Cantr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Lee County, 20 years	150,000	8	----------	----------	------	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
Henry and Louisa Company's	50,000	8	----------	----------	------	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	116½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	30
2d Land Grant (Western Div.)	353,600	†	" "	"	------	30
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Farm Mortgage	1,087,700	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6	----------	----------	------	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co. :						
Mortgage Bonds	500,000	7	----------	----------	1882	----
Mortgages on Land	473,809	7	----------	----------	------	----
Louisville and Frankfort :						
Louisville Loan	174,000	---	----------	----------	------	----
1st Mortgage	248,000	---	----------	----------	------	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	----------	----------	------	----
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati :						
Mortgage Bonds	235,789	7	----------	----------	1891	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,500,000	7	----------	----------	------	----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central :						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	127
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	904,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	104
Detroit and Toledo	684,000	7	" "	" "	1876	104½
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	112
2d General Mortgage	2,572,000	7	" "	" "	1877	103
*Milwaukee and Beloit :						
1st Mortgage	630,000	8	----------	----------	------	----
Milwaukee and Chicago :						
1st Mortgage	400,000	8	----------	----------	------	----
2d Mortgage	200,000	7	----------	----------	------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	18½
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	110
1st Preferred stock	1,051,000	8	----------	----------	------	103
2d Preferred stock	1,014,000	7	----------	----------	------	90
Mississippi Central :						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----------	----------	------	----
2d Mortgage (S. F.)	400,000	8	----------	----------	------	----
Oskaloosa Division	1,425,000	7	----------	----------	------	----
Land Grant	7,000,000	7	----------	----------	------	60
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61–'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point :						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Morris Canal and Banking Co. :						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	113
Muscogee :						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endora.)	231,000	---	----------	----------	------	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	----------	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5	----------	----------	------	'63 '4'8
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central :						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	119½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	124½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	118
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	118
Real Estate Bonds	252,975	6	" "	" "	1883	108
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	104
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	126½
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	122
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	117
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	111½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	103
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	116
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	105
3d Mortgage	980,300	7	Jan. & July.	" "	1867	107
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1868	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Real Estate	35,910	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	200,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,000,000	6	Jan. & July.	"	1885	104½
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	105
2d Mortgage	3,077,000	7†	" "	" "	1891	10½
North Missouri:						
State Loan (30 years)	4,350,000	6			------	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	59½
Chattel Mortgage	360,000	10	" "	"	1887	114
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64-'74	----
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6			------	90
State Loan (S. W. Branch)	1,268,000	6			------	----
Construction	3,235,000	6			------	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	118½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	116
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	104½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1833, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	109
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	114½
" 1844, (convertible)	863,000	6	" "	"	1880	114
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	104½
" 1856, "	1,476,000	7	" "	"	1886	104½
Bonds and Mortg's—real estate	592,200	---			------	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	134½
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000	---			------	----
Alleghany Co. "	750,000	---			------	----
Connellsville "	100,000	---			------	----
McKeesport "	100,000	---			------	----
Baltimore City "	94,000	---			1876	----
Baltimore City Stock	906,000	---			1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Real Estate Bonds	100,000	---			'68-'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1912	117
2d Mortgage	5,160,000	7	" "	" "	1912	106
3d Mortgage	2,000,000	7	" "	" "	1912	80
Bridge Bonds, O. & P. R. R. Co.	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	337,173	6	" "	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
ninc y a nd Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	60
2d Mortgage	937,500	7	" "	"	1863	10
3d Mortgage	435,050	7	" "	"	1863	1
Saginaw and Valley						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
3d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1876	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	124,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1868	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---			------	3
2d Mortgage	450,000	---			------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	109½
" " (series B)	1,100,000	7	April & Oct.	"	1894	109½
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	90½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	90½
" " Income (series E)	1,700,000	7	" "	"	1894	81
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	106½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	106½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	92
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	92
Interest Bonds	111,895	7			------	91½
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	40
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	5
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	6	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	113
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1855	144,500	6	----------	----------	1868	----
Company's, endorsed by State	180,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	—	50.6	—	—	—	*Alabama and Florida*	1,451,736	*	—	877,953	503 500	105,255	1,516,704	54.0	—	101,102	37,306	—	—
28 Feb. '59	30 3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461,595	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May,'61	469.3	13.5	—	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	505,156	260,268	6	—
1 May,'61	—	—	—	209.5	—	—	—	*North East and South West*	—	—	—	—	—	—	—	—	—	—	—	—	—
								ARKANSAS.													
— —	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	—	220,251	104,694	—	—
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	—	23.8	45,543	77,028	34,366	16	—
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2 037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	—
31 Aug.'62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	284,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11½	142
31 Dec. '61	74.0	—	—	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	259,750	21,408	1,342,958	57.0	157,813	243,209	94,591	8	—
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	185,072	—	—	—
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149.317	5	—
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	696,527	66.0	156,905	151,731	38,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,8.0	808 060	301.979	—	125½
30 Nov. '61	50.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	—	66.4	—	288,512	108,626	—	80½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	—
31 Oct. '61	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	—	22,308	7,915	6½	—
								FLORIDA.													
— — '62	154.2	—	—	150	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	—	—	—	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	—	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	—	168,988	95,612	—	—
30 Apr. '60	43.5	—	—	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	—	—	—	—	—
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	—	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	—	202,714	110,516	8	—
1 May,'58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	—	—	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	—	—	388,853	13	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	—	832 343	454,541	—	—
								ILLINOIS.													
31 Dec. '61	220.0	—	—	—	50	30	763	Chicago and Alton	10,000,000	—	—	5,500,000	4,500,000	—	10.000,000	220.0	—	1,098,465	452,693	4	65
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,116	168.0	1,067,025	1,551,227	679,772	—	109
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	—
1 Apr. '62	242.0	—	—	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	—	849,719	414,828	—	16½
31 Mar. '62	181.8	—	—	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,460	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	92½
30 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580.000	*	—	—	580,000	—	—	84.0	—	—	—	—	—
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,811,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,386	811,185	5	93
31 May,'61	175.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2 391,000	—	—	175.0	—	485,943	181,529	—	—
31 Dec. '62	454.8	262.5	—	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	91½
— — —	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	—
— — —	148.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	—	148.0	—	—	—	—	—
— — —	46.6	—	—	—	—	—	—	Peoria and Bureau Valley	—	—	—	—	600,000	—	—	oper.	by Chic. & R. Is.	125,000	—	—	—
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '58	186.0	—	—	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	—	186.0	—	—	—	—	—
31 Dec. '61	100.0	—	—	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	—
— — —	1.0	—	—	—	—	—	—	Rock Island Bridge	—	—	—	—	—	—	—	oper	by Chic.	& R. Is.	—	—	—
31 Dec. '62	218.9	—	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	—	—	3,700,000	6,700,000	—	10,400,000	218.0	—	1,117,693	568,020	—	31
								INDIANA.													
— — —	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,030,433	*	—	1,106,679	1,006,125	—	—	108.0	—	—	—	—	—
— — —	29.0	—	—	73.0	—	—	—	Cincinnati, Peru and Chicago	—	—	—	—	—	—	—	29 0	—	—	—	—	—
31 Aug. '57	109.0	—	—	—	—	—	—	Evansville and Crawfordsville	2,233.413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	—	249,867	119,342	—	—
31 Dec. '60	72.4	—	—	—	19	15	374	Indiana Central	1,667.039	274,081	26.641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	135,009	—	72
31 Dec. '58	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	—	448,858	230,834	9	75
31 Dec. '61	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	—	331,813	165,939	—	—
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	—
— — '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	—	—	—	—	—
31 Dec. '60	86.0	40.0	—	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,949	3,060,128	135.0	201,402	230,563	99,060	—	—
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,827	371,404	—	—
— — '58	74.0	—	—	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	—	—	—	—	—
30 Nov. '62	73.0	—	—	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	76.5	—	—	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,668	1,542,768	50.0	—	—	—	—	—
31 Dec. '59	86.0	—	—	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	—	86 0	7 mo's.	85,239	46,771	—	—
31 Dec. '62	111.0	—	—	269.0	7	7	102	Dubuque and Sioux City	3,088,589	63,196	—	3,733,757	—	222,601	3,179,833	111.0	—	228,560	122,931	—	—
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	—	—	—	—	—	—	—	—
1 Jun. '58	38.5	—	—	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	—	38.5	11 mo's.	458,821	21,356	—	—
1 Jun. '59	11.2	—	—	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745.703	*	—	548,216	414,000	60,452	1,022,608	11.2	—	—	—	—	—
— — '59	55.0	52.6	—	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	—	—	—	—	107.6	—	—	—	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	—	426,408	227,534	—	—
30 Jun. '57	20.0	—	—	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	—	—	20.0	—	—	—	—	85
— — '58	13.0	—	—	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	—	13 0	oper. by	Cov. &	Lex.	—	—
30 Jun. '61	29.0	—	—	—	—	—	—	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	736,312	29.0	—	108,944	43,267	—	—
30 Jun. '61	65.1	—	—	—	13	10	230	Louisville and Frankfort	1,383,526	128,735	6,540	1,104,587	414,519	—	1,649,561	65.1	244,773	245,911	98,679	4	80
1 Oct. '60	185.0	84.0	15.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,256,500	661,269	9,455,250	289 0	613,808	716,478	371,122	—	66
— — '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	—	—	—	—	—	—	—	18.8	oper. by	Cov. &	Lex.	—	—
								LOUISIANA.													
— — —	22.0	—	—	—	—	—	—	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22.0	—	—	—	—	—
— — —	27.0	—	—	—	—	—	—	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	—	—	—	—	—
31 Dec. '60	80.0	—	—	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,818	566,000	339,297	5,855,320	80.0	180,204	481,922	223.649	—	—
31 Mar. '61	206.0	—	—	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	—	2,665,000	1,150,717	—	206.0	—	1,222,624	555 434	—	—
31 Aug '60	52.7	—	—	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	52.7	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000						—	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,476	245,398	115,732	6	115
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600			37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	87½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	40
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382		57.7	.....	449,051	128,733	7	111
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974		75,150	4,905,723	119.3	599,048	732,427	290,400	6	134
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	132,720			61.8	.....	588,871	272,429	8	137½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104		83.6	.....	928,932	408,594	8	144
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400			47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000			52.3	.....	250,836	122,956	6	109
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,385,000	34,000	4,908,862	120.7	434,100	565,939	248,402	4	105
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796			56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149		3,540,000				71.6	.....	543,158	217,054	6	119
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	99½
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651			292,950	303,014	97,706		ope	r. by N.	H. & N'h	.....	—	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	27.7	.....	204,374	48,542	8	135
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500		21.6	.....	123,015	24,907	2	95
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386			220,340	234,900	140,902		.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130			233,037	459,693	133,585		.....	.....	18,291		—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778		87.3	.....	505,320	219,608	6	134
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247		450,000				.....	.....	36,538	19,000	6	111
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000			44.4	.....	308,228	139,447	8	132
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270		ope	r. by B.	and L'll	.....	—	109½
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,768		11.5	.....	50,155	11,578	—	15
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700				ope	r. by Ho	usaton.	31,499	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000				11.7	.....	129,091	16,204	7	100½
30 Nov. '61	0.1	—	.....	36.5	—	—	—	Troy and Greenfield	—			—	—	—	—	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125			77.0	.....	200,648	95,739	—	37½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	159
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812		45.7	.....	195,669	83,188	5.3	78
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	—	—	—	—	—	—	—	—	—	—	—	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,437,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	103½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,760,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	61
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	—	—	—	—	—	—	—	—	—	—	—	—	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	—	—	—	—	600,000			—	—	—	—	—	—
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	—	—	—	—	575,000			—	—	—	—	—	—
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	—	—	—	—	600,000	191,130		—	—	—	—	—	—
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	—	—	—	—	500,000			—	—	—	—	—	—
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	—	—	—	—	—	—		—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	—	—	—	—	—	—	—	37.0	.....	—	—	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,383	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,694,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	—	—	—	—	—	—	—	—	—	—	—	—	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,003,000	402,193	10,550,960	189.0	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	—	—	104.155	71,433	104,155	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	10½
30 Nov. '59	53.6	—	3.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	735,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	40
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	868,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	66
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000			250,000	ope	r. by Con	cord.	15,000	—	129
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000		—	200,000			200,000	14.6	4,182	16,003	1,628	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205		—	492,500		42,795	525,205	ope	r. by Eas	tern Ma ss.		—	107
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000		—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	122
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	263,657	353,101	187,136	4	69½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	.....	.....	.....	.....	.....	.....	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,603	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	160
31 Dec. '61	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,833,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	30,076	—	18
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	177
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	5,583,951	397,378	1,397,974	4,397,900	676,000	—	5,695,704	33.8	512,849	1,111,087	592,699	10	160½
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,929	*	.....	156,850	200,000	70,786	427,636	21.2	.....	89,904	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	[220,827	105,997	6½	111
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—	[34,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,065	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	28,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,397	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,061,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	698	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	98½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	245,195	297,646	137,347	—	38
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782 580	24,000,000	14,279,593	—	41,866,835	654.9	5,368,772	9,256,828	3,749,077	64	118
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	78½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	39
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottedam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,265	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	15	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	59½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	511,560	—	—	511,560	37.81	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	----	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	84
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	----	----	----	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----	103,953	35,572	—	—
-- -- '58	223.0	—	----	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	----	—	—	—	—
-- -- '59	97.0	—	----	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	----	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----	469 458	219,688	—	—
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	----	404,533	168,653	—	—
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	----	699,716	230,561	—	17
31 Mar. '62	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	----	3,818,784	198.3	----	646,205	329,714	7½	135
31 Dec. '60	30.0	—	----	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----	131.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	----	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637.216	553,566	4,746,200	510,000	—	5,917 359	141.2	707,160	1,263,253	704,819	10	161½
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	80
31 Dec. '61	96.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.	102.5	----	—	45	30	896	Cleveland and Pittsburg	7,836,694	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	----	1,436,317	552,800	—	69
31 May '62	109.2	79.4	----	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	95
31 Dec. '58	61.4	—	----	53.0	5	5	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	----	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	150
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,951	—	—
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	----	62,025	3.565	—	—
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	----	45.0	----	128,170	33,412	—	—
-- -- '59	36.0	—	----	84.0	----	----	----	Fremont and Indiana	----	----	----	----	----	----	1,358,867	----	----	----	----	—	—
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----	47.0	----	69,352	—	—	—
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	390	Little Miami	3.532,256	500 524	442,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	156
31 Jan. '62	182.0	21.6	----	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	----	434,290	99,554	—	—
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	----	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----	123.0	----	----	----	—	—
30 Jun. '62	153.9	52.0	----	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '62	116.0	9.0	----	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	----	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	----	—	35	18	668	Toledo and Wabash	8,284,596	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	50
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55,029	—	1
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,589	10	66
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	59,359	3,472,746	146.0	289.137	219,548	22,490	—	7½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.8	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,175 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	----	2,169,946	1,339,680	—	140
30 Nov. '61	35.8	—	2.5	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	----	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	39½
30 Sep. '61	18.6	—	4 0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14½	66
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122.047	173,941	62,897	—	21
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,558	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	76
30 Nov. '61	28.0	5.0	13.5	----	9	----	----	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R.R Co.	—	46
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	—	—	528,246	326,933	6	60
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367	—	3,248,600	—	—	3,248,600	130.0	293,692	619,043	335,671	11	134
30 Nov. '62	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,485 476	406,187	—	3,147,350	2,860,000	—	6,447,780	65.7	283 334	397,186	218,960	—	12
31 Dec. '61	381.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447.522	1,421,980	13,264,100	16,637,400	1,322,915	34,224,589	423.0	4,418,086	7,200,001	2,646,938	6	66½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	29.0	----	1,837	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	235,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,965	110,387	7	62
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,678	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,276,48	151.4	1,795,927	2,906,838	1,412,906	—	45½
30 Nov, 61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	999,200	250,000	—	1,249,200	28.0	oper. by	Cam. &	Amboy	8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475,500	140,998	8,742,000	200.5	439,780	1,516,986	675,484	6	70
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	63
31 Dec. '62	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,591	12,935,173	—	19,451,677	467.5	.....	2,734,290	1,292,081	—	.....
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*	—	576,350	.....	.....	573,616	24.5	oper. by	Ph. & R	eading.	5	.....
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	985,088	99,460	363,004	500,000	822,117	5,435	1,327 552	.....	.....	105,568	55,143	.....	35
30 Sep. '61	148.0	—	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,644,000	1,776,125	10,940,298	148.0	236,525	341,582	149 032	—	37½
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999	—	367,300	396,500	65,726	.....	29.6	68,543	101,499	64,270	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	.....
								RHODE ISLAND.													
1 Jan. '60	60.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,300	—	.....	62.0	240,449	331,522	106.782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4 7, 17	8,500	—	.....	13.6	.....	26,454	6,914	—	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	512,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,664	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	515,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110 0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756 0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	6	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.9	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	150½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45 930	8,522	—	.....
31 Aug. '60	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b. Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '58	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '58	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,665	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '58	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	298	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,180	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	320,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,565	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	4,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	40
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '62	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938 000	16.10	.....	235,420	55,496	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	11
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	324.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,803,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
31 July, '62	229.0	128.0	.....	—	62	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	26,104,725	357.0	.....	1,221,145	585,885	1½	.....
— — '62	24.0	.....	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	.....
31 Dec. '61	96.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
— — '61	54.0	.....	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	.....
— — '57	25.0	.....	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12 0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108 0	.....	130,678	36,432	—	.....
1 July, '61	90.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,300,000	13,100	136,000	1,799,232	60 0	.....	132,555	86,670	—	.....
								NOVA SCOTIA.													
31 Dec. '61	115	—	.....	60.1	.....	.....	.....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	.....
								NEW GRANADA.													
31 Dec. '62	43 7	—	.....	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	.....	1,743,294	1,013,443	13	189

New York Stock Exchange.

Actual Sale Prices for the week ending March 11.

	Th.5.	F.6	Sat.7.	M.9.	Tu.10	W.11.
State Stocks:—						
California 7s	130¼	133	132	133	135	135
Illinois War Loan	----	101	----	----	----	----
Indiana War Loan	----	----	----	----	101	100
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	107⅛	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	64	63½	61	61⅛	62½	62
Do. iss. to H. & St. J. R.	----	----	----	----	----	----
North Carolina 6s	----	77	79½	80	80	----
Ohio 6s, 1881	----	----	----	117	----	----
Tennessee 6s, 1890	63	62	62	----	62	----
Virginia 6s	70	----	----	----	68	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago & Alton	65	65	66	----	65	65
" " pref.		86	85	85½	86	85
Chicago, Burl. & Q.	107	109½	108⅜	----	109	109
Chic. & Northwest'n.	16⅛	16½	16⅛	16	----	16¼
Chicago & Rock Isl.	92⅛	91⅞	92	93½	93½	92⅛
Clev., Col. and Cin.	161	161	163¼	161	161	161⅛
Clev. and Pittsburg	68	68	67½	69½	70½	69
Clev. and Toledo	95	95	94	95½	94⅝	95
Del., Lack. & West.	----	----	----	----	----	----
Galena and Chicago	92½	91¼	91⅞	92½	93	93
Hudson River	97⅛	97⅛	96½	97⅛	97⅛	98⅛
Illinois Centr. (scrip)	92	91	90½	92	92½	91⅜
Michigan Central	98⅜	98¼	98⅜	100	102⅛	103⅛
M. S. and N. I.	59⅛	59½	59¼	60¼	61¼	61
M. S. & N. I. guar'd.	106	108⅛	107	107	109½	109
Mil. and P. du Chion	----	----	37	38	39¼	40
M. & P. du C. 1st pref.	----	----	----	----	110	----
M. & P. du C. 2d pref.	----	78	----	77	----	----
New York Central	117	117	116½	117⅛	118⅛	118
Erie	77⅛	77	77⅛	78⅛	79	78⅛
Erie pref.	100⅛	100	99½	100⅛	101	100
Norwich & Worcest'r	----	----	----	----	80½	----
N. York & Harlem	37⅛	37	37½	30½	39½	39
N. Y. & H. "pref."	81	81½	82	84½	86	84
Panama	----	----	----	190	----	189
Phila. and Reading	----	90	90	----	91	----
Pitts. Ft. W. & Chicago	61½	62½	61¼	63⅜	63⅜	63
St. L., Alton & T. H.	----	33⅛	33	33¼	34	34
" " " pref.	----	----	69	69	----	----
Toledo & Wabash	50	----	50	----	----	----
" " Pref.	----	----	----	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	115	----	114	----	113	112½
Chicago & Alton, 1 M.	----	----	110	----	111	----
" " Inc. b'ds	----	----	100	----	----	----
Chic. & N. W. 1st M.	71½	71½	71	----	71⅜	71
" " 2d M.	42½	47½	----	----	41	42
" " S. F.	110	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	100	----	----	----	----	100
" "Ap. Ex'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	104	----	103½
" 4 M.	----	----	80	----	80	81
Cl. & Tol. S. F. 7 p.c.	----	----	112	----	----	----
Chi., Bur. & Q. 8 p.c.	----	----	----	128	128	129
Chi. & R. I. 1st M. '70.	----	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-5.	----	----	----	----	----	----
" 2 M. 8p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p.c. '63	114½	----	----	----	----	----
" 2 M. 7p.c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	115
Hann. & St. J. bonds	----	----	----	----	----	71
Huds. R. 1 M. 7p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	125	----	----	----	----	----
" 3 M. 7p.c. '75	111½	111½	111	----	----	111½
" conv. bonds	109	----	----	----	----	108
Illinois Central bonds	125	----	----	----	130	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	110½	----	----	110	110	110
Mich. Cen. S F. 8 pc. '82	----	----	----	----	130	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	112	112	112	112½	112½	----
" " 2 M.	103½	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	117	118	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	----	----	126	----	126½	----
N. Y. & E. 1 M. 7p.c. '67	123	----	----	----	122	----
" 2 M. 7 p.c. '79	----	----	----	120	----	----
" 3 M. 7 p.c. '85	118½	118	----	----	117½	117
" 4 M. 7 p.c. '80	111½	111	----	----	111½	----
" 5 M. 7 p.c. '88	----	107	----	----	----	108
N. Y. & H. 1 M. 7 p.c. '75	----	----	----	----	116	----
" 2 M. 7 p.c. '64	103	----	105	----	----	----
" 3 M. 7 p.c. '67	----	----	----	107	----	107
Pitts., Ft. W. & Ch. 1 M.	----	----	----	----	----	----
" " " 2d M.	106½	106	----	----	----	106
" " " 3d M.	80½	80	----	----	----	80
St. L., Alt. & T. H. 1 M.	----	----	----	----	----	----
" " 2 M. pref.	92	----	----	91	----	90½
" " Inc. b'ds.	----	----	----	80	80	----
Toledo & Wab. 1 M.	106	----	----	----	----	----
" " 2 M.	92	92	----	----	91½	91½
" " Int. b'ds.	----	----	----	----	----	----
Miscellaneous:—						
Del. & Hud. Canal	130	130½	----	----	128	----
Penn'a Coal Co.	----	----	120	----	122	----
Pacific Mail S.S. Co.	168½	167½	170	175½	182½	184½

New York Stock Exchange.

Actual Sale Prices for the week ending March 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Federal Stocks:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	91
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	94½	94	94½	95½	96	96
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	99⅛	99⅜	100	99⅛	100	101
U. S. 6s, 1881, cou.	100⅛	100⅜	100⅜	101⅛	101⅛	102⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ⅛	----	----	----	----	----	----
U. S. 6s, 1867, reg.	103	----	----	----	103	----
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	99	98⅛	98⅜	99	98⅛	99⅛
U. S. 6s, 5-20s, coupon	----	----	----	----	----	101
Treasury 7 3-10 Notes	105⅛	105	105	105⅛	105⅛	106
U. S. Demand Notes	167⅛	162	155⅛	155⅛	161⅛	158
American Gold	158	154	155⅛	157⅛	163	159⅛

Boston Stock Exchange.

Actual Sale Prices for the week ending March 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
Boston and Lowell	113	111	----	----	----	----
Boston and Maine	134½	----	----	----	135⅜	134
Boston and Providence	----	138	----	137	137½	137½
Boston and Worcest	----	144	144	144	----	144
Connecticut River	109	----	109	----	----	109
Eastern, Mass.	106	----	104½	105	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	119⅜	120	119	----	----	----
Manchester & Lawr'ce	----	122	----	----	----	----
Michigan Central	99⅜	----	98	99	----	102
Northern, N. H.	70⅜	70½	70	69½	69⅜	----
Old Colony and Fall R.	137	----	134	133	----	134
Ph., Wil. & Baltimore	69½	69	69	69½	70	70½
Portl'd, Saco & Ports.	----	115	----	----	----	----
Vermont & Canada	----	150⅜	----	----	----	----
Vermont & Mass.	35	36	37	36⅜	36⅜	37½
Western	164	----	159	159	----	----
Cambridge (Horse)	----	135	135½	----	----	----
Metropolitan "	74	----	----	73	----	72
Middlesex "	----	----	----	----	110	110
Central Copper Co.	52	51½	55	----	58	59½
Franklin Copper Co.	57⅜	57	58	58⅜	60½	59½
Isle Royale "	34	33½	34	33	32⅜	32⅜
National "	31	----	31⅜	33	33	34
Minnesota "	105	105½	105	106	105½	106
Pewabic "	61	59	58⅜	65	65½	64½
Pittsburg "	----	90	90	92	95	96
Quincy "	----	85	90	90	92	92
Rockland "	25	25	30½	30½	30½	29½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Beaver Meadow	66½	----	66	----	----	----
Cattawissa	7½	7½	7½	----	7½	----
" preferred	24½	24½	24	24	24½	24½
Camden & Amboy	----	160	160	160	160	160
" " 6s, '67	----	----	110	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	106½	----	106½	106⅛
" " 6s, '89	----	----	----	----	----	----
Elmira & W'msport	----	39	----	39½	----	----
" " pref.	54	54	54	----	----	----
" " 7s	----	----	----	113	----	----
" " 10s	----	70	79	78	78	78
Harrisburg	66½	----	66	----	----	----
Lehigh Navigation	60	60	60	----	----	----
" " 6s	----	----	----	----	----	----
" " scrip	----	37½	37⅜	----	37⅜	37
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	46¼	46⅜	46¼	46	46	----
" " 7s	----	----	----	----	----	----
Long Island	38	----	----	37⅜	38	----
" " 6s	----	----	----	----	----	----
Minehill	53⅜	53¼	53½	----	----	----
North Pennsylvania	12½	----	----	11⅜	----	12
" " 6s	89⅜	89½	89¼	----	89½	89½
" " 10s	----	----	112¼	----	----	114
Pennsylvania R. R.	67	67	66¼	66¼	66½	66¼
" 1st m.	----	118⅜	118⅜	----	----	----
" 2d m.	116	----	----	----	----	----
Penn. State, 5s	104⅜	103½	102½	102½	102½	102½
" " 5s, coupon	----	107⅜	107⅜	----	----	----
" " 6s, "	----	----	----	----	114⅜	----
Philadelphia City, 6s	107⅜	----	----	107⅜	106½	107
" " new	114½	----	114½	114½	114	113
Philad., Germ. & Nor.	----	66	62	62	----	----
Phila. & Reading	45½	45½	45⅜	45	45½	45½
" " 6s, '86	105½	105	----	----	104½	104½
" " 6s, '70	109½	----	----	109	109	----
Philadelphia & Erie, 6s	----	110	----	----	----	110½
Philad. & Sunbury, 7s	110	----	113	----	----	----
Sunbury and Erie, 7s	113	113	----	----	112½	----
Arch street, (Horse)	29	28⅜	28½	28⅜	28⅜	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	27	----	----	----	27	----
Green & Coates, "	----	43½	43⅜	44	43½	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	17½	17	16	----	----	16½
13th & 15th sts., "	32	33½	34½	----	----	----
West Philad., "	----	----	----	----	65	----
10th & 11th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 9.

	Tu.3.	W.4.	Th.5.	F.6.	Sat.7.	M.9
Baltimore City 6s, 1875	117½	117½	117½	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	115	----	----	----	----	----
" " 1890	118	----	----	116½	115½	115
Balt. and Ohio	89	89	88½	87½	----	87½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	100	----	----	----	----	----
" " " '80	----	----	----	----	----	108½
" " " '85	108	109	109	109	----	109½
Northern Central	39½	39	38½	----	----	40
" " b'ds, '85	104½	----	104½	103	----	104½
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 24th February:

Maryland 5s	73	to	75
United States 5s, 1874	56¼	"	57¼
Virginia State 5s	49	"	50
Do. 6 per cent.	45	"	46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	68½	"	69½
Do., Pennsylvania do. do.	69½	"	70½
Erie shares, $100 (all paid)	44½	"	45½
Do., 7s, preference	57	"	59
Do., 7s, 1st mort., 1867	75	"	80
Do., 7s, 2d mort., 1859	70	"	75
Do., 7s 3d mort., 1883	68	"	70
Do., 7s, 4th mort.	x. c. 64	"	66
Do., 7s, 5th mort.	62	"	64
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	76	"	78
Do. do. $100 shares, $90 paid, dis.	41½	"	40½
Do. do. $100 shares, all paid	52	"	53
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82.	x. c. 72	"	77
Michigan S. and N. Indiana 7s, S. F., 1886	65	"	70
Do. do. do. $100 shares	25	"	30
New York Central 6s, S. F., 1883	70	"	75
Do do. 7s, 1864	65	"	70
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	67	"	70
Panama, 1st mortgage 7s, 1865	103	"	105
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	67	"	69
Do. 2d mort., 6s, do.	88	"	89
Do. $50 shares	38½	"	39½
Philadelphia and Reading, $50 shares	24	"	25

American Railroad Journal.

Saturday, March 14, 1863.

Stock Exchange and Money Market.

The revulsion in the gold market of last week produced a sensation not often witnessed even in this excitable city. The effect of the legislation in Congress was to reduce the traffic in the precious metals to a reality. It placed these commodities on the same footing, that it had previously established for checks, notes of hand and bills of exchange. It did not, and can not affect the legitimate sale or transfer of the articles, but it made fictitious and fraudulent operations expensive. If a party has gold to sell, he may sell it within three days without any difficulty. If he has only a paper evidence from some bank or some broker, that there has been lodged a certain amount of gold, he shall not be permitted to operate upon it to an unlimited extent, without paying a tax for it. This is all there is about it.

Some of our cotemporaries who are specially sensitive whenever the liberty to do mischief is checked by legislation, are so far right, when they say that its interference in the business of *money* never produces any effect upon it. This is true beyond all question, and is a well settled principle. But it is quite another thing when the business itself is on a fictitious basis, when by combination, or any other cause, pieces of paper are put forth as gold, and made the basis of false contracts, and the means of deception by which the public suffer. There is no restriction on the bona fide sale of gold; those who want it may buy it, and those who have it may sell it as freely as

ever. But those who want it not and have it not, must pay for the false credit on which they are making their money. There is no wrong done to good morals, or commercial usage or public justice, in compelling these who travel on the high way of speculation, to pay a small toll for their privileges. It is said that ingenious attempts are being made to circumvent the law of Congress by dealing in foreign bills of exchange in lieu of gold. In this case, the stamp duty will still apply, but if these new bills of exchange are not intended to be used, are mere fictions, and will never be presented for acceptance or payment, there is no doubt that on the principle we have already enunciated, those bills will be fraudulent in inception and in transfer, and can be reached by our own State legislation. It is really a great pity that so much cleverness is exerted for such unworthy purposes. Half the ingenuity expended in evasions of the law, if applied to wholesome and patriotic pursuits, would lead to more stable success and quieter consciences, than usually follow according to all experience, the mushroom successes of a day. Still as mankind insist on repeating the follies and mistakes of those who have gone before, all we can do is to point out as we move along with the crowd, the tricks of speculation, and the miseries which always follow the inordinate pursuit of immediate wealth. They that make haste to be rich shall scarcely be innocent. When in the pursuit, a cause or a country is endangered, it is not innocence in any sense, it is a crime. If the holders of this one article of gold are strong enough to control it against the holders of all other property, and these are compelled to purchase, we repeat our former opinions, that the price may still be enhanced beyond the present reduced quotations.

But the movements of gold are not the whole of a Nation's power. In the words of an eminent political economist we repeat the truism, "that gold and silver form only *a very small* portion of the wealth of every civilized country and that it is in no respect necessary to take any extraordinary measures to force their importation or to retain them at home after they have been imported." We undertake to say also that if the exports of gold from the United States to England, have been the result of any other than natural causes, if there has been a drain from timidity, or design, or a mischievous purpose, the drain has been effected at a very serious loss to those who have been engaged in the operation.

The public mind is now inquiring what will be the next movements of Mr. Chase. Of one thing we are assured: the Treasury has at its command all the gold it requires for any possible purpose, and has had to pay no premium for it, thus showing that the credit and means of the Government rank much higher than those of our wealthiest capitalists. Its stocks and certificates are in good demand, the latter more than ever in favor. We think the Union financial power in no way impaired, nor likely to be. When the people refuse to sell for Government notes at par, we shall take alarm but not before.

Every day furnishes further evidence of the ability of the Northern States to respond to all the National engagements, and our faith is unshaken in the belief that the war is nearer a close than many persons imagine. The antagonists who lack money, men, provisions and clothes, who are cut off from the outer world, and even from themselves, cannot in the nature of things hold out forever, however brave and determined, or convinced they may be that they are right. Experience, history and reason tell us this. The logic of events is inexorable.

Our railways stand firm as rocks amidst all this uproar. The great lines are doing an enormous business, the weak lines are getting stronger, and so general is the confidence in works of internal improvement that schemes of the largest import are put before the public without hesitation or fear that they are too large to be undertaken. The people of Chicago continue to press their project of enlarging the western canals, and the people of Ohio intimate they would like ship navigation in lieu of their own river facilities, and still later is the proposition to construct a ship canal [from Prairie du Chien on the Mississippi, through the State of Wisconsin to Milwaukie and from Grand Haven opposite, across the State of Michigan to some point between Detroit and Toledo, thus saving a transit by the usual lake route of about 1000 miles!

The enormous amount of business daily transacted in our chief commercial marts, and by similitude throughout the country may be judged from the transactions of the New York Clearing House. Within a week past, daily balances of more than fifty millions of dollars, that is to say payments of fifty millions of indebtedness in one shape or other, have been made and cancelled by the actual use of but two and a half millions of dollars. Such are the curious operations of trade and commerce. Suppose according to the extreme views of some people, all these transactions to be sound and substantial, such ought to have been settled between debtor and creditor in gold. There would not have been enough at any price obtainable for such a purpose, and a universal crash would have ensued. But the world moves on and so it will move on by the force of natural laws, and to apply the illustration to a material point, we may say that when we make up our National balance sheet we shall find but a very small quantity of gold will be wanting either by the Government or the people.

It is stated on good authority that one of our merchant princes has recently swept the butter market in New England, for the purpose of shipment abroad. As butter rules there at very fair and steady prices, and the operator is one of the shrewdest in our market, he has no doubt found out that it is easier to pay for his enormous importations by the direct export of produce, than to buy bills at 171. The Exchange houses if they were treated in a similar way by their heavy customers, would have to quit the gold market and leave it to tremble till it fell to its honest level.

It is very evident that the necessity of gold for export is diminishing constantly. Our imports at this port for the month of February last have been ascertained to be $12,037,846, and our exports for the same month *exclusive* of specie $18,-484. In fact they were 50 per cent greater than the imports. We also sent abroad during the month $3,965,664 in gold. The important fact is also established that the balance of trade for the last eight months, using that phrase in its ordinary acceptation, has been largely in our favor, and if there is any truth in the theories which are constantly used against us by our malcontents, gold at this moment from natural causes should now be recrossing the Atlantic.

E. T. Satterthwaite's last circular states that considerable purchases have been made in England of United States 5's 1874 chiefly for continental account, and considerable attention is beginning to be paid to good American securities.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Lackawanna and Western bonds, 118; Central New Jersey, 1st mort., 1865, 103; do., 1870, 117½; Cin., Ham. and Dayton, 135; Illinois coupon bonds, 1879, 109; Illinois Central full stock, 91; Illinois Central cancelled bond scrip, 75; Indianapolis and Cincinnati, R. R., 75; Columbus and Xenia R. R., 150; New Jersey R. R., 160½; Canton Co., 25; Cumberland Coal pref., 18½@20; Quicksilver, 30@62; Minnesota Mining Co., 104@107; Canton Co., 24½; New Jersey Zinc, 100:

Boston.—Vermont Central 1st mort., 40; do., 2d mort., 8; Vermont and Mass., 6s, 106; Northern (Ogdensburg) 2d mort., 16½; Rutland 1st mort., 68@69; do., 2d mort., 10; Cheshire, 1¼; do., pref., 40; do., 6s, 106; South Shore, 13; Worcester and Nashua, 78; Boston, Concord and Montreal (new), 10½; Somerville (horse), 34½; Maine 6s, 1881, 119; do., 1871, 114; Vermont 6s, 1871, 113; Brooklyn City Water Loan 6s, 1896, 121; do., local improvement, 1881, 112½; Copper Falls Mining Co., 12½@13¼; Hancock, 13@14⅛; Huron, 15½@17½; Petherick, 5¾@6⅛; Phœnix, 8½; Pontiac, 4⅞; South Side, 2; Superior, 10½@13¾; Mesnard, 11½@12¾; Toltec, 3⅞@4½; Acton, 6; Albany and Boston, 13@14⅛; Canada, 1½; Black River, 1½; Columbian, 5¾; Chaudere, 1⅛; Winthrop, 4; Dana, 87½@62¼ cents; Union Lead, 2.

Philadelphia.—Schuylkill Nav., 7½; do., pref., 18; do., 6s, 1882, 73; do., 1872, 110; do., 1876, 60; North Branch bonds, 26¼; Susq. Canal, 7; do., scrip, 38; do., pref., 6 per cent., 40½; Morris Canal, 65; West Branch, 18; Del. Div., 44¾; East Brandywine 7s, 75; Chesapeake and Del., 40; Camden and Atlantic, 9¼; do., pref., 18; Philadelphia and Erie, 37¾; West Chester 8s, 65; North Penn. mort. scrip, 85; Allegheny R. R. 6s, 46½; H. and Broad Top 1st mort., 102½; North Penn. chattle scrip, 80; West Chester 7s, 106; Phila., Wil. and Balt. 6s, 134½; Harrisburg R. R. bonds, 112¾; Allegheny City 6s, 1872, 90; 5th and 6th streets, (horse) 62; 17th and 19th streets, 12.

Baltimore.—North Western Va. 1st mort., 104; do., 2d mort., 92½; Maryland 6s, 1870, 122.

Have Prices Generally Advanced with the Issue of Treasury Notes.

We have on several occasions adverted to the singular circumstance, that our paper currency, which is thought by many to be largely inflated, has not produced a general and corresponding inflation of prices; that is to say, in articles of prime necessity and domestic origin. In proof of this assertion, we copy the following statement from a well informed cotemporary.

The war and the inflation of the currency does not seem to have enhanced the prices of some of the great staples of the West. Before the war the price of a mule in Illinois was one hundred and twenty-five dollars in gold. At present, notwith-

standing the great demand for the animal in our army, the price is only sixty dollars in depreciated currency. The same is true of other agricultural products. A late number of a Minnesota journal quotes prices there as follows: Flour, four dollars per barrel; corn, forty-five cents per bushel; dressed hogs, three dollars and twenty-five cents per hundred; hams, four cents per pound; butter, ten cents per pound; eggs, eight cents per dozen, and other articles equally low. In the river counties of Iowa beef is only two dollars and fifty cents per hundred, or at the rate of two and a half cents per pound.

Car Coverings.

The scarcity of the material known as Duck, has led to the ingenious substitution of other materials in its place, particularly in the form of car covering. Williams & Page of Boston, offer to railway companies, a new combination of mastic and burlap which is coming into extensive use, and is a perfect success. See advertisement.

United States Securities not Taxable.

The Supreme Court of the United States has decided at this present term that Government securities are not subject to State taxation. This of course renders them more valuable as an investment, and prices have accordingly improved.

Comptroller of the Currency.

It is with great satisfaction we learn the appointment of Thomas W. Olcott, Esq., the President of the Mechanic's and Farmer's Bank of Albany, to the office of Comptroller of the Currency, in which he is to exercise a supervision of the Banking associations likely to be created under the recent act of Congress. A more judicious selection could not have been made. Mr. Olcott has long enjoyed a high reputation as a banker and financier. He is well known throughout the United States by our monied men, whose confidence he justly possesses; he has been the intimate friend and adviser of our most distinguished State authori ies in the palmiest days of the Empire State; and possesses large, enlightened and liberal views, with appropriate caution and skill in their development.

In this appointment, we see, as we hope, the dawn of a new policy at Washington, that of reposing confidence in the honest and capable, and of bestowing honor and office on the most worthy. Let this principle continue to actuate the President in his future selections, and most of his present embarrassments will disappear.

☞ It is stated that the Pennsylvania Railroad ompany have leased the Elmira and Williamsport railroad, and will, in connection with the Erie and the Buffalo, New York and Erie roads, make a direct passenger line between Buffalo and Washington.

Taunton Locomotives.

The Locomotive Works at Taunton, Mass., are turning out a large number of engines of the first class. Three were sent from there recently for the use of the government, of which two were built by Wm. Mason & Co., and the third by the Taunton Locomotive Manufacturing Co. The latter have recently built for the Central Railroad Company of New Jersey a locomotive which is to burn hard coal, and are building another for the Reading Railroad, where one has already been used with success. These locomotives are of peculiar construction. An ordinary grate of cast iron if placed in one of them would be burnt out in a few days. But by making the grates of tubes like gas pipes, which are filled with water, it is found that they will stand the intense heat to which they are subjected. The fire box is unlike the ordinary kind, and the engineer, as becomes his high office, is able to look down on the fireman, being several feet above him. Hard coal burning engines are fast coming into general use; and the effects will be extensive and beneficial. We have in our inexhaustible mines an abundant supply for the immense and constantly increasing demands of railroads.

Pittsburgh, Ft. Wayne & Chicago Railway.

FIRST ANNUAL REPORT.

To the Stock and Bondholders of the Pittsburgh, Fort Wayne and Chicago Railway Co.

The Board of Directors in presenting to you this, the first Annual Report, will embrace in it the operations of the Railway for the whole of the calender year just closed, although the Company only came into the possession of the Railway, and took charge of its management, through the Board of Directors, on the first of May last.

The Earnings of the Railway for the year were:

From passenger travel		$1,116,740 62
" freight traffic	$2,401,630 13	
Less amount refunded	11,020 19	
		2,390,609 94
From U. S. Mail transportation		93,900 00
" Express Companies		36,107 32
" Cleveland and Pittsburgh R. R. Co. for use of track between Pittsburgh and Rochester		85,000 00
From rents of buildings and grounds		3,619 73
" miscellaneous sources		8,312 82
		$3,734,290 43

The ordinary expenses for operating the Railway during the same period were:

For conducting transportation	$504,867 80	
For motive power	634,006 66	
" maintenance of cars	169,122 72	
" maintenance of way	501,420 68	
" general expenses	68,980 97	
		1,878,398 72
Leaving a balance of		$1,855,891 71

Or the cost of ordinary expenses amounts to 50 per cent. of the gross earnings.

The expenses for the year, other than what are usually called operating expenses by the custom of this country, were:

For expenses of Trustees towards the re-organization of the company	$133,455 13
For purchase of right of way, and graduation	79,016 39
For superstructure of Railway, including ballast	185,182 57
For real estate, including seven acres in the centre of Chicago, with 850 feet of river front	396,340 43
For buildings—passenger and freight houses, engine houses, machine shops, tool houses, wood and water houses	148,241 81
For machinery and tools for shops	8,112 97
" locomotives	97,152 76
" car equipments	170,810 11
" fencing railway	17,575 52
" Taxes—Federal, State and Municipal; interests and discounts on currency	53,095 49
	$1,288,983 18

Leaving a balance over all expenditures, ordinary and extraordinary, of $566,908 53, as shown by the entries in the books of the Comptroller. This amount of extraordinary expenses is made up, however, in part, of the cost of work done and purchases of real estate made previous to 1862, and which were paid for at the time by the issue of what are termed Ohio and Pennsylvania Railroad Company "Bridge Bonds," amounting in the aggregate to $585,173. The Road was sold, under the order of the U. S. Court, subject to these two liens; and this Company purchased the Road of the Trustees, also subject to the same liens; so that the amount of these Bonds was a first lien on the income of the Railway, and was accordingly so charged, in the books of the Comptroller, against the Revenue, as a portion of the proper expenses of the Railway for the year. Article 9th of the Third Mortgage Trust Deed recognizes this principle.

To obtain the true balance arising from the actual working of the Railway for the past year, the amount of expenditures, which were made for the indebtness created in previous years, should not be taken into the account. On this principle the result would be as follows:

Gross earnings for 1862		$3,734,290 43
Deduct ordin'y exp'ses.	$1,878,398 72	
" extraordinary expenses, less am't of bridge and depot bonds, which are charged against Income	763,810 18	
		$2,642,208 90
Net balance from the actual operations for the year		$1,092,081 53

The expenditures for grading new side-track, and grading at stations; widening embankments, or with permanent bridges; ballasting and raising road-bed; replacing wooden culverts and bridges with more permanent structures; purchase of new locomotives, cars, machinery and tools; improving and erecting station buildings, engine houses, machine and other work-shops, and wood and wafer stations,—have been termed extraordinary, because such work is usually and properly paid for by "capital," and not by earnings, unless there be surplus earnings beyond ordinary dividends, in which event such surplus might then very judiciously be invested as capital. As this Company has no other source to look to for means than the earnings of the Railway, these earnings have to fill the function of capital, and of keeping capital intact, by paying for all repairs, and depreciation. The word "extraordinary" must not be taken in the sense of "unusual," as though such expenditures would not be made in subsequent years. Similar "extraordinary" expenses will be required each year, for several years to come, until the Railway and Equipment shall be, as expressed in the Third Mortgage Trust Deed, "in high condition." To reach this condition and add to the equipment of the Railway and the facilities for conducting profitably the immense traffic which this important line is unquestionably destined to attract over it, will require time to accomplish. In fact, time is essential, not only to do the work with economy and judgment, but to develop with some clearness all the requirements which the future may make upon the Railway. The time thus required will enable the Managers, it is hoped, to do the work out of the current income, without exhausting the whole of it, as against the the Third Mortgage Bondholders and Stockholders, for a longer period, at least, than the current year. As the net revenue of Railways is dependent upon uncertain elements—such as fluctuations of trade, the yield of the products of the earth, the success of manufacturing industry, the price of labor and supplies and competition between rival Railways—the amounts to be realized, must of necessity be uncertain, and therefore the expectations of the Managers may not be realized, or may not be more than realized. The expenses incident to the cost of Trusteeship and Re-organization, amounting, during the year, to $133,455 13, were audited and paid by the Trustees in New York, and then passed into the Comptroller's accounts. All other expenses appertaining to the management of the Railway, from the 1st of January to the 1st of May, while in the hands of the Trustees, were made by the officers in charge, and passed upon in the usual manner.

The gross earnings of the railway for the year exceed those of last year by $702,502 92, of which $484,902 59 were from freight, and $214,084 86 were from passengers. The increase of freight earnings on the two divisions of the railway was in about the same ratio, while the increase of passenger earnings on the Eastern Division exceeded those on the Western Division about seven per cent. This increase arose from the greater military transportation on the former division.

The whole number of passengers carried on the railway during the year was 656,885, and the average distance traveled by each passenger was seventy miles. The gross earnings per mile on the Eastern Division were $10,141 43, and on the Western Division $6,324 31, and for the entire line of Railway from Pittsburgh to Chicago $7,997 67. About twenty-eight per cent. of the increased passenger earnings was derived from increase in transportation of troops, without, however, a corresponding increase of profit; and about twenty per cent. of the increased freight earnings was derived from the military transportation for United States Quartermaster's Department, to the exclusion, most generally, of a like amount of tonnage of the ordinary traffic of the country, for which much better rates were offered, and might have been had.

It is difficult to estimate what would have been the earnings of the railway from traffic, during the year, if the Company had been in a position to avail itself of all that was offered to it for transportation. The equipment owned by the Company was taxed very nearly to its capacity; which, with the limited outlets to the East, compared with the facilities for transportation in the West, puts a limit to the business of the Western Roads; this railway quite as much as any other. During the year 1862, by reason of less favorable navigation of the Ohio river than in 1861, and the opening of the Baltimore and Ohio Railroad, the Pennsylvania Railroad was able to take from this railway a larger proportion of the freight in the former than in the latter year. This increased facility for shipping eastward from Pittsburgh increased the eastward-bound tonnage fourteen per cent.—certainly a very small increase of tonnage over former years, compared with the immense pressure which there has been to obtain transportation from the Mississippi valley to the seaboard. The great increase of tonnage of this Railway during this year has been in its westward bound trade, which will doubtless strike most persons as an anomaly. In 1861 the Western-bound business was greatly paralyzed by reason of the rebellion; whereas the East-bound transportation was increased by reason of the closing Mississippi river. The West-bound tonnage decreased in 1861, as compared with 1860, about seven per cent., and the East-bound increased during the same period about twenty-seven per cent. This year the difference between the East and West bound tonnage on this Railway is more marked, but in opposite directions, and for different reasons. This year, as has been stated, the increase of East-bound tonnage over 1861 has been fourteen per cent. The increase of West-bound tonnage has been forty-six per cent., being a greater increase in this single direction than the entire increase in both directions had been in any former year. This increase is due to the fact that in former years the East-bound tonnage on all railways greatly exceeded the West-bound, and that consequently West-bound cars were moved empty, or with light loads, so that we were in a condition to greatly increase, and did greatly increase, our West-bound trade, without requiring any addition of car stock or motive power, and could not increase our East-bound trade without increasing both, which we were not able to do; and even if we had so increased, there was no outlet to the East for any more tonnage over the Pennsylvania Road. The increase of freight earnings for the year was greater than the increase of tonnage, for the reason that so much of the increased tonnage was West-bound merchandise, which pays a higher rate of freight than East-bound provisions and breadstuffs.

Since the Railway opened for business to Chicago, in January, 1859, the rolling stock, owned by the Company, has been inadequate to fully accomodate the trade, and leave sufficient for the use of the Railway for the purpose of ordinary repairs and improvements. During this year, fifteen new locomotives were purchased, paid for, and put on the road. Two of them were put on in January, and the remaining thirteen in the latter part of the year, so late as not to get an average of more than a few weeks service out of them. The U. S. War Department made a requisition on us, and took away in July last, three locomotive passenger cars, used in the New Brighton accommodation trade, with advantage and economy to the Company, causing some inconvenience, as well as some loss to our earnings. This loss reduced the actual increase of locomotives, for the year, to twelve. The car stock has been increased by the building, at the Company's Shops at Fort Wayne of, 50 box freight cars, 81 live stock cars, 48 flat cars; total, 179 cars. There were built at Fort Wayne, entirely new, to replace missing numbers, 42 box freight cars, 24 live stock cars, 3 flat cars; total, 69 cars. At the shops in Allegheny City, five new passenger coaches were built, and put in use, to replace a like number of old ones which were unfit for service or repair. The cost of these were charged in the ordinary repairs of the road. There were purchased from Merrick, Hanna & Co., four new iron passenger coaches, built at their shops, at New Brighton, Pennsylvania, and which have been in use an average of about six months. There was, also, on the road, at the beginning of the year, an iron passenger coach, built by this firm, in 1861, and which has been in constant use ever since, without any other repairs than re-painting. There is, also, on the road, one of their iron box freight cars, which has been in constant use for more than two years, without repairs. Thus far our experience is decidedly in favor of the iron cars built by this firm.

Contracts have been made by the General Superintendent for the following described additions, to the rolling stock, for the year 1863: 11 passenger engines, 14 freight engines, 150 box freight cars, 6 passenger coaches of wood, 6 passenger coaches of iron. In addition, it is proposed to build at the Company's shop, at Fort Wayne, 8 emigrant cars, and as many box freight and flat cars as can economically be done, which may, perhaps, exceed 250, one half of each description.

The repairs to road bed and track were not as extensive during the year as was contemplated at its beginning. This deficiency of work was caused by unfavorable weather the first half of the year; scarcity of labor and pressure of freight traffic throughout the year. The work of renewal of iron rails and cross-ties was quite satisfactory, there having been put into the tracks, 51¼ miles of re-rolled iron, 33¼ miles of iron repaired at smith shops, 171,411 new cross-ties. If, with this renewal of materials, the raising of the track, ballasting and ditching could have been correspondingly progressed with, very important beneficial results would have been obtained. Substantial and important repairs and renewals were made to bridges, to the extent of $40,000, and work of the same kind is in progress. Valuable permanent buildings have been completed or commenced, to the amount of about $60,000, which has been paid out of the earnings of the railway. The most important are: an iron and brick freight house, at Chicago; a brick engine house, with iron roof, at Fort Wayne; a brick car shop, with slate roof, at Fort Wayne; a brick car shop, with slate roof, at Crestline; a brick engine house, at Allegheny City, and a passenger station at Allegheny City.

The water houses, for supplying locomotives, have been found too small, and too few, for the largely increased and increasing traffic. To remedy which, six new permanent ones have been erected on the Western, and four on the Eastern Division. Also, the facilities for increasing the supply of soft water from living streams by machinery, at Fort Wayne and Lima, have been completed, all of which cost about $25,000.

Notwithstanding the large amount of real estate owned by the Company, in Chicago, it has been found necessary to make additional purchases, to the extent of $9,239. And at Fort Wayne, for the extension of shops, to the extent of $7,400. The change of location of the passenger and freight station, at Chicago, leaves the company some valuable surplus ground, at the corner of Van Buren and Canal streets, which may be sold, so soon as the demand for real estate becomes active, and that time seems to be near at hand.

The passenger accommodations at Pittsburgh and Chicago, and especially the first named, are very inferior. At Chicago, the ample, suitable and valuable grounds of the company are now occupied for the purpose, using however, temporary and insufficient buildings. At Pittsburgh, the grounds of the Pennsylvania Railroad Company are used in common with that company, and the Cleveland and Pittsburgh Railroad Company, but with too little space, and no accommodations worthy of the name. It is expected that the Pennsylvania Railroad Company will be able in a few months, to so far arrange with the City authorities and property holders, as to commence a suitable union passenger station house, and if so, we shall doubtless be able to arrange to occupy it for the business of this company when completed. We hope, before long, to find ourselves able to put up such a passenger station building, at Chicago, as will meet the wants of the company, the convenience of the public, and be an ornament to that great City.

On the 23d of September last, the Cleveland and Pittsburgh Railroad Company filed a petition in the Court of Common Pleas of Allegheny County, for viewers, to assess damages to this company, on their appropriation for right of way from Manchester siding to Rochester, a distance of 23½ miles. That company appropriated, in their petition, throughout the distance named (excepting a short distance at Sewickley) all the right of way owned by this company, between the south rail of the south track and the Ohio River, excepting a strip, six and a half feet wide, next to the south rail, with the restriction, that the north rail of the north track of that road should be 10½ feet from the adjoining rail of the railway of this company. That is, the tracks of the two companies were to be 10½ feet apart, and the extent of right of this company, on the south side of its main track should be limited to six and one half feet wide. The counsel of this company advised that such an appropriation of the right of way of this company could not be made under the laws of the State and decisions of the Courts. Your Board of Directors believed that the building and operating of the Cleveland and Pittsburgh road, on the location filed by said company, would be dangerous to the public; dangerous to the persons employed on that portion of the railways of the two companies; exceedingly oppressive to this company by adding greatly to its expenses and risks; diminishing very materially the facilities for transacting the business of the road, and making repairs, that no public policy or convenience called for such a location, and that the only purpose of making such a location was to cheapen the building of the Cleveland and Pittsburgh road, by using the right of way, expenditures for cuttings, embankments, masonry, &c., of the Company, at such small cost, as by specious argument they might get a jury to allow. Acting on the advice of counsel, and their own convictions of right and duty, the board resisted the petition of the Cleveland and Pittsburgh Railroad Company. The Court, although it appointed viewers, would not allow any award to be filed until it should first decide whether or not this company had any right of way, not needed for their present or future use, which surplus, only, could be subject to appropriation. A commissioner was appointed to take testimony, to be submitted to the Court, upon which, under the law, it was to make its decision. While the testimony was being taken, private parties, interested in the stock and securities of the Cleveland and Pitts-

burgh Railroad Company, submitted informally, to members of your board, their views as to harmonizing the interest of the two companies, and save the expenditure of capital of that company, with which it was about to embark, in building another road into Pittsburgh, within a few feet of one already built, the building of which would create a competition injurious to both, and advantageous to no permanent interest. The managers of this road, whether of the present company or of the old one, invariably tendered, and were always ready to consummate a liberal arrangement by which the business of the Cleveland and Pittsburgh Road could be done, between Pittsburgh and Rochester, over the railway of this company. Knowing such views had always been held, the members of the board above referred to, had no hesitation in saying to the parties interested in the Cleveland and Pittsburgh Railroad Company, that an arrangement, based upon the general views discussed, would, without much doubt, be agreed to by the Board of Directors of your company. A meeting of your board was soon after called, in New York, for the purpose of considering the proposition, which resulted in an agreement which was signed by the President of the two companies, on the 15th of December last, to go into effect on the 1st of April next, if ratified by the stockholders, and others entitled to vote, of the respective companies. The stockholders of the Cleveland and Pittsburgh Railroad Company ratified the contract at their annual meeting, on the 7th of January, ultimo. We now submit the agreement to you for ratification or rejection; only remarking that it has the unanimous approval of your board, which approval was given on the expressed intention of the parties, that the practical control of the operation of both roads (which it is believed the written instrument secures,) rests with the Board of Directors and principal officers of the Pittsburgh, Fort Wayne and Chicago Railway Company.

On the 20th of February last, the President of the Company addressed those of you who were at that time stockholders in the old corporation, in reference to your transfering your interest to a new corporation, in the following language: "This new corporation will be formed in a few days, and within two months thereafter, it is hoped you will be a shareholder in a company unembarrassed by debt, and which will ultimately remunerate you for your advances in aid of building this important line of railway." What was then anticipated, has since been realized, or the accomplishment of which is now well assured. The new corporation, in which you are now shareholders, was formed on the 26th of February last, one year ago this day. Four days thereafter was executed the final deed, conveying to this company the continuous railway from Pittsburgh to Chicago, including all the property, of every description, held or acquired for use in connexion with said railway, late the property of the Pittsburgh, Fort Wayne and Chicago Railroad Company. On the first of May, following, the entire property was transferred into the possession and control of the officers of the Company, and has since been operated by them, under the direction of your Board of Directors. The Transportation Department was placed under the charge of John B. Jervis, Esq., as General Superintendent, whose long and successful experience as a Civil Engineer—whose intimate practical relations to, and experience with railway management, as President, Chief Engineer, and Superintendent, together with his high personal character, gave warrant to your board that they were about to commit this important trust to the right hands. The operations of the year, and their results, assure them that they made no error in their selection.

But little change has been made in the various chief officers of the company and railway; and the board take great pleasure in bearing testimony to the zeal and fidelity, generally, with which they have discharged the duties of their respective positions.

To prepare the necessary Report for the Annual Meetings of Stockholders, without infringing too largely on the time necessary to keep up with the regular business of the Company, they should be held as late as the middle of March; and we therefore recommend that you so appoint the time for the future Annual Meetings.

By order of the Board of Directors.

G. W. CASS, *President.*

PITTSBURGH, FEBRUARY 25, 1863.

GENERAL ACCOUNT, DECEMBER 31ST, 1862.

Cost of railway, equipment, structures, &c.	$17,736,353	42
Stock of supplies for current operations	462.541	08
Due from other companies	121,429	15
Miscellaneous assets	306,014	72
Cash in hand	641,667	21
Balance to Debit of Income Acc'nt	183,671	11
	$19,451,676	69
Capital stock	$5,709,591	61
Funded debt	12,985.173	00
Due to other companies	44.623	45
Miscellaneous liabilities	36,651	54
Due for current expenditures in December and prior	413,237	89
Due J. F. D. Lanier, *et al*, Trustees.	312,399	20
	$19,451,676	69

Mineral Wealth of the State of Maine.

For the past two years a scientific survey of the State of Maine has been going on, sustained by a small annual appropriation, and it is to be continued until completion. From the report of a Legislative committee on this subject, we learn that the results of the survey have been highly satisfactory. Among the discoveries made are the following:

An abundance of an ore of iron, in some important respects unlike common ores of this metal; the peculiarity of which is, that it will furuish plating for the modern ships of war, impenetrable to any shot hitherto invented, a fact demonstrated by the late experiment at Shoeburyness, England. All the facts obtained by the survey in this connection have been communicated to the proper authorities at Washington. Several abundant deposits of marble and of limestone have been found during the past year in Aroostook county; known deposits of the best limestone of Knox county have been traced to localities hitherto supposed destitute of it; besides which have been found, in various places, ores of copper and of lead, and roofing slates; also feldspar, suitable for fine potteries; granulated quartz, suitable for glass manufactures; marls of high fertilizing power, or which by slight manipulation may be converted into utility; and many other valuable minerals and building materals, besides the discovery of *a gold field similar to that of Nova Scotia, which has been found to yield profitable returns.* The discoveries made in the more intricate but not less interesting subject of organic remains, and the developments in botany, zoology, and entomology, are such as have attracted the attention of the savans on both sides of the Atlantic. These results are of inestimable importance, and will be of peculiar value to the community.

☞ The new railroad built to connect the Point Breeze Gas Works with the Pennsylvania railroad has just been completed. By means of this road, the coal brought over the Pennsylvania Railroad for the gas works can be delivered at Point Breeze, saving the expense of shipping on board canal boats at Market street, and handling at the works.

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SUBSTITUTE FOR

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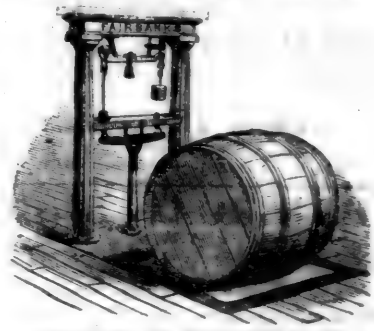
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THIS is a kind of Elastic Mastic, a thick coating of which is applied to the top of the Car, and into it a heavy Burlap or Bagging is imbedded and thoroughly painted, thus making a covering VERY MUCH LIKE **CAR DUCK,** but at this time at half the cost. It is now successfully used by several New England Roads and Car builders. Directions and particulars sent when requested. This Mastic and Burlaps for sale by

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March, 1863.

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THE NEW YORK CENTRAL R. R. CO.

TREASURER'S OFFICE,
ALBANY, January 21, 1863.

SIXTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of February next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of March next on stock registered at London.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.

The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Saturday, the thirty-first day of January instant, and be re-opened on the morning of Monday, the twenty-third day of February next.

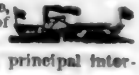
JOHN V. L. PRUYN,
Treasurer.

615

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:



7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.

9.00 A. M., MILK, *daily*, for Otisville, and intermediate Stations.

12.15 A. M., ACCOMMODATION, *daily*, for Port Jervis, and principal Stations.

3.30 P. M., WAY, for Middletown, Newburgh, Warwick and intermediate Stations.

6.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.

6.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

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2m3 Prof. CHARLES DROWNE, Director.

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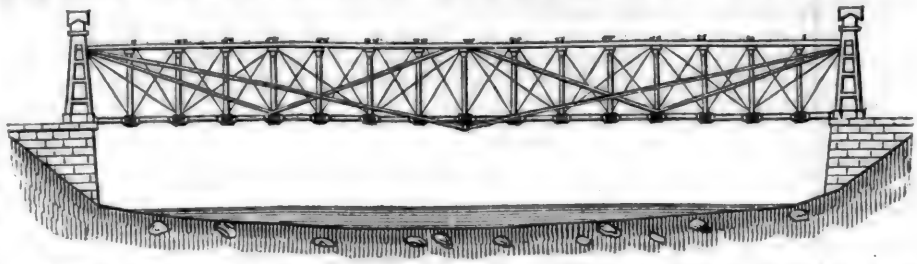
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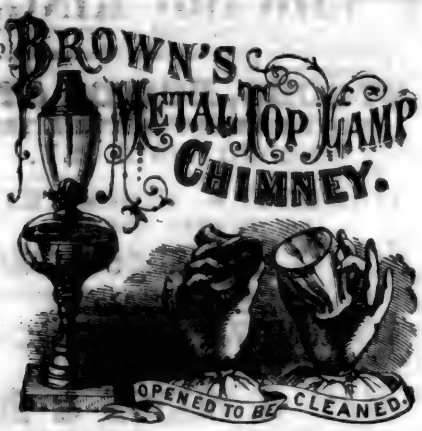
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American Railroad Journal.

New York, Saturday, March 21, 1863.

Progress of Improvement.—City Railways.

If we were to be asked what has caused the enormous increase of the City of New York, we should say, coal—pure and wholesome water—and omnibuses! Without fuel, no population could endure, in health, the rigors of our winters; without good water, life would not only be endangered both in summer and winter, but be miserable; and without cheap and constant conveyance from one part of the city to another, its limits would be circumscribed, and its inhabitants crowded together to their great discomfort and unhappiness.

To each of these three causes we attribute principally the great and rapid increase of the population and wealth of the city. Commerce merely could not produce it. It had the ocean and the river in 1606, and 4,302 inhabitants, but in 1790, almost a hundred years afterwards, the population was only about 33,000. If it may be said the world was not so far advanced as now, that very advancement consists among other things, in having found out how to keep warm in winter and cool in summer, how to economise and apply fuel and water, in a thousand ways not dreamed of in former years, and especially how to save time by rapidity of locomotion.

Thus we have developed our great sources of heat from our boundless and exhaustless coal measures; and New York is not only well warmed and lighted, but its various mechanical industries are helped through much of their most tedious work, by the friendly aid of the steam engine.

Instead of our old brackish and nauseating well water, with an occasional sip from the tea water pump at two cents a bucket, a noble country river has come to town; the Croton sparkles in the houses of poor as well as rich, we all drink its crystal drops and bathe in its lucid streams.

New York, however, long lingered around the Bowling Green and the City Hall Park. Canal street was an ancient and much respected barrier of distance and muddy water. It was the Rubicon of the times. But the streets were laid out beyond, and the omnibuses passed it triumphantly. In 1826, and not before, it was that the enterprising Asa Hall established a line of stages starting from the corner of Charles and Hudson street near the North River, and running through Hudson, Canal and Broadway to Wall street, and soon after Brouwer's well-known and well supported opposition occupied a route between Bleecker and Wall street.

It was surprising to see how opinions changed after these vehicles began to ply northward for passengers. Bleecker street, though far away, became desirable for residences, and some daring individuals even contemplated a future lodgment in 14th street, a fearful step in advance. Time and distance, however, yielded to the comfortable accommodations of the Knickerbockers and Waverleys, and New York pushed along towards Greenwich and Murray Hill. Within a few years, comparatively speaking, all has changed. Every body lives up town, or intends to do so. The omnibuses were about to be injured by their very success, and to die from pure repletion.

City railways were accordingly projected, long kept off by the judicious manipulations of the stage proprietors, but yet finally successful. We have them in all parts of the city *in esse* or *in posse*, and last of all, for one in Broadway, there is a general rush from numerous opposing interests, and the Legislature at Albany is embarrassed by the ingenuity and pertinacity of the various applicants.

This Broadway franchise is the most valuable of all, and an eminent merchant has offered two millions for the grant.

We confess we should not object to a well-managed railway, through this thoroughfare. It is now almost impassible, and dangerous to most people. But we think it would be no more than right, that the public should not only have the advantage of this easy, rapid and regular conveyance, but that the money it is worth should go into the public treasury. Two millions of dollars would make a sinking fund large enough to pay off much of our very serious indebtedness.

There are yet in our judgment many improvements to be made in the construction and management of our city railways. We are convinced of this after seeing a beautiful horse-car just turned out from the factory of Mr. John Stevenson, on 27th and 28th streets, intended for a Company at Havana. It is light and airy, well ventilated and cushioned, and carries at two corners of the top (in a diagonal line from each other,) two seats. The one for the time occupied by the driver, and the other by the conductor, who are thus both out of the way of the passengers. There are no platforms, and at each end there are only the step and door of an ordinary omnibus. This car when it is full, *complet*, is to carry no more, and our city cars would be improved in comfort if the same principle was adopted here. We expect they will some of these days be hung on springs and much reduced in weight, and with the rule established that when they are full, no more passengers can be admitted. The enormous profits realized by the present companies, should have been enough to satisfy the proprietors, and if any more charters are to be granted, at least for a Broadway railway, the public convenience should be secured by the most rigid enactments. Yet even after all the care exercised to secure the rights of passengers, it is not impossible that Governor Seymour, remembering the views expressed in his treatise on the topography of New York, by way of carrying out the theory he there advocates, as to the rights of cities and towns, in contradistinction to those of the State, may interpose a

veto, and leave the city of New York to dispose of its own franchises to please itself.

As to the omnibus proprietors, to whom we owe so much from the beginning until now, we have only this comfort to give them, that they have long enjoyed a valuable monopoly, and must like other good people, yield gracefully to "destiny and time."

Erie Canal.

The Buffalo Board of Trade, at a meeting held on the 12th of March inst. unanimously adopted resolutions in favor of doubling the locks on the Western division of the Erie canal; and of constructing the new ones 200 feet in length and 25 in breadth, so as to pass two boats of the present improved class, at the same time.

Erie Railway Company.

The earnings and expenses of this road, for the years ending December 31, 1861 and 1862, have been as follows:

Receipts:	1861.	1862.
From freight	$5,011,349 09	$7,065,363 07
" passengers	1,085,969 22	1,200,450 21
" mails	98,821 65	101,652 04
" other sources	18,042 00	32,868 99
	$6,214,181 96	$8,400,334 31
Expenses, viz:		
Office and stat'n exp.	$512,558 40	$671,905 28
Cost of running	1,086,424 92	1,274,833 46
General expenses	169,475 98	126,418 52
Repairs of engines and cars	854,183 37	1,177,240 95
Repairs of track and roadway	925,414 11	1,248,610 26
Repairs of structures	95,945 48	190,272 96
Incidental exp	26,955 75	86,859 32
Miscellaneous	114,425 61	134,607 80
Total	$3,784,483 62	$4,860,748 55
Net earnings	$2,429,698 34	$3,539,585 76

Disbursed in 1862 as follows:

Interest on mort. debt	$1,899,405 00	
Rent of Union R. R.	83,400 00	
" Chemung R. R.	30,000 00	
" Elmira & Can. Railroad	25,000 00	
" Long Dock property	144,040 00	
" Buffalo Br	2,200 00	
Internal revenue taxes	27,616 88	
Taxes on real estate	71,830 43	
Pavonia Ferry	25,006 28	
Loss by Fire at Elmira, Cars destroyed and Engine exploded	94,736 00	
		1,903,234 99
Surplus		$1,636,350 77
Old Indebtedness paid	$1,182,944 49	
Five per cent. Dividend on Prefered Stock	426,785 00	
		1,609,729 49
Balance		$26,621 28

The increase of earnings over last year was $2,186,152 35. Of this increase $2,054,013 98 was from transportation of freight and $114,480 99 from transportation of passengers. The earnings from freight for the years ending December 31, 1861 and 1862, compare as follows:

	1861.	1862.
Through, East	$2,706,141 50	$3,639,764 42
Way, "	1,198,193 11	1,462,863 40
Through, West	654,095 71	1,196,750 00
Way, "	453,230 82	765,985 25
Total East and West	$5,011,661 14	$7,065,563 07

The increased earnings from way freight is one of the most encouraging features.

The tons of freight carried during the same time were:

	1861.	1862.
Through, East	405,505	471,814
Way, "	422,302	501,018
Through, West	87,784	149,896
Way, "	422,783	553,006
Totals in Tons	1,338,374	1,675,234

The tonnage of fuel for Company's use is not included in these statements.

The number of Miles Run in 1861 by Freight trains was 2,795,826; the tons of freight moved was 1,338,374 or 0.48 tons moved for each mile run. The Earnings from Freight was $5,011,661 14 or $1.79 per mile run, at a cost of $2,807,884 60 or $2.09 per ton moved, or $1.00 per mile run.

To reduce the two years 1861 and 1862 to tabular form, would show:—

FREIGHT TRANSPORTATION.

	1861.	1862.
Miles run	2,795,826	3,290,400
Tons moved	1,338,374	1,675,234
Tons moved per mile run	0.48	0.509
Earnings	$5,011,661.14	$7,065,363.07
Earn'gs per mile run	1.79	2.15
E'rn'gs pr. ton moved	3.74	4.22
Av. cost pr. ton mov'd	2.09	2.23
Av. cost per mile run	1.00	1.13

The "old indebtedness" paid during the year consisted of Trustees' Certificates given for mortgage coupons surrendered to them in pursuance of the plan for reorganization, and receipts given for assessments laid on the capital stock, both with accumulated interest; and sundry claims and expenses arising under the Receivership which could not be adjusted and paid before the closing of his accounts, but were assumed and paid by the Company.

The statement above of earnings and expenses shows a surplus of net earnings of $1,636,350 77, or more than eight per cent. on the whole capital stock, common and preferred; allowing seven per cent. on the preferred stock, and there would remain nine per cent. on the common stock. The indebtedness as stated, above, was a charge on the net earnings before the payment of any dividend. The Directors were strongly urged in the early part of the year to fund this indebtedness, which, with interest, at that time, amounted to about $1,100,000, in order that the whole net earnings of the road might be applied to the payment of dividends on both classes of stock. The Board was not willing to increase the permanent debt of the Company for this purpose, but deemed it for the interest of the stockholders that the debt should be paid out of the net earnings, as provided for in the contract between the Trustees and the stock and bond holders.

A reference to the tabular statement of the expenses of operating the road, in detail, appended to this report, will show that about $750,000 more were expended last year than was expended the year before in the repairs of rolling stock, road-bed, track, bridges and other structures. A large portion of this increased cost of repairs is due to the increase of traffic and the enhanced cost of labor and materials. All repairs have been made in the most thorough manner, and in case of renewals, the new structures are in all respects better than the old.

The road-bed has been very much improved, by widening cuts, deepening ditches, adding new culverts, and raising the grade in places exposed to floods, substituting stone ballast at points where good gravel could not be readily procured, and increasing the number per mile and the size of cross-ties used in repairs of track; 15,541 tons of new iron, equal to 155 miles of single track, have been laid, at the cost (the difference between the value of old and new iron) of $432,685, and 344,149 cross-ties.

Several important bridges have been wholly rebuilt, and others thoroughly repaired. In the Autumn of 1861 a disastrous flood carried away a number of bridges on the Western Division, and so seriously injured others as to render their renewal necessary. This flood occurred so late in the season that little beyond placing temporary structures could be done until Spring. In the last year all these bridges have been replaced by new and improved structures, in most cases of wider span, to give increased water way, and with stone abutments and piers where they were originally of wood.

The whole road is now, for the first time, fenced, on both sides, throughout its whole length, and the expense under this head, which has been large in the two last years, will hereafter be confined to ordinary repairs.

Four and a half miles of double track on the Eastern Division between Suffern and Ramseys were completed last summer. This work was commenced by the Receiver and a large portion of the cost charged in his accounts. Six and half miles of additional side track have been laid.

Seven locomotives have been purchased at a cost of $56,687 03, and contracts for fifteen in addition, of the largest class, were made last summer; none of the last were received before the close of the year. Three have been delivered since the first of January and the whole number will be completed in the next two months. The cost of the new locomotives has been charged to construction.

The repairs to locomotives have been extensive and thorough. Seventeen have been rebuilt at the Company's shops, and adapted to burning coal. These engines have been made in all respects equal to new, and the whole locomotive stock is in much better average condition than ever before.

The inadequacy of the stock of freight cars for the increased business induced the Directors to order the building at the Company's shops, of so many as the officers might find necessary to meet the demands of the traffic. There have been built and rebuilt 757 cars. The cost of the new cars has been charged to construction and the cost of those rebuilt, to transportation. The addition to the stock, of all kinds, has been equal to 457 eight wheeled cars. One hundred more freight cars will be added to the stock this spring.

The freight cars of this Company are larger than most of those used on narrow gauge roads and capable of carrying about twenty per cent. more freight.

The development of the coal trade on the road has engaged the attention of the Directors as well to secure a desirable traffic, as to provide a supply of coal at all points on the line for our own consumption, which is already large and will be constantly increasing; and to encourage the establishment of manufactories by ensuring to them, at low prices, a constant supply of the best fuel. The proximity of the road to the great anthracite and bitumenous coal fields at several points, distant from each other, will enable the Company to supply all parts of the road, without resorting to a long haul. Bitumenous coal is now brought to the road from the Blossburgh mines, at Corning; anthracite and bitumenous coal by the Elmira and Williamsport Railroad and the North Branch Canal, at Elmira; anthracite coal by the Delaware, Lackawanna and Western Railroad, at Great Bend; and anthracite coal by the Delaware and Hudson Canal at Port Jervis.

The greater part of the coal transported last year was carried in the cars of other companies and hauled by their own locomotives, paying this Company a fixed sum for trackage. The Delaware, Lackawanna and Western Railroad Company transports coal from Great Bend to Owego and intermediate points, and the Fall Brook Coal Company transports bitumenous coal from Corning to Elmira and over part of the Canandaigua branch to Seneca Lake, on these terms. Arrangements are in progress by which the Western Division of the road will be supplied with coal from the mines lying south of Olean, and from the Atlantic and Great Western Railway.

The Directors in the early part of the year entered into a contract with the Pennsylvania Coal Company for the transportation of a very large quantity of coal, annually, from the termination of

that Company's railroad at Hawley, to Newburgh, Piermont and Jersey City. For carrying out that contract a railroad is being constructed, under the direction of the officers of this Company, from Lackawaxen station on our road, to Hawley, and will be completed early in the ensuing summer. The length of this road is about fifteen miles. An equipment of coal cars and engines for this business has been ordered.

The use of anthracite and bitumenous coal for fuel for locomotives has been completely successful and is attended with great economy. There are now in constant use on the road thirty-eight coal burners, and all the new locomotives ordered, as well as those that are rebuilt, are adapted to burning coal.

The Atlantic and Great Western Railway is in operation to Ravenna, and will in a few days be opened to Akron, Ohio, 200 miles from its junction with the Erie Railway at Salamanca, with two branches running into the great oil region, one 34 miles, and the other 26 miles in length, making in all about 260 miles of broad gauge tributary road. The advantages of this new road to the Erie cannot be well over estimated. Passing through a rich agricultural and manufacturing region into the most productive part of Ohio, and connecting by its branches with the oil wells of Pennsylvania, the business it will add to the Erie Railway will be large. A connection will soon be made leading direct to Cleveland which will render our road independent, in its South-western business, of influences which have heretofore operated, in the interest of a rival line, greatly to our injury. The management of the Atlantic and Great Western Railway is impressed with the identity of interest that must exist between the two roads, and all the business arrangements necessary to harmonious co-operation have been concluded in the most satisfactory manner. To T. W. KENNARD, Esq., Chief Engineer, great credit is due for the energy and skill he has displayed in the rapid execution of the work in the face of more than ordinary difficulties.

The expenditures for construction during the year have amounted to the sum of $303,843 13, and for the following objects:

Pavonia ferry	$55,665 11
Macnine and workshops	671 67
Machinery in shops	55,844 32
Locomotives	56,681 03
Passenger cars	16,614 59
Freight cars	115,726 20
Iron bridge	465 21
Telegraph	2,175 00
	$303,843 13

No part of the earnings of the road has been applied to the payment of this account. There has been received from the proceeds of sale of property of the old Company, $256,320 26; and from Nathaniel Marsh, Receiver, $152,075 00, making $408,375 26, and leaving $104,532 13 to the credit of Construction Account.

At the commencement of the year the Directors determined to dispose of all the interest of the Company in steamboats on Lake Erie, and to invest the proceeds in rolling stock and other machinery much needed for the increasing business of the road. The boats were sold to the Erie Railway Steamboat Co., which was organized with ample capital, and under agreement with this Company to run their boats in exclusive connection with the road, and to furnish such additional boats as the Directors might from time to time require. Under this agreement four now boats have been built, and the line now consists of ten first class propellers, running between Dunkirk and Cleveland, Sandusky and Toledo. Connection with Chicago and other ports on Lake Michigan is maintained by propellers, owned by other parties, running to Buffalo.

The new terminus at the Long Dock has afforded all the facilities for the prompt receipt and delivery of freight that was calculated upon when the works were projected. For the first time since the road was built its capacity for receiving and discharging freight exceeds its power to transport it. This state of things will be better appreciated by railroad managers than the public. The ferry between New York and Long Dock has been improved and greater conveniences have been furnished to public travel.

The Directors have recently taken a long lease from the first of May next, of the Buffalo, New York and Erie Railroad, with its rolling stock, depots and docks, on terms considered advantageous to the Company. The road leased commences on the main line near Corning and runs through Bath, Avon, Batavia and Attica to Buffalo, one hundred and forty miles, with a branch road from Avon to Rochester of eighteen miles. This company had previously acquired by purchase the railroad from Hornellsville to Attica, known as the Buffalo Division. The road now leased gives a second line from Corning to Attica, where the two unite, and run over one line to Buffalo. By this road our line is twenty miles shorter than any other between New York and Buffalo.

Satisfactory arrangements with the roads leading south from Elmira, have been made to run direct lines for passengers and freight between Buffalo, Philadelphia and Baltimore, with a change of cars, at Elmira, only.

Measures have been taken to procure additional depot grounds at Buffalo and such other facilities as are required.

It is gratifying to the Directors to report the successful result of the first years' operations under the new organization. The second year has commenced with fair prospects, and their best efforts will be exerted to make it as prosperous as the last. The financial condition of the Company is sound and it possesses a business which will ensure ample income to pay the interest on the debt, and a fair return to the shareholders. The Directors have under consideration the establisment of a moderate Sinking Fund, looking to the gradual extinction of the debt.

The equipment of the road consists of 226 locomotives, 101 passenger cars, 48 baggage and express cars, 38 emigrant cars, 3,115 freight and other cars, and 78 caboose and milk cars. The company owns one steamboat, used for towing, three ferry boats and eleven barges. The whole number of miles run by engines, was 4,835,359. Cost of renewals and repairs, $495,492 27. Cost per mile run, 10.05. The number of passengers carried was 908,533, of which 459,511 were carried westward, and 449,022, eastward. Of the westward passengers, 32,450 were through and 427,061 way; of the eastward, 14,987 were through and 434,035 way. Number carried one mile westward, 24,907,024; eastward, 32,056,207—total miles traveled, 59,963,231, of which, 50,113,681 were by 1st class passengers, the remainder by 2d class and emigrants. In 1861, the number of passengers carried was 803,702; and the mileage of passengers, 51,644,111.

The property of the company consists of—the main line, Jersey City to Dunkirk, 460 miles; Piermont branch, 18 miles; Newburgh branch, 19 miles; Buffalo branch, 60 miles—total, 557 miles. On the main line are 180 miles of double track, and on the main line and branches, 122 miles of sidings and switches—making in all equal to 879 miles of single track.

The Canandaigua and Elmira railroad, 66 miles in length, is operated under a lease, and is regarded in the accounts as part of the road of the company.

The Warwick Valley railroad, 10 miles, is operated under contract, this company receiving payment in a fixed sum for each mile run. This road is worked in connection with the Newburgh branch, the trains running through between Newburgh and Warwick.

The number of miles operated by the Company, is 633.

BALANCES OF GENERAL LEDGER, DEC. 31, 1862.

Cost of road and equipment		$39,021,292 50
Cash and cash items on hand		747,612 30
Materials on hand		582,560 37
Fuel on hand		470,566 20
Advanced Long Dock Company		291,935 91
" Hawley Branch		26,815 25
Accounts and bills receivable		482,389 69
		$41,623,172 22
Capital Stock—		
Preferred Stock	$8,535,700 00	
Common Stock	11,437,500 00	
		$19,973,200 00
Funded debt—		
First Mort. Bonds	$3,000,000 00	
Second Mort. Bonds	4,000,000 00	
Third Mort. Bonds	6,000,000 00	
Fourth Mort. Bonds	5,100,000 00	
Fifth Mort. Bonds	1,791,500 00	
Buffalo Br. Bonds	200,000 00	
Real Estate Bonds	40,000 00	
		20,131,500 00
Sinking Fund for Buffalo Br. Bonds		2,200 00
Accounts payable	$682,028 65	
Accrued Int'st on Bonds and Div. on Stock	807,622 29	
		1,489,650 94
Profit and Loss		26,621 28
		$41,623,172 22

Ottawa Ship Canal.

The movements now making by the people of Chicago, to secure an uninterrupted navigation for their large vessels to tide water, are having the effect of exhuming many very valuable propositions to that effect. Of this class is the Ottawa Ship Canal, which would furnish water communication between Chicago and Montreal by the way of Georgian Bay. We copy the following interesting facts in relation to the project from the Montreal *Gazette*:

Some years ago an able report was presented by Walter Shanly upon the Ottawa Ship Canal. It was shown that the distances from Chicago to Montreal were as follows:

	Lake.	River.	Canal.	Total.
By the Welland Canal	1145	132	71	1348
" Georgian Bay	775	155	120	1050
" Ottawa Canal	575	347	58	980

Showing that the route by the proposed Ottawa Canal was 368 miles shorter than by the Welland, and 70 miles shorter than the Georgian Bay Canal; that the lockage by the

Welland Canal was	535 feet.
Georgian Bay	805 "
Ottawa	698 "

The estimates were based and the survey made upon the supposition that a Ship Canal giving a depth of ten feet of water throughout was required. At that time large undertakings were all the rage. There was also a general desire to see shipments made direct between Chicago and Liverpool. Now that economy has become fashionable, is it not possible to discuss a scheme by which the Ottawa Canal may be constructed at an expenditure within the bounds of possibility, and with a prospect of success?

The cost of canalling or improving river navigation increases in rapid ratio as we seek for increased depth. The report estimates the difference upon the proposed Ottawa Canal, between ten and twelve feet depth, to be at least five millions of dollars. It is also stated that the most serious difficulties to be encountered are upon the Lower Ottawa. This section covers more than one-fourth of the whole route, and embraces more than one-

third of all the canalling. But vessels drawing five feet of water can at present navigate the river from Montreal to Ottawa: By enlarging the locks, large craft drawing five feet of water could at present go as far as Ottawa. If we were to start with the idea of opening up navigation from Montreal to Lake Huron, a distance of 430 miles, for large canal boats drawing five feet of water, the cost of the undertaking would in all probability be reduced to the capacity of a chartered company.

At the mouth of French River on Lake Huron there is a good harbor. Here the cargoes of lake craft could be transhipped into large barges. Barges could be constructed having a light draft, and capable of carrying 13,000 bushels of grain. A number of these could be towed by one steam tug. There would then be no further transhipment until the barge came alongside of the sea-going vessel.

The returning vessels could take back cargoes of lumber which abounds in inexhaustible quantities, along the greater part of the route; and the Western merchant could import goods from Europe direct, to be shipped by this new route. Montreal, under this state of things, would become the *entre-pot* for the Great West. The great country lying in the valley of the Ottawa, would be opened up, and its material wealth developed by the hardy settler.

Baltimore and Ohio Railroad.

The regular monthly meeting of the Directors of the Baltimore and Ohio Railroad was held in Baltimore on the 11th inst. The following is a report of its proceedings:

The Committee of Finance presented a report for the action of the Board, in connection with semi-annual dividends.

The report exhibited an increase in the aggregate of the sinking funds from October 1st, 1860, to March 5th, 1863, of $624,516 90, showing also the investment of the entire accretions of these funds to April 1st proximo, inclusive.

It also exhibited the freedom of the Company from all floating debt, and its ability from its immediate resources for the payment of the usual semi-annual dividends on the main stem and the Washington Branch, which were accordingly declared.

It was stated that the bridges had escaped damage from the recent freshets; that the machinery and organization of the company are in most effective condition, and that the entire line of the road and its branches are in such order as to enable the company to accomplish its present results, the traffic and revenue being larger than during any previous period in the history of the company.

As indicating the vast business of the company with the West, it was stated that the revenue from freight and passengers passing over the main stem, in connection with but one of its feeders—the Central Ohio road—furnished, as the proportion of earnings to the Baltimore and Ohio Road for the single month of February, $136,500.

Information was also presented of the extensive, thorough and reliable military protection south of, and upon the entire line.

After the disposition of the subject of dividends the Board proceeded to consider the following preamble and resolutions, also recommended by the Committee on Finance:

Whereas, The Baltimore and Ohio Railroad Company is at this time the holder of $400,000 of the 4th mortgage bonds of the Central Ohio Railroad, secured by mortgage on its property, subject to prior mortgages thereon; that is to say—a mortgage on the Western division of the road from Columbus to Zanesville, for $450,000, and one on the Eastern division from Zanesville to Bellaire, for $800,000, which, covering as they do, the entire line, constitute the 1st mortgage thereon; a 2d mortgage for $800,000, covering also the entire line; a 3d mortgage on the same property for $950,000, making an aggregate indebtedness of $3,000,000, secured by mortgages having precedence to that under which the bonds held by this company are secured.

And whereas, Proceedings have been instituted in the Circuit Court for the Southern District of Ohio for the purpose of foreclosing the first and second mortgages aforesaid, which, if presented at this time, may seriously affect, if not absorb in the payment of the prior liens, the security which the company has for its claim of $400,000.

And whereas, This company is advised that it has the power, by paying the first mortgages the amount due to them to substitute itself in their place and stead to all intents and purposes, and in this manner to exercise a control over the proceedings in the said Circuit Court looking to a sale as aforesaid.

And whereas, It is desirable that this company should, if practicable, exercise such control as well for the security of the debt due to it, as for the purpose of preventing the Central Ohio Railroad from passing, at this time, into hands that might by possibility be disposed to use it to the prejudice of this company and of the city of Baltimore, by diverting trade and travel which, while the two roads continue to be worked in concert, may be reasonably expected to come to the said city.

Therefore, be it Resolved, That the Committee on Finance is hereby authorized to take such steps as may be necessary in their judgment to substitute this company in the place and stead of the first mortgagees aforesaid, paying to them the amount due upon their respective claims under the said mortgages, provided that such substitution and payment shall not be made until such measures are taken, or agreement entered into, as shall dismiss, or stay, proceedings to effect a sale of the mortgaged property by the second mortgages aforesaid, and estop them from paying off the first mortgage for the term of —— years from this time; nor until an agreement shall be completed that shall secure to the satisfaction of the said Committee on Finance the harmonious working of the Central Ohio and the Baltimore and Ohio Railroads, looking to the interests of the latter and the city of Baltimore, nor until the punctual payment of the interest on the first mortgage bonds aforesaid shall be satisfactorily secured.

The subject was very fully debated and the vital importance of preventing the road falling under the control of hostile interests was admitted by all participating in the discussion. Judge Crain, of the State direction, Col. Nicholas, of the stockholder direction, and James Johnson, Esq., of the city of direction, sustained the propriety of the action proposed.

Whilst the subject was under discussion an officer of the Circuit Court of Baltimore city appeared and served a writ in relation to the matter before the board, apparently under the demand of the Mayor and City Concils of Baltimore. Attention was called to the fact that the proceedings of the Second Branch of the City Councils indicated, that that body had refused to authorize the application for an injunction, but as a writ had been obtained, and as prompt action was deemed important, Colonel Nicholas moved the subjoined additional proviso to the resolution as stated:

"Nor before a further order of the Circuit Court for Baltimore city in the suit instituted in the said Court by the Mayor and City Council of Baltimore, against this company, be first had and obtained by this company, in the premises mentioned in the order passed by the said court on this day therein."

In the course of the debate, which continued for several hours, the President, Mr. Garrett, substantially remarked:

"That it must be a source of regret to the board, as it would doubtless prove to be to the community, that the Mayor and City Councils of Baltimore again appeared to attempt, by litigation, to interfere with the action of the Baltimore and Ohio Railroad in its proper and judicious efforts to protect great interests which it was the great duty of the Board especially and vigilantly to guard. The history of such interference heretofore it had been hoped would have prevented similar errors. The extraordinary course pursued by the Mayor and City Council of Baltimore in instituting a protracted and expensive litigation by procurement of an injunction against the Baltimore and Ohio Railroad to prevent the company from issuing the extra dividend, declared in 1850, and from paying the interest thereon, is still pointedly before the public. The Council at that time were urged by the Mayor, Mr. Swann, to adopt as a measure vital to the interests of the city of Baltimore, this hostile course.

Large sums were paid by the city in pursuing this litigation, and the company was for years compelled to defend itself from assaults as to the accuracy of its accounts, and its financial condition, emanating from an interest which should have been its leading support. Finally, the decision of the Court fully vindicated the integrity and accuracy of the accounts of the company, the correctness of the principal upon which the dividends had been declared and the wisdom of its declaration. The city, then, after the waste of its means and the means of its stockholders in worse than useless litigation, approved and accepted the dividend, and now the tax-payers of Baltimore have realized $1,050,000 of principal by that dividend, and have continuously the benefit of $63,000 per year for interest thereon.

"The relative knowledge of the affairs and interests of the company on the part of the Mayor and City Councils and of the board of directors, was, in this instance, signally illustrated. Has the city been so successful—has it exhibited so much wisdom and foresight in its legislation regarding other interests in internal improvements, that it should again seek to derange and interfere with the proceedings of this company by extraordinary means? We find it legislating away, with little or no practical consideration, its large interest in the Northern Central Railroad; and subsequently we see that gigantic and monopolizing organization, the Pennsylvania Railroad, step into the stock market of Baltimore, and for a relatively insignificant sum, purchase a sufficient amount of the stock of this same Northern Central Company practically to control its management; and what has been the result of this action?

"We further find that on the very day the Baltimore and Ohio road was closed for through business by the attacks of the enemy, that the Pennsylvania road ordered an advance on freight to Baltimore to the rates to Philadelphia, including points where this city possessed geographical advantages; and what further was the experience of our merchants in this crisis? The Pennsylvania Company not only charged these high rates, but refused, to a large extent, to furnish cars for shipments to Baltimore—endeavoring thus, to the largest practicable extent, to force the trade and produce from this city to Philadelphia. Another instance: When the stock of the Connellsville Railroad was being forced upon the market in satisfaction of judgments in favor of bondholders of Pittsburg and the Courts of Alleghany, the city of Baltimore was appealed to, but notwithstanding its large interest in the work, it refused to authorize the purchase, and the company acted for the benefit of this community, and itself received a controlling interest from a relatively small sum in that great and important enterprise.

"Has the city of Baltimore not especially direction in the Board? Is not the Board composed of the most able, eminent and intelligent citizens of Baltimore and of the State of Maryland! Do not the Councils study the subjects connected with these great interests more earnestly than the Board of this company, who take solemn oaths to act according to their best information and judgment? Unless they are wiser, more pure, and better informed gentlemen than the members of this board, with the fullest respect for them, (and he knew many members were entitled to the highest respect,) why should such extraordinary efforts at interference occur?

"It has been intimated that this unexpected opportunity has arisen from parties connected with the Northwestern Virginia Railroad. Can this be

possible? Do they recollect that whilst the city aided that company by endorsement for but $1,500,0000 the Baltimore and Ohio Company first endorsed $1,000,000, then $500,000, and has subsequently advanced in cash upwards of $200,000 to aid in its maintenance and completion. Can they take so limited a view of the interests of Baltimore city as to fail to know and appreciate that this city requires the Northwestern road for its Southwestern business; that the Central Ohio road is vital for the interests of the mercantile community and the general prosperity of the city, in connection with the great trade of Central Ohio, Indiana and Illinois? Do they fail to see that the Connellsville road must also be built for an independent connection with Pittsburg by the Northwest?"

The President also stated "that he had the fullest confidence in the decision of the court to which the Mayor has seen fit to refer the decision of the question. The board will desire nothing more than an examination of the whole subject by that impartial tribunal."

Other interesting and important views were presented justifying the action proposed, but want of time and space forbids us to present them.

At the close of the debate the vote on the preamble and resolutions was taken. The following was the result of the ballot:

Yeas—Messrs. Abbott, Beall, Burns, Colwell, Cheston, Dennis, Dunlap, Gregg, Hack, Harvey, Harwood, Heald, Hopkins, Johnson, Kirby, Mayer, Nicholas, O'Donnell, Smith, Taylor and Wilhelm.

Nays—Messrs. Armitage, Audoun, Corkran and Wood.

The resolutions were then declared carried.

In closing the report of these proceedings it may be remarked that the resolution of Colonel Nicholas, which delays all action in the premises until a decision of the Circuit Court is had, was adopted with great unanimity by those who were in favor of the report of the Finance Committee, and that a very general disposition was manifested to have the question heard and decided at an early hour.

The Board adjourned to the next regular monthly meeting.

A Petroleum Oil Company.

A new association has recently been formed in England, styled "The Petroleum Trading Company," with a capital of half a million of dollars, and power to increase to a million. The shares number ten thousand, at fifty dollars each, five dollars to be paid on application, and five more on allotment. The prospectus announces that "the Company have taken over the business of the largest importers, and the co-operation of the Atlantic and Great Western Railway is secured." The object is said to be to import into Europe the crude oil, chiefly from the Pennsylvania wells, to which end iron-tank vessels, especially built for the purpose, are to be used, two of which are now in course of construction. It is said that three refineries alone in England now require an annual supply of five millions of gallons, and that the demand is constantly increasing. The managing director, Thomas W. Kinder, Esq., has just returned home from America, and Mr. James McHenry is said to be engaged in the project. Something of the value of the Petroleum wells may be known from the following statements:

From a report published in a Pittsburg, (Pa.) paper it appear that not a barrel of petroleum had been landed at Pittsburg three years ago. Within that space of time 2,000,000 barrels have been delivered on the wharves of that city. The value of this quantity unrefined, amounted to $8,000,000; when refined $17,000,000; two-thirds of the quantity was refined in Pittsburg and its vicinity. There are 60 oil refineries in that city, in which 600 persons are employed, and which, in buildings and apparatus, represent a capital of $1,000,000. In these refineries 1,200,000 bushels of coal are, consumed annually.

Central Ohio R. R.--The Injunction Case.

On the 10th inst. a resolution was introduced into the City Council (Baltimore,) authorizing the Mayor to lay an injunction on the Baltimore and Ohio Railroad Company enjoining and restraining the officers thereof from investing any funds of said company in the bonds of the Central Ohio Railroad Company, in accordance with the resolution submitted at the February meeting of the Directors of the Company. The resolution, after being discussed at length, was rejected by a vote of ayes 2, nays 8. Notwithstanding this decided expression of the opinion of the Second Branch, Mayor Chapman, through the City Counsellor, John L. Thomas, Esq., made application in the name of the Mayor and City Council of Baltimore to Judge Krebs, for the issue of an injunction enjoining and restraining the Baltimore and Ohio Railroad Company from so investing the funds. The injunction was granted by Judge Krebs, and the writ served on John W. Garrett, Esq., President of the Company. As yet no day has been assigned for the hearing in the case.

In the City Council on the 11th inst., the following communication from Mayor Chapman, explaining the step taken by him, was received and referred to the Joint Committee on Internal Improvements.

MAYOR'S OFFICE, CITY HALL,
BALTIMORE, March 11, 1863.

To the Honorable, the Members of the First and Second Branches of the City Council:

Gentlemen—On the 11th of February, at a meeting of the Directors of the Baltimore and Ohio Railroad Company, a proposition was made to purchase for the Baltimore and Ohio Railroad Company the first mortgage bonds of the Central Ohio Railroad Company to the amount of $1,250,000. The proposition was referred to the Finance Committee. As soon as I became convinced that the purchase was likely to be made, I invited the Joint Standing Committee on Internal Improvements of your honorable body to a conference upon this and similar subjects. At the conclusion of the interview I asked to be empowered by the City Council with authority to enjoin the Baltimore and Ohio Railroad Company from making the purchase. In my interviews with different members of your honorable body I have been induced to believe that the delay in your action has been caused by circumstances beyond your control, and that a majority of your members are in favor of a measure so vital to the interests of the city. Yesterday I was informed the Committee on Finance would report in favor of the purchase at the regular monthly meeting of the Board of Directors, to be held to-day. These facts, and the advice of some of our most influential citizens, have induced me to ask the courts for an injunction preventing the Baltimore and Ohio Railroad Company from making this purchase, which I hope and believe will receive the approval of your honorable body. The first outlay required by this purchase (principal and interest,) it is supposed, will amount to $1,400,000, and in its train follow, second, third and fourth mortgage bonds, income bonds, and outstanding indebtedness, amounting in all to about seven million dollars. This large amount will ultimately be saddled upon the Baltimore and Ohio Railroad, if the purchase should be made. Is it fair that this immense indebtedness should be incurred to perfect the internal improvements of another State? The city of Baltimore is interested to the amount of one million seven hundred and seventy thousand dollars in the Northwestern Virginia Railroad, which is the "air line" to Cincinnati and is 56 miles shorter than the route about to be purchased. The city pays $90,000 yearly interest on this now; or, in other words, the tax-payers of our city pay $300 every day that the road fails to meet the interest. This route is now languishing for support, but I am informed that English capitalists, seeing the great advantages it possesses over every other route to the West, are about to invest largely in its securities, for the purpose of bridging the Ohio river at Parkersburg and putting the entire line to Cincinnati in good condition. The city is deeply interested in this road, and unless you should determine to foreclose the first mortgage, it were better to sustain it, instead of building up a rival road. I think that every effort should be made to complete and perfect internal improvements in which the city is directly interested, thereby relieving our citizens from the heavy load of taxation imposed upon them by works of this character.

With great respect, your obedient servant.

JOHN LEE CHAPMAN, Mayor.

After the reading of the message, Mr. Dukehart rose and observed that the subject was one of great importance, and it should be duly considered. The Mayor had taken on himself the responsibility to act in the case. In the communication he had referred to English capitalists investing their money in our stocks. For himself, he would express the pleasure he felt that they had done so, as it materially advanced the great interests of the country. He would move that a message be sent to the Second Branch proposing to refer the communication to the Joint Committee on Internal Improvements. The motion prevailed and the subject was by both branches referred to that committee.

Finances of New York County.

From the fourth annual report of the Controller exhibiting the receipts and expenditures of the County Government for the year 1862, we extract the following items of interest:

SUMMARY OF RECEIPTS.

Taxes, less $4,190,471 65, amount of corporation's proportion of the same	$4,784,754 58
General fund	69,165 70
Excise license fees	21,630 00
Temporary loans	2,505,750 00
New York County Court House stock	251,229 50
Total	$7,632,529 78

EXPENDITURES.

County officers	$604,049 41
Erection of county jail, new court house, Harlem Bridge	278,231 07
Police	1,739,712 00
Common schools, canals, militia and general purposes	2,212,930 34
Loans on county revenue bonds	103,769 09
Redemption county bonds	2,524,650 00
Support of the poor	23,664 00
Total	$7,487,005 91

According to the returns made to the Controller by the County Treasurer, the amounts paid to him in 1860-'61-62 for licenses granted by the Board of Commissioners of Excise were as follows: In 1860, $54,580; in 1861, $21,930; in 1862, $21,630; total $98,140. Of this amount $8,964 was paid to the Commissioners of Charities and Corrections—$79,362 to the corporation of the City, and $9,814 to the New York State Inebriate Asylum.

Of the new County Court House stock $450,000 was issued to the Commissioners of the Sinking Fund of New York, in settlement of the award made in favor of the corporation by the Commissioners appointed by the Supreme Court. $250,000 was issued to provide means for the erection of the building. Total, $700,000.

The annual return of the Commissioners of Taxes and Assessments shows that the taxable property in this county for the year 1862 was assessed as follows: Real estate, $399,556,404; personal estate belonging to residents, $161,685,-

344; non-residents, $10,780,687. Total, $571,972,435. These amounts, as corrected by the Committee on Annual Taxes stand: Real estate $399,551,314; personal estate, $172,416,031. Total, $571,967,345.

The report sets forth that, although the remedies for the collection of taxes appear to be very ample, there remained uncollected on Dec. 31, 1862, $5,789,149 72. For the twenty-one years previous to 1862, there were uncollected on personal estate, $1,901,556 33; real estate, $2,147,895 95. Real and personal estate in 1862, $1,739,697 44. Total, $5,789,149 72. The debt of the county appears from the report to amount to $760,000.

Connecting Railroad Lines.--Through Freight Contracts.

CONTRACTS BY RAILROAD COMPANIES TO CARRY FREIGHT TO PLACES BEYOND THE STATE OF NEW YORK HELD VALID. COMPANIES SO CONTRACTING ARE LIABLE FOR THE NEGLECT OF OTHER LINES IN NOT FORWARDING THE GOODS.

The case of Burtis *vs* the Buffalo and State Line Railroad Company now decided by the Court of Appeals of the State of New York, holds that the statute of 1847 (ch 270) enacted by the New York Legislature, making a company which owns a railroad connecting with one or more other roads, and receives freight to be transported to a place on the line of a road thus connected, liable as common carriers for the delivery thereof, applies as well where one of the connecting roads is wholly beyond this state, as where all are within it. The statute not only imposes the duty, upon the company undertaking it, of delivering the goods at the place of destination, but enables it to make a special contract for their delivery in a limited time.

On the 24th of October 1855, the plaintiff, a nurseryman at Rochester, agreed with the general freight agent of the defendant for the transportation from Buffalo to Chicago, of a large number of young fruit trees, which were designed, and the agent was so informed, for planting that Fall. The agent agreed that they should be delivered at Chicago in three days. The trees were transported to Chicago, but some of them were delayed upon the route for seven and eight days, and their value was destroyed by their freezing. The line of the defendant's railroad terminated at the western boundary of the State, where it connected with a railroad running to Toledo, in Ohio, which there connected with a third railroad running to Chicago, in Illinois. The three roads were owned and operated by distinct and independent corporations, between whom no co-partnership existed. The plantiff brought this action to recover compensation for the loss of his trees, on the ground that the defendant had failed to deliver them at the time they had agreed to by contract, the act of 1847 providing that whenever two or more railroads are connected together, any company owning either of said roads, receiving freight to be transported to any place on the line of either of the said roads so connected, shall be liable as common carriers for the delivery of such freight at such places.

The trial was had before a referee, who reported in favor of the plaintiff. Judgment was rendered on this report for $4,822, and this judgment having been affirmed by the Supreme Court, the defendant carried the case to the Court of Appeals. The following opinion was rendered at the decision of the case.

DENIO, J.—The effect of the finding of the Referee is, that Starke, the defendant's freight agent, had authority to make any contract for the transportation of property which the defendants could lawfully make by any instrumentality whatever. The language of the finding is, that said Starke was the defendant's acting freight agent, or master of transportation, and, as such, was authorized to receive property, to make contracts for such transportation, and to act as the general agent of such company in that department of its business. We are to intend that this determination of the question touching his authority was warranted by the evidence; as we are not allowed to review the case upon questions of fact. There is nothing in the finding to qualify the comprehensive language to which we have referred; and, as has been said, it embraces the power to make any contract for transpotation that the corporation had a right to make. The making of a contract by which the defendants, by Starke as their agent, undertook to transport the trees from Buffalo to Chicago in three days, and the breach of that contract is also established by the special finding of the referee. The single question remaining to be examined is whether the defendant's corporation had power to enter into such a contract. If we should deny the existence of that power it might then become a question whether the defendants could excuse themselves from the consequences of the breach of a contract actually made in their name, by their duly authorized officers and agents, on the ground that it was without the scope of their corporate power. That would require a re-examination of the points discussed, but not decided, in Bissell *vs* the Michigan Southern and N. I. Railroad Company; but in the view which I take of the case, these questions will not arise, for, in my opinion, the defendant had express legislative authority to make the precise contract upon which the present action was brought.

By an act passed in 1847 it is provided that, whenever two or more railroads are connected together, any company owning either of said roads receiving freight to be transported to any place on the line of either of said roads so connected shall be liable as common carriers for the delivery of such freight at such place. The act further declares that in case any such company (that is the company receiving the freight) shall be liable to pay any sum by reason of the neglect or misconduct of any other company or companies, the company paying such sum may collect the same of the companies by reason of who's neglect or misconduct it became so payable. (ch 270, § 9)

The defendant's counsel argues that the statute does not apply where the connection, as in the present instance, is between a railroad in another state, and one of our own roads, because the indemnity which is conferred upon the company which shall pay damages, against the delinquent company, cannot be enforced against a company in another state, it not being within the scope of our legislation or ameanable in our courts; and that, for the same reason, freight embarked on a foreign railroad, to be carried over a road in this state running in connection with it, is not within the protection of the act. Hence it is insisted that such inter-state lines of railroads are not within the perview of the statute. This reasoning though somewhat cogent, is not quite satisfactory to my mind. The act is eminently a remedial law, and should receive a liberal, as distinguished from a narrow construction. It was of course, known to the legislature that continous lines of railroad, connecting this with conterminous states, had been and would continue to be constructed. The largest commercial town and the most active seaport of the Union being in this State, it was, of course, apparent that a very large amount of traffic between this and the neighboring states would pass over these inter-state lines. The motives which led to the enactment of the law applied quite as strongly to such lines of roads as to those which had their courses wholly in this state. A considerable portion of all the merchandise sent by railroad from the city of New York passes into other states upon continous lines of railroads, such as those referred to in this act. I think it was not intended to impose the responsibility mentioned in the statute upon any of the railroads against the consent of the company owning them. The language is, that a railroad company, "receiving freight *to be transported*" to a place on the line of another road, shall be liable &c. This, I think, is limited to cases of a company reciving property and agreeing, expressly or by implication to carry it to a place on another connecting road. Should the company on who's road the property was first embarked, limit its undertaking to the line of its own road, the act would not apply, though it should be in course of transit to a place beyond its terminus, and should be directed to such place. The act, in my opinion, means that if a railroad company will agree to carry property beyond the terminus of its own road, and receive the goods under such an agreement, it shall be liable as a common carrier for the delinquencies of the road running in connection with it on the route to the place of delivery. Any other construction would make the company receiving the property liable for the fault of the connecting road, contrary to the contract between it and the owner of the property; which could not have been intended. Upon the construction suggested, the true sense of the act is that the company on who's road the property is first sent forward may agree for its transportation to a point on another road which connects with it, and that, in such a case, the first mentioned road shall be liable as a carrier for any breach of duty respecting the property, whether it happen on the other road or on its own; but, if it occur on the connecting road the owners of that road shall be responsible to the one which has become liable to the owner for the amount paid on account of such liability. The company receiving the goods may not be satisfied with the indemnity thus proffered, on account of the pecuniary circumstances of the company made liable, or because such company is not bound by the act, or not within the jurisdiction of our courts, or for any other reason; but, in either case, it may refuse to receive the goods "to be transported" to a place beyond its own line, and limit its engagement to carrying them to the end of that line and delivering them to the road next in order towards the place of final destination. Where, as in this case, there is an express contract to carry to a place on the line of another road, the case is within the spirit as well as the language of the act; and if the indemnity by action against the other company is not satisfactory, it is the fault of the party accepting it instead of limiting its contract to the

line of its own road. The legislature afforded all the indemnity which it was in its power to give; and it left the receiving company, free to contract in such manner, as to need an indemnity, or to refrain from so contracting. There is more difficulty in applying the act to a transit of property from another state into this, the company on which the goods are embarked not being subject to our laws in respect to a transaction out of our jurisdiction. It may be that the legislatures of the adjoining States, have provided or will provide, by similar legislation, for traffic originating in those states, but, however this may be, we can clearly establish the law for companies operating roads in this State. As to these, the question is one of construction, and not as to power; and I cannot see any good reason for holding that domestic roads, running in connection with roads beyond the state, should not be considered within the statute. There is another view of the case which seems to me satisfactory. The act assumes, by an irresistable implication that railroad companies may make valid contracts for the delivery of property at places on other roads beyond the route of their own. This is, itself, an answer to the defence of *ultra vires*, which is the only answer which can be interposed to this action.

Judgment affirmed.

Lehigh Coal and Navigation Company.

The provisions of the bill of this company recently enacted at Harrisburg, are as follows:

Section 1 authorizes the company to abandon the whole or any part of the upper section of their Slackwater Navigation. It also authorizes, but does not compel, them to construct a railroad from White Haven to Mauch Chunk, or between any intermediate points. Section 2 authorizes certain improvements to be made to the Lehigh and Susquehanna Railroad. Section 3 authorizes branches, not exceeding eight miles in length, to the Lehigh and Susquehanna Railroad, or to the railroad between White Haven and Mauch Chunk. Section 4 empowers the Company to borrow money for the purpose of constructing the improvements authorized by this act, and for repairing their works, and for the general purposes of their business, and to mortgage the improvements, property, and franchises of the Company as security therefor. Section 5 extends certain provisions of the general railroad law to the railroads above mentioned. Section 6 repeals so much of any previous acts as is altered or supplied by the present act. Section 7 provides that the act shall be submitted to a vote of the stockholders within sixty days after its passage. The principal advantage the stockholders are to derive from the act is supposed to lie in the Company being relieved from any obligation to restore any part of the navigation above Mauch Chunk, which they may deem it more to their interest to abandon. There is a considerable portion of the upper section which is understood never to have paid for the cost of keeping it up, and the Company will doubtless be glad of an opportunity of letting it lie as it is, with a number of its dams and locks in ruins, thus avoiding a large and profitless exenditure of money, and what has proved to be a fruitful source of danger to the navigation below.

At a special meeting of the stockholders of the company, held on the 16th inst., the Act of the Legislature, of which the above is an abstract, was formally accepted. "The effect," says the Philadelphia *Ledger*, "was an advance of the scrip of the company during the day from 37½ to 43½. This sudden rise is attributed to a rather obscure expression in the supplemental law, authorizing the company to make a three million mortgage on its works, property and franchises, and which is understood to include the existing mortgage due in 1870. If holders of the present 1870 mortgage bonds shall be willing to exchange them for a mortgage on the same property due twenty years hence, the difficulty that has heretofore stood in the way, of the conversion of the scrip into shares will be removed, and that much coveted consumation of scrip holders realized. As the present mortgage bonds are, however, protected by dividends limited to six per cent. per annum on a comparatively small amount of shares, bond holders will probably be careful how they give them up for anything not equally protected."

Victoria Gold Fields.

The amount of gold shipped during the year 1862, from Victoria was as follows:

By Wells, Fargo & Co.'s Express	$1,573,096 18
By Hudson's Bay Co.	50,208 00
By Bank of British Columbia	21,500 00
By Schloss & Livingston	187,000 00
By McDonald & Co.	335,379 00
Total	$2,167,183 18

It is stated that the shipments by private hands was one million more.

The yearly increase in shipments is as follows:

1858	$337,765 17
1859	823,488 41
1860	1,298,466 00
1861	1,340,395 72
1862	2,167,183 18
Total	$5,967,298 48

Leaf Tobacco.

The cultivation of leaf tobacco in Illinois promises to be one of considerable magnitude, and at the present price of the "weed" if the farmers take pains in the selection of the seed, the culture and the mode of curing, there is no doubt but it will add greatly to the material wealth of the country. The cultivation of this article this season has been purely of an experimental nature, and it ought not to discourage those growers, if their efforts have not proved altogether successful, as the proper management of the leaf in the State of "curing" is one that requires considerable skill and experience. We have made inquiries, says the Chicago *Tribune*, regarding the value of the article raised in this State, and find that the crop generally will average from 10@12c. per lb. There is an active manufacturing demand for Leaf Tobacco of all descriptions, and the current quotations here as follows:

Good to fine	12@15
Good common	9@10
Inferior	6@8

Railroad Earnings--Weekly.

The earnings of the La Crosse and Milwaukee Railroad for the week 1st in March, 1863,

were	$12,773 55
Same week, 1862	9,735 82
Increase	$3,037 73

The earnings of the Chicago and Northwestern Railway for the 1st week of March, 1863,

were	$15,922 01
Do., 1862	10,739 77
Increase (40 per cent.)	$5,182 24

The earnings of the Illinois Central Railroad for the 1st week of March, 1863, were

	$59,000 00
Do., 1862	39,000 00
Increase	$20,000 00

The land business is very flourishing, the sales of the first week being $28,000, and the cash collections $25,000.

The earnings of the Toledo and Wabash Railroad Company for the 1st week of March, 1863,

were	$24,280 89
Same week, 1862	11,857 03
Increase	$12,423 36

The earnings of the Galena and Chicago Union Railroad for the 1st week of March, 1863, were:

Freight	$17,323 82
Passengers	8,821 87
Mails	1,200 00
Total	$27,345 69
Same week, 1862	17,062 51
Increase	$10,283 18

The earnings of the Chicago and Alton Railroad for the 1st week of March, 1863, were:

Passengers	$11,021 95
Freight	11,796 28
Sundries	974 33
Total	$23,792 56
Same week last year	17,301 51
Increase	$6,491 05

The earnings of the Grand Trunk Railway for the week ending March 7, 1863, were:

Passengers	$19,201 55
Freight and live stock	48,265 31
Mails and sundries	3,500 00
Total	$70,966 86
Corresponding week, 1862	39,907 30
Increase	$31,059 56

The traffic of the Great Western Railroad for the week ending March 6, 1863, was as follows:

Passengers	$19,242 37
Freight and live stock	48,972 62
Mails and sundries	1,494 79
Total	$69,709 78
Corresponding week of 1862	49,184 50
Increase	$20,525 28

The earnings of the Michigan Southern Railroad for the 1st week of March, 1863, were

	$57,184 00
Same week, 1862	31,777 00
Increase	$25,407 00

The earnings of the Michigan Central Railroad for the 1st week of March, 1863, were

	$58,783 00
Same week, 1862	33,301 00
Increase	$25,482 00

The earnings of the Cleveland and Toledo Railroad for the 1st week of March, 1863,

were	$37,941 00
Same week, 1862	21,964 00
Increase	$15,977 00

The earnings of the Chicago and Rock Island Railroad for the 1st week of March, 1863,

were	$18,890 00
Same week, 1862	24,253 00
Increase	$5,363 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week of March, 1863,

were	$9,635 29
Same week, 1862	10,710 20
Decrease	$1,074 91

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds / Coupon Bonds... Under Act 31st December, 1848	8,903,842	6	1868	100
		6	1868	103
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	99½
Registered Bonds / Coupon Bonds... Under Act 14th June, 1858	20,000,000	5	1874	96
		5	1874	93
Registered Bonds / Coupon Bonds... Under Act 22d June, 1860	7,022,000	5	1871	91
		5	1871	96½
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	101
Registered Bonds / Coupon Bonds... Under Acts 8th Feb. and 17th July, 1861	69,417,000	6	1881	103½
		6	1881	104½
Treasury Bonds (coupon) / Treasury Bonds (coupon) Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	100½
		7.3	1864	100½
Registered Bonds / Coupon Bonds... Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	6	1882	103
		6	1882	103
Treasury Notes—				
Under Acts 28 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	154½
Under Acts 2 Mar. '61, & 17 Mar. '62 convert into 20 / Under Act's 17 Ju & 5 Au.'61 & 17 Ma.'62 y'r b'ds due '81	14,913,315	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	----	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	99½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	133
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	62–74	----
" — " "	2,073,750	6	'65–'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	105½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107½
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60–'77	109
" —University Fund Interest Bonds of 1861	650,000	6	1879	110
" —War Fund Bonds of 1861	2,000,000	6	1879	102
" —Illinois and Michigan Canal Stock, registered	2,221,764	6	1870	101
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18..	80
" — " " "	2,054,298	2½	18..	65
" —Canal Preferred Certificates	4,079,500	5	18..	----
" — " " (special) Certificates	1,216,737	5	18..	----
" —Deferred Certificates (State)	1,242,500	5	18..	----
" —Deferred (special) Certificates (State)	419,076	5	18..	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	100
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68–'72	104
" — " " (banks)	600,000	5	18..	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	75
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	669,000	6	'63–'77	114
" —War Loan of 1861	800,000	6	1871	115½
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — of 1861 (funding)	53,000	5	'61–'72	134
" — " " of 1861 "	247,000	6	'68–'72	132
" —Union Fund Loan of 1861	2,217,500	5	'71–'76	130
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	107
" —War Loan: Coupon Bonds 1861	565,500	7	1881	101½
Minnesota—Coupon Bonds (State)	250,000	8	1867	106
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41–'71	56
Missouri—Coupon Bonds	431,000	6	'63–'83	92½
" — " "	100,000	6	1862	65
" — " " (loans to Railroads)	23,800,000	6	'72–'86	88
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65–'71	103
New York—Certificates	----------	6	'61–'62	108
" — "	----------	6	'64–'65	108
" — " State Loan $6,756,654	----------	6	65–'66	112
" — " Railroad Loan 339,000	----------	6	'72–'75	121
" — " Canal Debt—(old) 9,739,025	----------	6	1874	128
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66–'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,655	6	18..	77
Ohio—Inscribed Certificates	4,095,309	6	1881	116
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	120
" — " "	1,000,000	6	1875	108
" — " "	2,400,000	6	1886	118
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	106
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862	37,687,760	5	'61–'82	107½
" —Inscribed Certificates		5	'61–'82	103½
" — " "	400,630	6	1879	114½
" — " "	388,200	4½	'63–'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68–'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	62
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	113
" —War Loan (1861)	----------	---	18..	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85–'93	66
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77–'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64–'74	----
" — " "	265,000	6	'62–'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70–'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66–'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	120
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	120
" — " " (Bank Stock)	553,966	6	1870	118
" — " " (Improvement Stock)	4,963,215	6	1890	120
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	126½
" —Coupon Bonds (Water)	6,228,787	5	Var.	125
Chicago—Coupon Bonds (Municipal)	880,000	6	18..	98
" — " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18..	----
" — " " (Water Works)	1,133,000	7	18..	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69–'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71–'75	81
" — " " (Municipal)	1,136,200	6	'61–'80	----
" — " " (Buildings, etc.)	532,000	6	'66–'95	----
" — " " (Sewers)	425,000	6	'70–'88	----
" — " " (Improvement Old Limits)	260,000	6	'71–'87	----
" — " " (Water Works)	497,000	6	'71–'83	----
" — " " (Harbor Improvement)	239,000	6	'63–'86	----
" — " " (Wharf Improvement)	166,000	6	'67–'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18..	----
Jefferson, O.—Coupon Bonds	285,000	7	18..	----
Muskingum, O.—Coupon Bonds	594,000	7	18..	----
New York, N. Y.—County Court House Stock	250,000	6	'75–'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18..	----
Ross, O.—Coupon Bonds	348,880	7	18..	----
Scioto, O.—Coupon Bonds	110,000	7	18..	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	100
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63 '65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " Unsecured Bonds	2,773,726	6	'63–'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	605,250	6	1876	112
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	22½
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100
" " 2d " "	3,980,670	6	1882	72½
" " Improvement " "	586,500	6	1870	61
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	39
" " Preferred Interest Bonds	227,589	6	1864	33
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	23
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	6,585,700	---	------	99½
Housatonic Preferred	1,180,000	8	------	59½
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	108½
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110
" " " 2d "	1,014,000	7	------	77
New York & Harlem, Preferred	1,020,000	---	------	84½
Philadelphia & Reading, Preferred	1,851,800	7	------	55

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	76,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241 964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149.186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	170,054	121,272	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,517,612
1863	242,729	204,537	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86.211	76,426	61.453	103,635	94,928	107,759	73.751	64,937	938,641
1861	81,531	75,621	78,361	66,358	75,250	63,761	73,474	136,897	141,174	122.487	104.254	80,296	1,098,464
1862	67,610	67,736	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	------
1863	96,306	107,443	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,058	126,090	100.440	82,252	984,577
1860	72,834	66,703	77,408	89,150	104,272	100,403	82,895	139,049	134,500	145,39	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,376
1863	139,686	126,521	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24.326	28,536	51,340	55,831	55.003	42,101	400.459
1860	32,192	33,408	46,246	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74.331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81.296	55.199	855,658
1862	45,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	981,157
1863	68,143	76,048	------	------	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119.487	107.672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95.081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,849	112,606	113,912	114,885	119,984	122,524	131,687	168,834	170,565	172,296	177,410	179,553	1,713,637
1863	166,687	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56.779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	86,663	90.324	65.302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	108,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	147,487	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	388,322	389'373	375,250	456,226	436,599	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457.161	393,409	393,409	319,955	477,642	600,124	587,242	561.448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506.610	450,063	372,705	419.010	515,948	719,354	734.108	714,211	6,214,182
1862	699,097	601.595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,234
1863	835,453	829,734	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,021	83,708	122,003	110,656	88,527	119,280	208,803	196,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	98,449	80,705	166,541	219,528	252,106	142,658	94,860	1,462,752
1861	97.253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	119,655	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115.444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,281	197,762	246,283	2,023,537
1862	307.330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154.090	153,644	144,894	149,592	139,102	181,612	246,329	245.392	250,742	192,322	2,126,066
1860	185,257	185,926	209.994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	------	------	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35.426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,990	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,699	66,686	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37.420	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	48,637	49,102	112,266	141,771	107,117	90,463	134,728	177,879	130,184	67,990	1,152,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,135	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,672	2,068,896
1861	140,925	116,938	158,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,649,169
1863	248,784	230,508	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149.550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	161,902	176,696	186,039	174,001	172,189	216,624	295,956	322,389	307,475	258,633	2,650,701
1863	242,073	245,857	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730.736	523.047	7,164,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	681,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111.173	99.461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97.558	91,111	90,671	1,110,065
1862	100,604	96.689	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,[illegible]	125,715	1,213,289
1863	129,776	128,766	------	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241.695	264,622	283,646	268,619	245,977	2,735,395
1860	163,551	171.841	257,410	248,110	265,011	278.270	314,806	337,496	339,911	368.956	321,206	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	463,873	466,557	454,526	4,088,837
1863	335,686	361,834	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	208,858	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,324	359,963	3,734,290
1863	338,752	361,353	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,839	46,340	737,155
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,381	103,408	124.398	77.663	50,848	926,908
1861	59,604	47,045	62,514	76,514	79,310	80,104	92,453	138,504	142,537	162.858	137,086	92,574	1,172,103
1862	82,235	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,548	109,915	1,373,633
1863	86,321	91,970	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	$109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	70
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	109½
" " " 1850	700,000	6	Jan. & July.	"	1880	108½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	109
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108½
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	112
2d Mortgage coupon	380,000	7	May & Nov.	" "		86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	107½
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	108½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	117½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	110
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	115
2d Mortgage	800,000	7	June & Dec.	New York.	1865	95
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	66
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	31
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	106
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	129
" " " inconvertible	2,690,000	8	" "	" "	1883	129
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	26,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	111
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	112½
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		110
1st Mortgage (general)	3,600,000	7	" "	" "		71
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	100
2d Mortgage	2,000,000	6	" "	" "		42
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		94
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	168,000	7				
Income	260,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	108
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	110
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	7	" "	" "	1886	81
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	104½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	104½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	30,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	113
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	105½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	120
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	118
2d Mortgage	2,516,500		March & Sept.	" "	1881	
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	112
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'63	114½
1st Mortgage (Extended)	22,000	7	" "	" "	1882	116
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	112½
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	115
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	88
Land Security	5,000,000	7	April & Oct.	" "	1881	72
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	122
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	119
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	111½
Convertible	1,002,000	7	" "	" "	1867	108
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	128
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			110
Income	281,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "		100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	116½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		30
2d Land Grant (Western Div.)	353,600	†	" "	"		30
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6				
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co. :						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7				
Louisville and Frankfort :						
Louisville Loan	174,000	---				
1st Mortgage	248,000	---				
Louisville and Nashville :						
State (Tenn.), 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	127
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	904,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	104
Detroit and Toledo	684,000	7	" "	" "	1876	107
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	112½
2d General Mortgage	2,572,000	7	" "	" "	1877	103½
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				18½
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	110½
1st Preferred stock	1,051,000	8				103
2d Preferred stock	1,014,000	7				90
Mississippi Central :						
1st Mortgage	1,007,263	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				55
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	8				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co. :						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	112
Muscogee :						
1st Mortgage	249,000	7				----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,236,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'68 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous, and Gt. West. :						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mortgage (S. F.)	566,000	8			1880	----
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	119½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	124½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	118
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	118
Real Estate Bonds	252,975	6	" "	" "	1883	108
Bonds of June, 1854	3,000,000	7	June & Dec.	"	1864	103
Convertible Bonds	990,000	7	Feb. & Aug.	"	1876	125
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	"	1883	101
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	122
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	115½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	111½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	108
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	116
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	102
3d Mortgage	980,300	7	Jan. & July.	" "	1867	107
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different period s

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Real Estate	35,910	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	104½
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	105
2d Mortgage	3,077,000	7†	" "	" "	1861	17½
North Missouri:						
State Loan (30 years)	4,350,000	6	----	----	----	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89½
Chattel Mortgage	380,000	10	" "	"	1887	114
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64-'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	----	----	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	----	----	----	90
State Loan (S. W. Branch)	1,263,000	6	----	----	----	----
Construction	3,235,000	6	----	----	----	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	116½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	114½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	104½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7	----	----	var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norriat'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1868	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" [1849, "	3,103,600	6	April & Oct.	"	1870	109
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,543,300	6	" "	"	1880	114
" 1844, (convertible)	863,000	6	" "	"	1880	114½
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	104½
" 1856, "	1,475,000	7	" "	"	1886	104½
Bonds and Mortg's—real estate	592,200	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	138
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000	---	----	----	----	----
Alleghany Co. "	750,000	---	----	----	----	----
Connellsville "	100,000	---	----	----	----	----
Mc'Keesport "	100,000	---	----	----	----	----
Baltimore City "	94,000	---	----	----	1886	----
Baltimore City Stock	906,000	---	----	----	1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Real Estate Bonds	100,000	---	----	----	'68-'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1912	117
2d Mortgage	5,160,000	7	" "	" "	1912	106
3d Mortgage	2,000,000	7	" "	" "	1912	80
Bridge Bonds, O. & P. R. R. Co.	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	337,173	6	" "	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†	----	----	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	69½
2d Mortgage	937,500	7	" "	"	1863	10½
3d Mortgage	435,050	7	" "	"	1863	2
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----	----	1856	----
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	90
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	123,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1868	----
Sterling	2,000,000	6	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	3
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	109½
" " (series B)	1,100,000	7	April & Oct.	"	1894	109½
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	91½
" " Income (series E)	1,700,000	7	" "	"	1894	81
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	105
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	92
2d M. (Wabash and Western)	1,600,000	7	" "	" "	1899	92
Interest Bonds	111,895	7	----	----	----	91½
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	45
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	10
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58-'61	223,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	113
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	----	----
Company's, endorsed by State	150,000	6	----	----	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Incl. all other assets and Liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,806	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,435	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.8	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	...	...	.....	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,304	—	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	....
31 Aug. '62	61.4	1.6	64.6	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,290	11½	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	185,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	686,827	66.0	156,905	151,731	38.766	5	90
31 Mar. '62	61.8	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890 000	—	5,626,549	117.4	489,800	808,060	301.979	—	125½
30 Nov. '62	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	214,100	2,122,500	700,030	99,600	.....	66.4	.....	353,665	158,917	—	82½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138.970	41.466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.6	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,389	86.7	.....	418,036	285,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764.574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	526,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago and Alton	10,000,000	.....	—	8,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,067,025	1,551,227	679.772	—	65½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	110
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,645,220	228.4	765,949	1,054,704	415,971	3	16½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580.000	.....	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	98½
31 Dec. '61	121.0	138.5	74.5	—	66	68	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,023,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	92½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '62	454.8	262.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.5	2,561,192	3,445,827	1,870,723	4	104½
.. .. ..	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	....	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,589,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	218.0	—	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	218.0	.....	1,117,603	568,020	—	34
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	28,641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	813	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	72
31 Dec. '61	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	166,939	—	75
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,556,509	*	278,334	1,015,907	706,000	75,505	2,188,681	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	398	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	126
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,589	63,196	—	2,733,757	—	222,601	3,179,833	111.0	.....	228,580	122,931	—	....
.. .. ..	—	—	....	438.0	...	...	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.8	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	95
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,438	130,000	—	735,312	29.0	.....	108,944	43,267	—	....
30 Jun. '61	65.1	—	....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,879	4	80
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,123	—	96
.. .. '59	13.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	13.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	53.7	—	....	185.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares,
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	—	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,867	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,993	109.5	139,963	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	117
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	85½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,850,000	*		1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	40
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	111
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,906,723	119.3	599,048	732,427	290,406	6	133
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	122,720	—	.....	61.8	.....	588,871	272,429	8	137½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	139
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	109
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,385,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	106
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149		3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	117
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	28.4	.....	33,820	7,663	6	99½
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—		292,950	303,014	97,706	.....	ope	r. by N.	H.&N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	—	—	698,563	27.7	.....	204,374	48,542	8	135
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	95
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—		220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—		283,037	459,698	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	134
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247		450,000	—	—	.....	.....	.....	36,538	19,060	6	111
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308 228	139,447	8	134
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	110
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	11½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—		448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—		250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—		—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	43
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	155
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	78½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,560	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	104½
31 Mar. '62	246.0	261.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	60½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,180	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	323,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,250,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,496,705	7,003,000	402,193	19,550,960	189.0	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	—	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	36.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	12½
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,287	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	39
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	325,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	64
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	129
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	625,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.		—	107
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	122
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	70
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,082	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,124,656	*	—	997,362	2,082,000	156,192	3,236,054	76 0	.....	241,503	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	—	12,171,200	124.2	.....	2,058,989	913,829	12	160
31 Dec. '61	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,833,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	80,076	—	18
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	5,807,812	608,542	—	3,630,000	2,000,000	320,433	6322 193	64.0	657,204	1,397,586	774,341	10	177
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	—
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	5,583,951	397,378	1,397,974	4,397,300	678,000	—	5,695,704	33.8	512,349	1,111,087	592,699	10	160½
31 Dec. '61	21.3	—	.....	2	6	—	17	Northern New Jersey	411,929	*	.....	156,850	200,000	70,786	427,636	21.2	.....	89,804	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24 0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	111
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	782,946	—	.....	84,302	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	na. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r. by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	—	23,075	31,546	16,871	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	—	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	80
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.5	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	100½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	38
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,835	654.9	5,268,772	9,356,828	3,749,077	64	116½
31 Dec. '62	460.0	97.0	302.0	—	2.6	101	3,279	Erie	39,021,792	*	—	19,973,300	20,131,500	—	41,623,172	633 0	4,435,359	8,400,334	1,636,351	—	79½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,245	1,144,980	391,253	—	38½
30 Sep. '61	99.0	—	.....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	858,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	13.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sackett's Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	—	23,667	4,731	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	524,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	38,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,715	2,654	—	1,200,130	1,643,153	113,739	2,957,022	68.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,598	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	58½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,009	ope	r. by oth	er Co's.	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	23,818	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	84
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,869,813	1,231,750	51,243	3,300,668	118.2	.....	404,533	168,653	—	—
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	280,551	—	17
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,518,784	198.3	.....	646,205	329,714	7½	135
31 Dec. '60	30.0	—	.....	69.1	...	...	.....	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,082,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	.....	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	—	5,917,359	141.2	707,160	1,265,253	704,819	10	165
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,035	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	562,800	—	72
31 May '62	109.2	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	97½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	150
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,686,705	144.0	365,470	400,188	222,951	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	128,170	33,412	—	—
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	—	69,352	—	—	—
30 Nov. '58	18.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	442,002	2,981,267	1,400,000	—	4,960,780	138.0	814,900	1,336,991	632,114	8	156
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '62	183.9	52.0	.....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,589,258	41,126	5,377,413	205.9	401,452	438,163	107,033	—	—
31 Dec. '62	116.0	9.0	.....	—	10	10	23	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,088,477	260.0	865,502	1,012,236	400,559	—	50
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	378,455	58,811	—	—	45.0	—	106,924	55,029	—	1
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,925,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,589	10	66½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,079,000	305,000	—	3,350,000	34,000	50,359	3,472,746	146.0	259,137	219,548	22,490	—	8
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744,679	11,780,945	202.0	.....	2,169,946	1,339,680	—	148
30 Nov. '61	35.8	—	2.5	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	—	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,186,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	30
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,841	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14½	66½
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,359,179	*	—	508,311	1,142,282	172,039	1,822,612	45.2	122,047	173,941	62,897	—	21
30 Sep. '61	60.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	76
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,060	77,457	3,411,690	ope	r. by Ca	tawissa	R.R.Co.	—	46
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	.....	—	528,246	326,933	6	60
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,387	—	3,248,600	—	—	3,248,600	130.0	293,692	619,043	335,671	11	82½
30 Nov. '62	55.6	10.1	9.7	—	18	21	604	North Pennsylvania	5,485 476	406,187	—	3,147,350	2,860,000	—	6,447,780	66.7	263 334	397,186	218,960	—	114
31 Dec. '61	331.1	23.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447,522	1,421,980	12,264,100	16,637,400	1,322,915	34,234,559	423.0	4,413,036	7,300,001	2,446,238	6	66½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	150,000	—	20.0	—	1,687	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	235,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,965	110,287	7	62
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,920	12,411,600	—	25,275,48	151.4	1,795,927	2,905,888	1,412,905	—	45½
30 Nov. 61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	999,200	250,000	—	1,249,200	28.0	oper. by	Cam. &	Amboy	8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	82	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475.500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	51	71½
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1.756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21.217	—	—
31 Dec. '62	467.5	—	68.7	—	104	80	1,201	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,591	12,935,173	—	19,451,677	467.5	.....	2,734,290	1,292,081	—	65½
30 Sep. '59	31.0	—	.....	11.0	...	...	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280.000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	—
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*	—	576,950	.....	.....	573,616	24.5	oper. by	Ph. & R	eading.	5	40
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822,117	5,435	1,327 552	.....	.....	105,568	55,143	.....	40
30 Sep. '61	148.0	—	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,825	341,582	149 082	—	37½
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77.999	—	387,300	396,500	65,726	.....	29.6	68,543	101.499	61,270	6	47½
30 Sep. '61	20.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,296,617	73,055	—	683,150	1,010,653	11,651	1,705,454	20.4	100,659	126,593	59,624	—	—
								RHODE ISLAND.													
1 Jan. '60	60.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	.....	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	443,666	*	—	437,17	8,500	—	.....	13.6	.....	26,464	6,914	.....	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,283	151,536	6	—
— — '58	40.3	—	.....	—	—	—	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	—
31 Aug. '58	22.5	—	.....	—	—	—	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	—
31 July '58	32.0	—	.....	—	—	—	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
31 July '58	25.1	—	.....	41.9	...	...	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	10,187	—	—
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,678	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	512,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859.....	.....	—	.....	.....	...	...	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	...	...	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	...	...	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,569	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110 0	...	...	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '59	28.0	—	.....	756 0	...	...	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.3	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	80,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	835	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	150
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,083,500	23.7	47,950	45 980	8,522	—	—
31 Aug. '60	54.0	10.5	.....	—	...	...	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	—
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	...	...	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	243,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,728,037	*	—	1,981,197	1,200,000	75 908	6,763,665	143.2	224,014	560,904	282,328	7	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,489,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	—	...	...	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	.....	27.8	...	...	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,089	—	39½
— — '57	50.0	—	.....	85.0	...	...	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '61	104.0	—	.....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,602,471	104.0	228,627	220,350	68,438	—	—
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 July '62	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,939,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	235,420	55,495	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,668,376	49.0	.....	242,798	117,842	—	11
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,964,261	761.0	2,049,997	1,069,219	4,000	6	38
31 July, '62	229.0	128.0	.....	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	26,104,725	357.0	.....	1,221,145	585,885	1½	—
— — '62	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	—
31 Dec. '61	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
— — '61	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	—
— — '61	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	236	European & North American	4,648,564	*	—	4,637,852	.....	.....	4,637,852	108 0	.....	130,678	36,452	—	—
1 July,'61	60.0	—	.....	.....	...	...	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	186,000	1,709,232	60.0	.....	132,555	38,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	81.5	—	.....	60.1	...	...	.....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	81.5	.....	120,918	26,803	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,875,000	—	10,768,728	48.7	.....	1,743,294	1,013,444	12	121

New York Stock Exchange.

Actual Sales Prices for the week ending March 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
State Stocks:—						
California 7s	135	134½	----	134	133	133
Illinois War Loan	----	----	102	----	----	----
Indiana War Loan	100	102½	100	----	----	----
Kentucky 6s	----	----	----	104	----	----
Louisiana 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	62½	62½	62	61½	62½	62½
Do. iss. to H. & St. J. R.	----	----	88	87	88	88
North Carolina 6s	79½	----	77	----	----	----
Ohio 6s, 1881	----	----	----	----	----	116
Tennessee 6s, 1890	62½	----	----	61½	61½	62
Virginia 6s	67	65½	----	66	----	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago & Alton	65½	65½	----	----	----	----
" " pref.	86	----	----	85	----	----
Chicago, Burl. & Q.	110	110	109	----	110	----
Chic. & Northwest'n.	17	17	16	----	16½	16½
Chicago & Rock Isl.	93½	93	92½	92½	93½	93½
Clev., Col. and Cin.	161	162	----	163	165	----
Clev. and Pittsburg.	67½	66½	67½	69	73½	72
Clev. and Toledo	95½	96½	96½	96½	97½	97½
Del., Lack. & West.	----	----	149	148	----	148
Galena and Chicago	93	93½	92	----	93	92½
Hudson River	100	100½	100½	100½	101	100½
Illinois Centr. (scrip)	92	92½	91½	92	92½	----
Michigan Central	104½	103½	102½	102	104½	----
M. S. and N. I.	61	60½	----	59½	61½	60½
M. S. & N. I. guar'd.	108½	108	108	107	109	108½
Mil. and P. du Chien	40	39½	38	----	40	39½
M. & P. du C. 1st pref.	110	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	78	----	----	77
New York Central	117½	----	117	116½	117	116½
Erie	78½	78	77½	78½	80	79½
Erie pref.	100½	100½	99½	99½	100½	99½
Norwich & Worcest'r	----	80½	81	81	----	82½
N. York & Harlem	39	39½	38½	38½	39	38½
N. Y. & H. "pref."	85	85½	85	84½	85½	84½
Panama	190	191	----	----	191	191
Phila. and Reading	----	90	----	90	91	----
Pitts. Ft. W. & Chicago	63½	63½	62	62½	67	65½
St. L., Alton & T. H.	32	33	31½	32	34	34
" " " pref.	68½	67	68½	----	----	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	112	----	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	98	----	----	----
Chic. & N. W. 1st M.	71	----	----	----	71½	72
" " 2d M.	42	----	42	----	42	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" "G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	103	----	----
" 4 M.	----	----	80½	----	81	81
Cl. & Tol. S. F. 7 p. c.	----	----	113	----	----	----
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	129
Chi. & R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-5	----	----	----	----	----	----
" 2M. 8p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	----
" 2M. 7p. c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	115	115½	116	116	----	----
Hann. & St. J. bonds	----	----	----	----	71½	72
Huds. R. 1 M. 7p. c. '69	----	----	----	----	----	----
" 2M. S. F.	122	120	----	----	119	----
" 3 M. 7p. c. '75	----	111½	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central bonds	130	130½	130½	130	128	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	----	110½	----	----	----
Mich. Cen. S. F. 8 pc. '82	----	----	128	130½	130	----
" conv. 8 p. c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	112½	112½	----	----	112½
" " 2 M.	----	103½	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p. c. certif. '83	----	----	----	----	----	----
" 1 M. 7 p. c. '64	----	103	----	----	----	----
" bonds 1876	126	----	125	----	----	----
N. Y. & E. 1 M. 7 p. c. '67	----	----	122	----	----	----
" 2M. 7 p. c. '79	----	----	----	----	----	----
" 3M. 7 p. c. '85	117	----	115½	----	115	115½
" 4M. 7 p. c. '80	----	111	----	111½	----	----
" 5M. 7 p. c. '88	----	----	108	----	----	----
N. Y. & H. 1 M. 7 p. c. '73	----	----	----	----	116	----
" 2 M. 7 p. c. '64	104	----	103	----	----	----
" 3 M. 7 p. c. '67	----	----	----	----	107	107
Pitts., Ft. W. & Ch. 1 M.	----	----	----	----	----	----
" " " 2d M.	105½	105½	105½	105½	105½	106
" " " 3d M.	79	80	----	----	80	----
St. L., Alt. & T. H. 1 M.	----	----	----	----	----	----
" " 2 M. pref.	----	----	----	----	91½	91½
" " Inc. b'ds	----	----	80	----	81	----
Toledo & Wab. 1 M.	105	105	----	----	----	105
" " 2 M.	----	91½	----	91½	91½	92
" " Int. b'ds	----	----	----	----	----	----
Miscellaneous:—						
Del. & Hud. Canal	128	127	----	126	127	126
Penn'a Coal Co.	----	122	----	122½	----	122
Pacific Mail S. S. Co.	189½	186	185	191	193½	192½

New York Stock Exchange.

Actual Sale Prices for the week ending March 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
Federal Stocks:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	96	95½	96½	96½
U. S. 5s, 1874, reg.	95½	----	----	----	----	96
U. S. 5s, 1874, coup.	96½	98	98½	97½	98	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	101½	101½	101½	101½	104½	103½
U. S. 6s, 1881, coup.	102½	103½	103	103½	104	104½
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	----
U. S. 6s, 1881, " 4y	----	----	----	----	101	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	100	99½	100	99½	99½	99½
U. S. 6s, 5-20s, coupon	----	----	102½	----	----	103
Treasury 7 3-10 Notes	106½	106½	106	106	106½	106½
U. S. Demand Notes	----	160½	----	----	----	154½
American Gold	160½	162	158½	155½	155½	156

Boston Stock Exchange.

Actual Sale Prices for the week ending March 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
Boston and Lowell	----	----	----	----	111	111
Boston and Maine	134½	134	134	----	133	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	145	----	----	142½	140	139
Connecticut River	----	----	----	----	----	109
Eastern, Mass.	105½	105½	105½	----	106	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	118½	118	117½	117	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	101	----	103	----	104½	----
Northern, N. H.	69½	----	----	----	70	70
Old Colony and Fall R.	134½	----	134	----	134	134
Ph., Wil. & Baltimore	71½	72½	72	72	71½	----
Portl'd, Saco & Ports.	116½	----	----	----	116	117
Vermont & Canada	150	----	150	----	----	----
Vermont & Mass.	39	40	42	42½	43½	43
Western	158	158	157½	----	----	155
Cambridge (Horse)	----	----	135½	----	----	----
Metropolitan "	72½	----	71½	----	70	----
Middlesex "	102½	100	----	103½	----	----
Central Copper Co.	59	61½	----	60½	59	58
Franklin Copper Co.	57½	57½	57½	----	57	55½
Isle Royale "	----	34	----	----	----	33½
National "	34	----	33½	33½	33	33
Minnesota "	105	105	105	----	----	105
Pewabic "	62	64	64½	64½	63	----
Pittsburg "	96	----	95	----	----	----
Quincy "	90	90	90	95	88½	85
Rockland "	30	----	29	20½	30	30

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.
Beaver Meadow	----	66	----	----	----	66½
Cattawissa	----	7½	----	----	7½	8
" preferred	24½	24½	24½	24½	25½	26
Camden & Amboy	161	----	----	----	110	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	106½
" " 6s, '89	----	----	----	----	----	----
Elmira & W'msport	39	----	----	39½	----	39
" " pref.	53	----	----	----	----	53
" " 7s	----	----	----	----	----	----
" " 10s	----	78½	----	----	----	----
Harrisburg	----	66	66½	----	66½	----
Lehigh Navigation	----	----	----	----	60	----
" " 6s	37½	----	----	----	----	----
" " scrip	----	----	----	37½	43½	42
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	46½	46½	46½	46½	46	46
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	104	----	104
Minehill	52½	53	52½	52½	----	52½
North Pennsylvania	11½	12	11½	----	----	----
" " 6s	90	89½	----	89½	89½	89½
" " 10s	114	114	----	----	----	----
Pennsylvania R. R.	66	66½	66½	66½	66½	66½
" 1st m.	----	117	116½	116½	----	----
" 2d m.	115½	115½	----	114	114½	114½
Penn. State, 5s	103½	103½	103½	103½	103½	103½
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	106½	107	105	106½	----	----
" " new	113	----	112½	113	112½	114
Philad., Germ. & Nor.	62½	62½	----	62½	----	62
Phila. & Reading	45	45½	45	45	45½	45½
" " 6s, '86	----	104½	----	104½	104½	----
" " 6s, '70	109	----	109	----	----	----
Philadelphia & Erie, 6s	111	111	111	110½	110½	----
Philad. & Sunbury, 7s	112½	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Arch street, (Horse)	28½	28½	28½	----	----	----
Chestnut & Wal. "	----	----	----	----	----	60
Girard College, "	27½	27	28	27½	27½	27½
Green & Coates, "	43	----	43	43	----	----
Race and Vine, "	----	11	----	----	----	----
2d and 3d streets, "	85	----	86	----	----	----
Spruce & Pine, "	----	16½	16½	17½	----	17
13th & 15th sts., "	33	33	----	----	----	----
West Philad., "	----	----	----	----	65½	----
10th & 11th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 16.

	Tu.10.	W.11.	Th.12.	F.13.	Sat.14.	M.16.
Baltimore City 6s, 1875	115	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	113	113½	----	----	----	114
Balt. and Ohio	88	89	----	89	88½	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	108
" " " '85	----	----	----	----	----	109
Northern Central	----	----	----	----	----	----
" " b'ds, '85..102	----	101½	101½	----	----	----
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 27th February:

Maryland 6s	73	to	75
United States 6s, 1874	58	"	58½
Virginia State 6s	49	"	51
Do. 6 per cent.	45½	"	46½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	69	"	70
Do., Pennsylvania do. do.	70½	"	71½
Erie shares, $100 (all paid)	44½	"	45½
Do., 7s, preference	57	"	59
Do., 7s, 1st mort., 1867	75	"	80
Do., 7s, 2d mort., 1859	70	"	75
Do. 7s 3d mort., 1883	68	"	70
Do., 7s, 4th mort. x. c.	64	"	66
Do., 7s, 5th mort.	62	"	64
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	76	"	78
Do. do. $100 shares, $90 paid, dis.	41½	"	40½
Do. do. $100 shares, all paid	52	"	53
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. 8. F. 1st mort., do., '82..x. c.	72	"	77
Michigan S. and N. Indiana 7s, S. F., 1886	65	"	70
Do. do. do. $100 shares.	25	"	30
New York Central 6s, S. F., 1883	65	"	70
Do do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	69	"	71
Panama, 1st mortgage 7s, 1865	103	"	105
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	68	"	70
Do. 2d mort., 6s, do.	88	"	89
Do. $50 shares	39	"	40
Philadelphia and Reading, $50 shares	24	"	28

American Railroad Journal.

Saturday, March 21, 1863.

Stock Exchange and Money Market.

The Money Market has become quite easy. The brokers are fully supplied at 5 per cent. Debt certificates 6 per cents. old issue, sell at 99⅞ and the new at 97. It is very evident the Government indebtedness may temporarily at least, be provided for with these popular certificates, and it is the opinion of many of our ablest financiers, that this is the best shape in which a greater part of it may be now liquidated. Government 6's, 1881, sell for 103¾ registered, and for 104¼ coupons. The 5's of 1874, go off freely at 98, $100,000 of them were taken at that figure on Tuesday to fill a single foreign order. Gold and exchange are dull, the call for them assuming a legitimate form and consequently being of a less speculative character. While fair and honest business operations are in no way shackled by the action of Congress, or likely to be by that of the State Legislature, the parties who hawk about mere Bank certificates in place of the gold itself, and make one dollar in such paper falsely represent hundreds of the real article, are driven back to first principles, and must repose on the bed of their own making.

Neither commerce, nor legitimate finance, nor real capital, nor honest negotiations suffer under the present arrangement, while the public and the treasury are largely gainers by the change.

There is no question that many foreign orders are being constantly received for investments in our public securities, and are quietly filled. Some

bankers attribute the circumstance, to the prompt payment in coin of the Government loan which fell due in December; others suppose, the firmness and persistency which have been shown by the Government in carrying on the war, the promptness and cheerfulness with which the people have responded to the call for money, and the convenience with which the taxes are paid, are the real causes of the returning confidence of observant foreign capitalists.

Is is understood with very probable truth, that the Secretary of the Treasury received by the last steamer offers for a large amount of Government sixes. It is said the offer is to the extent of one hundred millions. It has hitherto been his wish, and so far his policy, to avoid having recourse to foreign loans, for many obvious reasons of a financial and patriotic character. But there seems to be at this moment very strong inducements to listen to this last offer. The introduction of a hundred millions of gold into the country, would furnish an equipoise to the currency now afloat, and bring paper and specie almost to an equality of value. It would act decidedly upon exchange by reducing the price of gold, and so lower the prices of commodities to consumers. These pay their taxes, which they can reckon to a dollar without great disturbance, but when every article of necessity in daily use is pushed up to a price corresponding with every rise of exchange in Wall street, when a commodity is one day worth only a dollar and the next day is raised to two, then it is the real inconvenience of the war is brought home to every man's pocket. The direct tax we can bear, but to be charged and overcharged at every shop and market one deals at, on the ground of the rise in exchange, and the speculations in gold is vexatious in the extreme.

Mr. Chase might therefore well be excused for making a foreign loan, if it would bring back prices to something of their former rates, and lessen the cost of living. To sell, however, any of our long loans to foreigners at the value of gold by the quotations in currency, would not be admissible. It would be a depreciation by the Government of its own paper, when it has never been obliged to submit to any as yet, and need not, as long as it can obtain coin at 4 or 5 per cent. interest; and is receiving large amounts from customs.

If the Secretary has the power he might make some of his bonds, payable principal and interest in London, in American dollars at the rate per oz. ruling there at maturity. These would not in form be sterling bonds, though equally as tempting to foreign capitalists. Probably, however, his correspondents are getting so much confidence in American securities, that no formal arrangement will be necessary. Their obvious interest is to come directly into the New York market and buy at once at currency prices, with gold at its present premium. These securities after all are just as good and just as sure to be paid as sterling bonds so called. And this fact cannot be denied, that gold can obtain for itself in this country at this moment more in grain, flour, provisions, stocks, houses and lands, indeed in all American products, than it can command in any other part of the world. Foreign capitalists cannot but see this, and when they see it, will act accordingly.

Various rumors have been circulated by the newspapers in regard to the Secretary's recent visit to this city. We are quite sure many of them were entirely unfounded. Mr. Chase was not present at any meetings of bank officers. These gentlemen met three times on their own motion to discuss their own position and arrange their own plans of action. Mr. Chase only saw one President of a bank, and him quite informally and not as a representative. He left as suddenly as he came.

The banks are without doubt much disturbed at the probable operations of the Government banking bill. They are loyal and ready to support the country to their last disposable dollar, but they think they should not be driven to the wall, and overlooked as Government agents, when they lend the Government at every pinch, and are ready at every emergency.

Should, therefore, Mr. Chase commence afresh to negotiate with them, we imagine he will meet with unexpected reserve. But notwithstanding, we have no doubt our finances will bear every thing through. Our trade is large, our exports show a balance in our favor, our revenue and customs income is unexpectedly assuming immense volume, the production of the country continues to be enormous, and there is a general impression everywhere, *even in the South* that the Union is to be restored. Foreign intervention is now very improbable; the British Government has heard from the people of England, and France finds its European as well as Mexican complications very serious. We sincerely hope that our Southern brethren for such they are, will therefore throw down their arms and come back to their allegiance. They can never be happy again except under the old flag, with one soil, one destiny.

We quote in another column from the *Circular* of Samuel Hallett & Co., which this week is engaged in placing before the financial world at a glance, the rapid growth and the substantial greatness of our sister State Ohio.

The Baltimore and Ohio Railroad Company has declared a dividend of three per cent. on the stock of the Main stem for the half year ending on the 31st instant. Also, a dividend of 4½ per cent. on the stock of the Washington branch for the half year ending the 31st inst. Both payable at the Merchants' Bank of Baltimore on and after the above date.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, New York and Erie, 80; Sixth Avenue R. R., 130@132; Miss. and Mo. L. G., 55; Stonington R. R., 121½; Goshen Branch bonds, 107; Illinois Central cancelled bonds scrip, 77; Illinois coupon bonds, 1862, 101; do., 1870, 105; Canton Co., 26; Cumberland Coal pref., 19; Minnesota Mining Co., 105.

Boston.—Chicago Municipal 7s, 113; do., sewerage, 116; do., Water Loan, 120; Bath 6s, 107; Malden 5s, 105; Adams 6s, 103; Brooklyn 6s, 121; Boston 5s, 126¼; Albany 6s, guar., 112¾; Hartford 6s, 114; Massachusetts 5s, 1880, 113¼; do., 6s, 1876, 130; do., 1875, 125¼; do., 1871, 126¾; New Hampshire 6s, 1874, 115½; Vermont 6s, 1871, 112@110¾; Maine 6s, 1871, 115¼@111; Northern (Ogdensburg) 1st mort., 105; 2d mort., 16½@17½; Rutland and Burlington 1st mort., 68@69½; do., 2d mort., 10½; do., 3d mort., 8; Vermont Central 1st mort., 45; do., 2d mort., 8½@10; Vermont and Mass., 6s, 106; Michigan Central 8s, 1869, 121; do., 1882, 130; New York and Boston Air Line 6s, 1873, 60; Cambridge R. R. 6s, 104¼; South Shore, 11½; do. 6s, 102¼; Cheshire, pref., 39; do., 6s, 1880, 106; do., 1876, 105½; Worcester and Nashua, 80@78½; Troy and Greenbush, guar., 58¼; Pittsfield and North Adams, 110; Boston, Concord and Montreal 12½ do., pref., 45; Connecticut and Passumpsic River 6s, 105½; Northern (N. H.) 6s, 105¾; Somerville (horse), 34¼; Concord, 64; Cambridge Water Works, 70; do., pref., 6 per cent., 101½; Copper Falls Mining Co., 13½@12½; Petherick, 5¼; Bohemian, 9¾; Huron, 17⅛@16⅛; Mesnard, 12¼; Superior, 12½@11¾; Toltec, 4¼@3½; Acton, 6; Canada, 1⅝; Chaudere, 2⅛; Pontiac, 4¾; Winthrop, 4¼; Black River, 1⅛; Star 1¼@3¼; Hancock, 14@13¼; Phœnix, 8@7¼; Albany and Boston, 14; Bedford, 1¼; South Side, 1¾; Columbian, 5; Wickam 2; Dana, 50@75 cents.

Philadelphia.—Philadelphia and Erie, 36¾; Shamokin Valley, 40; Camden and Atlantic, 10; do., pref., 18; do., 2d mort., 61; Philad., Wil. and Balt., 71; do., 6s, 138; Harrisburg and Lancaster 6s, 112½; Philadelphia and Reading 6s, 1844-'80 and 1843-'80, 114½; West Chester 7s, 105; Cleveland Mahoning 7s, 108; Delaware R. R. guar. bonds, 105; H. and Broad Top 1st mort., 103; North Penn. mort. scrip, 85; 5th and 6th streets, 63; 17th and 19th streets, 11; 2d and 3d streets, 2d mort., 112; Del. Div., 44; Schuylkill Nav., pref., 17¾; do., 6s, 1882, 72½; do., 1876, 61; Morris Canal, 65; do., pref., 135; do., 1st mort., 112, West Branch bonds, 106; Susq. Canal, 7; Chesapeake and Del. 6s, 100; Camden City 6s, 106.

Baltimore.—North Western Va. 1st mort., 107@110; do., 2d mort., 102@104; do., 3d mort., 15@21; Maryland bonds, 1870, 122; Western Maryland 1st mort., 110; Central Ohio 1st mort., 1861, 110; 2d mort., 92½@95; do., 3d mort., 65; do., 4th mort., 29½@31; do., Income bonds, 20¼.

Long Island Railroad.

The annual statement of the Long Island Railroad Company for the year ending September 30, 1962, is as follows:

Capital stock as by Charter		$8,000,000 00
Amount paid in		1,852,715 79
Funded debt	$782,462 31	
Floating debt	15,212 73	
Cost of road and equipment		2,928,174 56
Length of road	98 miles.	
Number of passengers carried in cars	383,883	
Number of tons of freight	96,498	
Expenses of maintaining road		57,821 26
Expenses of repairs		30,120 58
Expenses of operating road		85,754 54
Dividend		45,000 00
Interest		42,811 25
Rent, sinking fund, &c.		12,723 83
Thompson's bonds and interest		48,679 75
Receipts	294,537 92	

In commenting on this statement the Philadelphia *Ledger* says that the figures do not give a correct view of the company's affairs, that there is no floating debt, and that "Thompson's bonds" are not chargeable to current expenses, but were paid off from funds previously accumulated for that purpose. The receipts being $294,537 92, and the expenses $173,696 38, the balance net, $120,840 54, is applicable to interest on funded debt and

will allow a dividend of six per cent. The road is a very important one to the public of Long Island, and has largely increased the value of property within its reach and influence. In the opinion of many persons, if this railway had a few connecting branches with the North shore, villages and landings, its business would be very largely increased. The tendency of population is rather towards the Sound, than the Ocean.

Paye's Patent Forge Hammer.

Among the numerous improvements which the application of steam has introduced, is that of the forge hammer. The inventions of Nasmyth and Condie are in general favor abroad, and are well known, if not adopted extensively in this country. To have a hammer perfectly at command, to make its blow adjustable in stroke, and variable in power at the pleasure of the operator has been the great desideratum. The patent of Mr. PAYE has met this want, and his hammers are being constructed to a large extent at the Ames' Iron Works, Oswego, N. Y.

The proprietor, being desirous of introducing these hammers into new localities, will furnish them to responsible railroad companies in want of them. They can set them up and give them a fair trial, and if they do not prove to be all that can be expected and entirely satisfactory, the proprietor will take them away, and the company need be under no obligation to buy them.

A drawing of this hammer may be seen by referring to an advertisement on its appropriate page of this JOURNAL.

Air Light.

The invention of Dr. Smith, of Rochester, fully described in a former number of this JOURNAL, is attracting attention in England.

Marquette and Ontonagan Railroads.

The Legislature of Michigan has now before them the conflicting claims of two railways known popularly as the Marquette and Ontonagan. In 1852, parties in Rochester, Ely & Co., and associates, commenced a railroad from Marquette to the Lake Superior mine, of 16½ miles in length, called the Iron Mountain Railroad. In 1857, the same parties organized the Bay de Noquet and Marquette Railroad Co., and obtained the land grant for it. In 1858, the two roads were consolidated, under the last named title, and the route was opened for travel and freight. The stockholders own also the principal mines.

In 1857, some prominent capitalists of Michigan formed a competing Co. to build a railway along side and parallel with the Iron Mountain Road and styled it the Marquette and Ontanagan Railway Co., but they never constructed the portion necessary to secure their land grant, and this expired on 1st January, 1863, while the charter was to June 3, 1866. In this state of things, no road being built, Ely & Co., and their associates revived the scheme on their own account by obtaining a new charter under the same name as that of the expired company, and have applied to the Legislature for the land grant, and permission to extend the road to L'Anse bay. Thus on paper and in law there are two Companies of the same name.

The two sets of Managers are therefore before the Legislature, both seeking the land grant forfeited, and asking, the one for extension of time or compensation, and the other to assume the place of the unconstructed road, and for the an extension to L'Anse bay. Various projects of compromise and arrangement are under consideration.

Norwich and Worcester Railroad.

The receipts of this company for the years ending November 30, 1861 and 1862, have been as follows:

	1861.	1862.
From passengers	$108,899 60	$141,868 26
" freight	166,044 54	196,320 50
" mails, express, etc.	13,568 08	15,476 14
	$288,512 22	$353,654 90
Expenses, viz:		
Repairs of road	$28,153 19	$33,914 55
" bridges	556 44	555 50
" locomotives	12,977 49	20,762 57
" cars	30,524 38	21,249 25
" tools	2,346 14	2,332 57
" station hous's	3,448 61	3,218 60
Fuel	27,889 12	30,329 46
Oil and waste	4,049 84	3,773 01
Passenger expenses	19,709 82	21,050 25
Freight "	31,379 45	36,868 83
Salaries	6,000 06	6,000 00
Taxes and insurance	1,684 01	4,905 05
All other expenses	11,168 22	9,787 98
	$179,886 71	$194,747 62
Net receipts	$108,625 51	$158,917 28
Interest paid	40,712 14	37,981 26
Balance	$67,913 37	$120,936 02

DEBTS OF THE COMPANY.

Massachusetts Loan, due July 1, 1879, at 6 per cent.	$400,000	
Less sinking fund	95,000	
		$305,000 00
Bonds for dividend scrip, at 7 per cent. due 1864 and 1874		100,000 00
Steamboat bonds		200,000 00
Loan from Norwich Saving Society, $5,000 to be paid annually		80,000 00
Note to Jedediah Huntington		19,300 00
Bills payable		300 00
Accrued interest, not due		5,639 51
Dividend scrip outstanding including interest		31 38
Unpaid dividends not called for		3,065 00
Balance due to individuals and companies		262 05
Total debt of the company		$713,597 94

ASSETS OF THE COMPANY.

Cash, notes and balances due the company	$81,804 16
Steamboat stock and interest	214,100 26
Inventory of wood, iron rails out of track, and other materials paid for.	39,122 10
Surplus real estate not needed for the company's use, cash value	19,545 88
Interest in steam-tug Wellington	1,600 00
Balance	357,425 54
	$713,597 84

The engines, cars and machinery owned by the company are valued at this time at $278,486 85.

The Territory of Arizona.

Arizona, just organized as a Territory, contains 120,000 square miles, and is therefore larger than three States of the size of Ohio. It is said to contain more and richer silver and copper mines than any Territory under the government. Gold is also found in many parts of the Territory. Hostile Indians have heretofore prevented extensive operations in the mines, but with a government such as is about to be established, they will be fully developed. There are 1,500 troops now there, and it is probable that the number will be soon largely increased.

Indianopolis and Madison Railroad.

The holders of the second mortgage bonds or income bonds and dividend scrip certificates of the late Madison and Indianopolis road, and of certificates of fractional shares, will have to surrender the former, and convert the latter with full shares previous to the 31st inst. to entitle them to participate in the earnings of the road for the current year. Holders of the first mortgage bonds are notified that the accounts of the purchasing agents will be closed on that day, and that thereafter all outstanding bonds will be excluded from the benefit of the agreement.

Eaton and Hamilton Railroad.

The Board of Directors of this Company organized on the 10th ult., by electing the following officers for the ensuing year:

JOSEPH TORRENCE, (of Cincinnati,) *President.*
DANIEL MCLAREN, (of Cincinnati,) *Sup't.*
E. W. MCGUIRE, (of Eaton,) *Secretary, Treasurer and General Ticket Agent.*

The Superintendent has appointed MR. L. WILLIAMS, Resident Superintendent, with his office at Richmond, Indiana.

Albany and Susquehanna Railroad.

C. W. Wentz, Esq., Chief Engineer of this road, in a letter published in the Binghamton *Standard*, says:—As to the prospects of our road, I have to inform you that it was never in a fairer way than at this time. Our Directors are so much encouraged that they are going to put the balance of the line to Oneonta under contract during next summer. If we should get State aid, we shall be in a position to go on rapidly; and we shall expect to put work under contract near Binghamton before the year closes.

Wyoming Canal Company.

The Wyoming Canal Company of Pennsylvania, having failed to pay the interest on their debt due the State, amounting to $281,000, and also the interest on their debt due other creditors, secured by a mortgage dated June 24, 1858, the holders of the bonds secured by this mortgage instituted proceedings for the sale of the canal, which were stayed by the Attorney General, and the canal placed in the hands of a receiver.

The bill before the Senate to enable the Company to compromise with its creditors, provides that as soon as the holders of two-thirds of the bonds, exclusive of those held by the State, shall consent, and the Company shall reduce the aggregate amount of said bonds to $750,000 and pay to the Commonwealth and other holders thereof all the interest due and in arrear on the 15th of January last, except one coupon of three per cent. to be released by the bondholders and cancelled, the stockholders are authorized at any time within three months to organize a new company with a capital stock of $400,000 by the name of the Wyoming Valley Canal Company. The capital stock is to be issued to the stockholders of the Wyoming Canal Company upon their surrendering stock of the old company in the proportion of two shares of the old for one share of the new; and upon the surrender of two-thirds of the stock of the old company, all the property of the company now in the hands of the Receiver shall merge in the new company.

The State of Ohio.

Before the breaking out of this wicked and causeless rebellion, there was never seen on the surface of this globe such a confederation of happy and prosperous States as formed the American Union. Never such a spectacle of combined enterprise, industry and prosperity. Never did art or nature put together such materials for the achievement of national grandeur. How unfortunate, to say no more, that the ambition, want of sagacity, and misdirected talent of a few excited men should have jeoparded for a moment so sublime a structure. One of the most important of these States, and which has contributed its full share to the national stability and nobleness, is Ohio.

With an area of about 40,000 square miles, far greater than that of some of the oldest and most celebrated kingdoms of Europe, twice the size of Portugal, Belgium, Holland, Bavaria, Denmark, and many of the States of Germany, with a present population of 2,339,050 souls, with a climate, whose average annual temperature is 52°, with twenty millions of acres under profitable cultivation, with vineyards fast rivalling those of France and the Rhine, with more landholders than in all the cotton States, a soil rich, inexhaustible, and cultivable to the very hill tops, with coal beds and salines which furnish millions of bushels respectively at low prices, and with outlets natural and artificial for the transportation of all its surplus from its fields, forests, mines, and machinery, Ohio may justly be considered one of the grandest of the States. It has a coast upon Lake Erie of 150 miles, and good harbors upon it at convenient intervals, such as Maumee and Sandusky, Huron, Fairport, Ashtabula, Toledo and Cleveland, this latter, one of the most flourishing and beautiful towns in our country. The river which gives its name to the State, and was known to the French in their early explorations on this continent as *la belle riviere*, laves its southern boundary for more than 900 miles, navigable the greater part of the year for steamers of the largest size, and is fed by numerous confluents alike navigable for scarcely less smaller craft. Its chief city, Cincinnati, the largest west of the Allegheny mountains, with railways and canals diverging from it in all directions, and a trade that almost defies an estimate, may well challenge comparison with its sister cities on the Atlantic coast. In 1800 it began its career with 750 inhabitants, and to-day has a population of more than 160 thousand. Compared with the progress of our own city, it has far outstripped her. In 1696, almost two hundred years ago New York had 4,302 inhabitants, and in one hundred years afterwards had but little more than 33,000. While Cincinnati has in the short space of 63 years reached the enormous extent of 161,044.

A comparison of the increase of the progress of the population of the two States would exhibit the same astonishing rapidity of increase. This may be seen by a reference to the following table:

Population of New York.		Population of Ohio.	
1701	30,000	1788	47
1790	340,120	1798	3,000
1810	959,049	1810	250,000
1820	1,372,812	1820	581,434
1830	1,918,608	1830	937,903
1840	2,428,921	1840	1,519,467
1850	3,097,374	1850	1,980,329
1860	3,851,651	1860	2,377,917

So with regard to canals and railways, Ohio at once adopted the policy of New York in relation to works of internal improvement, and it was under the eye of De Witt Clinton the first spade was put into the ground to connect the waters of Lake Erie and the Ohio River. Her canal system is now in full activity for 997 miles, comprising six main canals and river improvements. Her railways extend in all directions for 3,230 miles, while in New York enterprise we have with all our wealth but 2,600 miles!

Nor is it in the cultivation of her material interests that Ohio has alone distinguished herself; she has exhibited the same consideration and forecast in her system of education, her humane, liberal and scientific institutions, indeed in all those social arrangements which constitute the refinement and comfort of civilization, wealth and progress.

And even under the pressure of this unholy war, and the interruption of a portion of her most lucrative commerce by the route of the Mississippi, Ohio "moves right on" with the same industrious persistency in the path she has laid down for herself, and continues to prosper. From the report of her Commissioner of statistics—for the State is wise as well as powerful, and keeps her legislators constantly advised of her material progress—we learn some interesting facts which are of great value in the estimate of our general resources and national advancement. The number of new structures erected during the year 1862, is equal to the average of the last five years. The average of mortgage debts is five millions less than the average of preceding years, and private debts generally are rapidly decreasing. The current debt has actually been diminished the last year ten millions of dollars.

An increasing ability to sustain the burthen of the State and General Government is ascertained by the important fact, that the total amount of tax for all purposes levied in Ohio in 1820 was $117,000, while in 1862 the amount contributed by the people was $8,000,000. Nor is her credit in the stock market doubtful, when her 6 per cent bonds command 118 in Wall street. The products of her soil alone, are estimated at eighty millions of dollars, and her canals and railways are worked to their utmost capacity.

And although she has contributed one hundred and sixty thousand men to the army, and mourns the loss of many a gallant son, yet neither the progress of production nor the increase of wealth has been visibly retarded.

What a career! In 1788 a company of forty-seven individuals landed at the spot where Marietta now stands and commenced the first settlement in Ohio. In 1802 it was created a State out of the North Western territory, in 1790 it had but 3000 inhabitants, and to-day it has a population nearly as great as our own. What a subject for reflection! Why has this wondrous progress taken place in the course of two generations, so contrary to all European history and experience, except that it has been the sole effect of our free institutions, planted by the hand of Providence, on a continent, fresh and unpolluted by antiquity.

We have assumed here in New York the title of the Empire State, but if there be an Imperial seat, it is shared by Ohio, the younger in age, but the quickest in development, and the most rapidly matured. We have been hundreds of years reaching the pedestal on which we stand, with direct and constant aid and intercourse of transatlantic origin, while Ohio, pressing to the Western Frontier has of herself built up her own ramparts, and is one of the most powerful, and one of the noblest of the outworks of the Nation. May the time soon arrive when sober conviction shall resume its place in the hearts of our misguided Southern brethren and cure the insanity of the thought to separate themselves from kindred and not unfriendly states, whose strength, prosperity and friendship were always a guarantee of progress and peace.

Nor is this slight sketch of this great Western republic, fitted only for American contemplation and study. The liberal and observing foreigner may here see what can be accomplished in the space of an ordinary lifetime, by unshackled industry and proper incentives.

And what must the men of commerce and of finance abroad think—if they will but take the trouble calmly to reflect upon it at all—of a country composed of such states as Ohio, literally the growth of two generations of men. And what more, when they know that the freight which they consign there from the docks of Liverpool or London, may be taken from the ship, with bulk unbroken and carried to Cincinnati on the Ohio river, over a six feet gauge Railway in a few hours. Ohio is far nearer the old world than the old world thinks, and if it but knew its own best interests and those of humanity, even without any other consideration, would it not see, that in all the globe there is no such field for an intelligent interchange of products and of kind offices, as is offered to them in these United States, for such we are again to be beyond all question.—*Samuel Hallett & Co's. American Circular.*

Public Debt of the United States.

The annexed statement of the public debt of the United States is from *Thompson's Bank Note Reporter:*

Sixes of 1867	$9,415,250
Sixes of 1868	8,908,341
Fives of 1874	20,000,000
Fives of 1871	7,022,000
Fives of 1865 (Texas Indemnities)	3,461,000
Sixes of 1881	68,485,000
Sixes of 1881 (Oregon war loan)	1,022,000
6 per cent. 2-year Treasury Notes, say	2,500,000
7 3-10 3-year Treasury Notes	140,000,000
Sixes, called 5-20 bonds, say	25,000,000
Certificates of Indebtedness, say	145,000,000
Certficates of Deposit, say	75,000,000
Demand Notes, say	3,000,000
Legal Tender Notes, say	260,000,000
Total	$768,763,591
We should estimate that it will take to meet all unpaid claims, say	100,000,000
Grand total at March 1, 1863	$868,763,291

To meet the outstanding claims and current expenses of the Government, and to pay the Certificates of Indebtedness (fifty millions of which fall due between now and July 1st,) the Secretary of the Treasury can issue as follows:

140,000,000 Legal Tender Notes.
400,000,000 Treasury Notes, at not more than three years, nor over 6 per cent. interest.
900,000,000 of Stock (less any amount of the foregoing $540,000,000 Treasury Notes that may be outstanding), at not less than ten nor more than forty years, and not over 6 per cent. interest.

The power to issue Certificates of Indebtedness and Certificates of Deposit still continues, the former at 6 per ct. and the latter at 5 per ct. but no interest on these issues made after this date will be paid in gold, while like issues, dated prior to the 2d inst., will draw interest in gold.

Connecticut and Passumpsic Rivers R. R.

The St. Albans *Messenger* says that the Passumpsic railroad is progressing rapidly from Barton toward Newport, and the cars will run to the latter place by the 4th of July. Two long bridges are being built across the lake, with a steamboat wharf, the piles being driven by steam power.

Pork Packing in Cincinnati.

Though the business of slaughtering hogs was closed in this vicinity nearly a month ago, it was not until yesterday we were enabled to obtain the returns from all the packers; and even then there was one house refused to furnish us with the actual number it packed; but we nevertheless have been able to ascertain the number put up in that house, as nearly as it is necessary to know. The footings up of these returns show that the whole number packed was 598,457; the average weight 203 lbs., and the average yield of lard per hog, 25 21.23 lbs. A few of the houses were not prepared to furnish the yield of lard, and some three or four the average weight of hogs, but enough was given to enable us to ascertain both as nearly as is necessary. The average weight and yield of lard are considerably below those of the previous season, and less than that of 1860–'61. The averages for the last four seasons compare as follows:

	Av. weight, lbs.	Yield Lard. lbs.
1859–60	189	23
1860–61	221 5.35	28 9.16
1861–62	224 23.24	29 5.18
1862–63	203	25 21.23

These figures show a falling off in lard, as compared with last season, of 11½ per cent., and in the weight of the hogs, 11 per cent. The packing statistics of our City are now extended to a period of 32 years as follows:

Years.	No.	Years.	No.
1833	85,000	1849	410,000
1834	123,000	1850	393,000
1835	162,000	1851	334,000
1836	123,000	1852	352,000
1837	103,000	1853	361,000
1838	182,000	1854	421,000
1839	190,000	1855	355,786
1840	95,000	1856	405,396
1841	160,000	1857	344,512
1842	220,000	1858	446,667
1843	250,000	1859	382,826
1844	240,000	1860	434,499
1845	196,000	1861	433,790
1846	205,000	1862	474,467
1847	250,000	1863	598,457
1848	475,000		

The following table shows the average price of hogs each of the last ten seasons:

1853–4	$4 44¼	1858–9	$6 59⅛
1854–5	4 45¾	1859–60	2 21⅛
1855–6	6 04¾	1860–61	5 97
1856–7	6 23¾	1861–62	3 28 4-5
1857–8	5 16½	1862–63	4 35

—*Cin. Price Current.*

Railroads in Ohio.

The Little Miami Railroad Company has secured the control of the Dayton and Western Railroad, and will take possession of it on the 12th of April next.

The Cincinnati, Hamilton and Dayton Railroad Company has leased the Dayton and Michigan Railroad, and the Little Miami Railroad Company has under consideration the propriety of leasing the Sandusky Railroad.

Population and National Debt.

A recent number of the *Journal of the London Statistical Society* gives the following Statement of the population and public debt of various countries in Europe:

	National Debt.	Population.	Per head.
Great Britain	£800,000,000	29,000,000	£17.11.00
Netherlands	91,000,000	3,500,000	25.14.00
France	881,000,000	39,500,000	9.12.00
Spain	108,000,000	14,500,000	7. 8.00
Portugal	28,000,000	4,000,000	7.00.00
Austria	239,000,000	35,000,000	6.17.00
Denmark	12,000,000	2,500,000	4.16.00
Prussia	42,000,000	18,000,000	2. 6. 8
Russia	231,000,000	75,000,000	3.11.00
Sweden	1,700,000	3,700,000	1. 9.00
Norway	1,500,000	1,500,000	

Mississippi and Missouri River Railroad.

This road is to be completed in the course of a month or six weeks from Davenport to Grinnell, a distance of 125 miles. The road connects with the Eastern railroads by the bridge across the Mississippi at Davenport, and the recent decision of the Supreme Court of the United States, allowing the bridge to stand, has raised this road much in the estimation of capitalists. It has a superior entrance to the Platte Valley, from its western terminus at Omaha and Council Bluffs, and is ambitious (with a reasonable prospect of success) of being the main extension eastward of the Pacific railroad. In addition to the main line of the road, it has a branch from Milton Junction via Muscatine to Washington, 50 miles in length.

☞ It is proposed to construct a railroad from Syracuse to some point on the Rome and Watertown Railroad in the vicinity of Kasoag, or Sand Banks. The distance by rail to that point now is over seventy miles, while by the proposed road it is less than thirty-five miles. The route lays through a level and well timbered section of country. It would open a direct route between Ogdensburgh and Binghamton, or rather between the northern and southern portion of our State, and a route for travel between northern New York and the west that now either goes through Canada, or by the way of Rome, from thence west.

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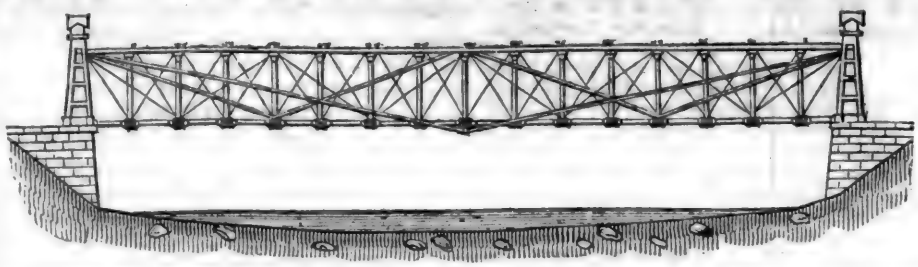
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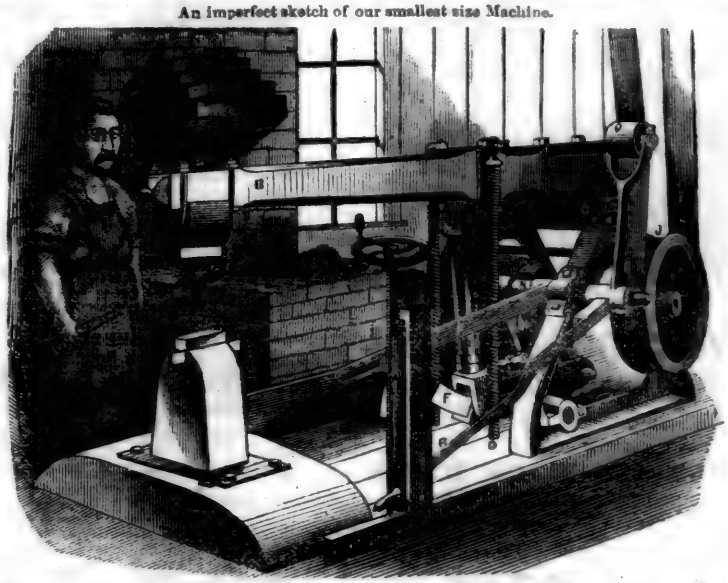
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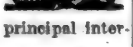
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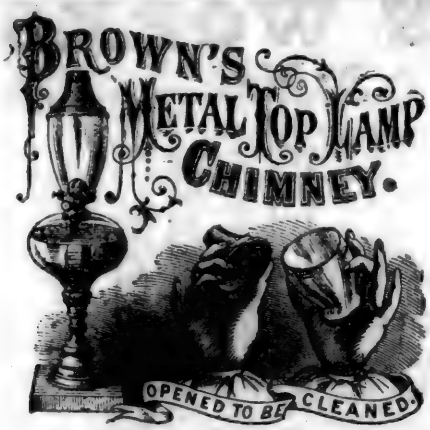
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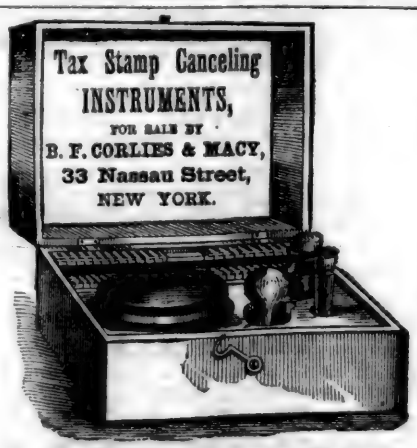
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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 28, 1863.

Walla Walla Railroad Company.

We publish below, an interesting communication from the pen of Capt. John Mullan of the U. S. Army, on the subject of the proposed Walla Walla Railroad, for which a charter is obtained, and to which he invites subscriptions. We publish also in connection with the letter, a copy of the Act of Incorporation.

—

215 "F" STREET, WASHINGTON, D. C.
March 20th, 1863.

The undersigned—who for the last five years has had charge of the construction of the military road from Walla Walla on the Columbia River in Washington Territory to Fort Benton on the Missouri River in Idahoe Territory, having been appointed Commissioner by the Body of Corporators of the Walla Walla Railroad Company, at a meeting held at Walla Walla, W. T., on the 1st day of January, 1863, to solicit subscriptions to the capital stock of said company, desires to state—that this company was duly chartered by the Legislature of the Territory of Washington with the power and privilege of constructing and maintaining a railroad from the city of Walla Walla to Wallula on the Columbia River.

Wallula is a point of debarkation on the Columbia River for the line of steamers that run on the upper Columbia, and except for a limited period of the year is the highest point practicable for steamers. Walla Walla is in the centre of the Walla Walla Valley, and distant from Wallula thirty miles. The object of the construction of the road is to complete the line of steam communication direct from San Francisco to Walla Walla, which will be effected and every mile traveled by means of steam. When this line is completed, Walla Walla will then become the commercial centre which will supply the large and rich mining region recently discovered in Eastern Oregon and Washington Territory. For sixteen miles, the road passes through a beautiful and rich section of the Walla Walla Valley, which is now thickly settled, and where the valley is so level that it is already prepared for the railroad ties, and where too the grade in no case will exceed twelve feet per mile. The remaining section of fourteen miles will involve moderate cuts through clay hills and the construction of three bridges. The entire road work of preparing road bed, bridging, iron laying of track, purchase of cars, and erection of buildings will all be covered by the sum of six hundred thousand dollars. The ties will be supplied from the timber on the hills bordering the Walla Walla Valley, and it is proposed to contract for all the iron, cars, and necessary fixtures in Eastern markets. Walla Walla is an incorporated city containing two thousand people, and the county seat of one of the richest agricultural counties in Washington Territory, containing probably six thousand people. The trade and transportation on this entire line is now being carried on by wagons and hack-trains, where freight for the 30 miles is carried at $20 per ton. There are two daily stage lines over this section, where passengers are charged $5 per head.

It is estimated that not less than forty thousand passengers have passed to and fro over this line during the past year, and it may be safely estimated that not less than one hundred wagons are employed in transporting the freight to Walla Walla from the Columbia River, whence it is sent eastward to the Salmon River and Nez Perce's mines, south to the Powder River, Grande Ronde River and Boise River mines, and north to the mines on the Columbia and its tributaries.

There are six steamers engaged in delivering freight daily at Wallula, and this entire freight passes over this line. The construction of this road is a matter which has been contemplated for some time, and one which completed will, I guarantee, pay its stockholders the rate of two per cent per month on all capital so invested. The mines are largely supplied by the Walla Walla Valley from the products of its rich soil. Its climate is remarkably mild in winter, enabling the farmers to plough till Christmas and sow in February and March. Every crop is here grown and matured. Corn 80 bushels to the acre, wheat 30 to 40 bushels, oats and barley 30 to 40 bushels to the acre, and potatoes from 300 to 600 bushels to the acre.

Stock thrive here remarkably well. There are three grist mills and two saw mills in the valley. Much attention is also given to the rearing of sheep, and the mill privileges of the streams of the valley cannot be surpassed. All the grist mills are driven by water power. Timber is abundant on the hills that bound its valley; situated as it is, at the threshold of the rich mineral region, it will be seen at a glance what importance it must possess for all time, finding its market in the mines for all the produce which its soil and climate are so well calculated to produce. The corporators desire to inaugurate the construction of this road which is to redound to the full development of the country at an early date, and desire that all the facts and resources involved be made known.

They desire subscriptions to the capital stock of $600,000, in shares of $100 each to be made, when the stockholders either in person or by proxy will hold a meeting and appoint the necessary officers, and proceed to the construction of the work.

I have estimated that the necessary rails, iron, chairs, nails, turnouts, &c., can be delivered on the ground for $300,000, and that the cars, engines, ties, buildings, depots and work, will cost about the same amount.

The undersigned will receive subscriptions, and communicate any information on the subject to any parties whomsoever that may desire to subscribe to the capital stock of said company, and may be addressed in Washington, D. C.

JOHN MULLAN,
Capt. U. S. Army.

Walla Walla Railroad.

AN ACT *to incorporate the Walla Walla Railroad Company.*

SEC. 1. Be it enacted by the Legislative Assembly of the Territory of Washington. That A. J. Cain, B. F. Whitman, L. A. Mullan, W. J. Terry, C. H. Armstrong, J. T. Abbott, J. T. Reese, S. M. Baldwin, E. L. Bonner, Wm. A. Mix, Chas. Russell, J. A. Simms, Jesse Drumhaller, Jas. Reynolds, D. S. Baker, Geo. E. Cole, S. D. Smith, J. J. Goodwin, Neil McClinchy, J. S. Sparks, W. A. George, J. Nansyckle, W. W. DeLacy, A. Seitel, Wm. Ball, B. F. Stone, J. Schuabacker, B. P. Standerfer, J. Brown, Tatem, W. W. Johnson, and such other persons as may or shall be associated with them for that purpose are hereby constituted and created a body politic and corporate, by the name and style of the "Walla Walla Railroad Company," and said company is hereby empowered to build a continuous railroad, with one or more tracks, snd the necessary depots, turnouts, stations and appurtenances, for the proper, convenient and profitable use thereof, from Walla Walla landing on the Columbia river, to the city of Walla Walla in the county of Walla Walla, on such route as said company shall deem to be most advantageous to the public interests.

SEC. 2. The said company shall before the first day of November A. D. 1863, actually survey, or cause to be surveyed, the line to be adopted as their line of location and make, or cause to be made, an accurate plan or map thereof, which shall be duly filed in the office of the Secretary of this Territory and shall within said period, and after such survey and corporation, determine and decide upon the route which shall be adopted in making and constructing said road, and shall within said period, file such determination in the office of the Secretary of the Territory.

SEC. 3. The said company, shall within five years from the first day of November 1863, complete and furnish ready for transportation of passengers and freight, a single track of said railroad throughout the eutire length thereof.

SEC. 4. The capital stock of said company, shall be six hundred thousand Dollars, and divided into shares of one hundred dollars each, which shall be deemed personal property, and transferable in such manner as said corporation shall by its by-laws provide and direct.

SEC. 5. The above named corporators and such other persons as may be associated with them, shall have power to appoint commissioners, whose duty it shall be to open books at Walla Walla, and at such other places as they may direct, to receive subscriptions to the capital stock of said corporation, and as soon as the whole capttal stock shall be in good faith subscribed, the said commissioners shall appoint a convenient time and place for a meeting of the stockholders of said company, notice thereof shall be given to each stockholder, either personally, or by depositing a proper notice in the post office, directed to each stockholder at his residence or usual place of business, at least thirty days before the time of such meeting, and by giving one month's printed notice in some newspaper, printed at Walla Walla city, and such stockholders as shall attend the meeting so called, either, in person or proxy, shall elect by ballot eleven directors for said corporation, and in such election each share of said capital stock shall entitle the holder to one vote. Two of the commissioners as appointed by this section, shall act as inspectors of said election, and shall certify under their hands the names of the directors, elected at such meeting, and shall deliver over the subscription books to said directors.

SEC. 6. The directors chosen in pursuance of the last preceding section shall, as soon as may be after such election, elect from their own number a President and Vice President, and in case of the death, resignation or absence of the President, the Vice President shall act as President until the next annual election, and if the office of both President and Vice President shall be vacant, the board of directore shall fill such vacancies for the remainder of the year, but no person shall be a director unless he be a stockholder owning stock absolutely in his own right, and qualified to vote for directors at the election at which he shall be chosen.

SEC. 7. The President, Vice President and Directors shall hold their offices for one years respectively. The said President and Vice President shall be from time to time, appointed by the board of Directors, and the Directors shall be annually chosen at such time and place, and in such manner as may be provided by the by-laws of said company; the said board of Directors shall have power to appoint such clerks, engineers, agents and subordinates, as may from time to time be necessary to carry into effect the objects of this act.

SEC. 8. Each stockholder of this company, shall be individually liable to the creditors of such company, to an amount equal to the amount unpaid on the stock held by him, for all debts and liabilities of such company until the whole amount of the capital stock as held by him, shall have been paid to the company, and all the stockholders of said company shall be jointly and severally liable for all debts due, or owing to any of its laborers and servants for services performed for such corporation, but shall not be liable to an action therefor, before an execution shall be returned unsatisfied in whole or in part, against said corporation, and then the amount due on such execution shall be the amount recoverable with costs against such stockholders.

SEC. 9. The corporation hereby created is authorized to purchase, receive, enter upon and hold such lands, streams of water, real and personal estate as may be necessary and convenient in carrying into effect the objects for which this corporation is granted, but all lands, streams and real estate which are not donations to said company, shall be purchased by said company of the owner or owners thereof, at such price as may be agreed upon, and in case such price cannot be agreed upon, then the same shall be acquired by arbitration in accordance with the laws of this Territory.

SEC. 10. It shall be lawful for said company from time to time to fix and regulate the fare, tolls and charges to be received and paid for the transportation of persons and property on said road, or any part thereof, but said company shall in no case take or receive a sum greater than ten cents per mile for the transportation of passengers, nor a sum exceeding forty cents a mile for the transportation of one ton (two thousand pounds) of freight other than live stock or animals.

SEC. 11. It shall be lawful for the Directors of said company to require payment of the sum subscribed to the capital stock thereof at such times and in such proportions, and on such conditions as they shall deem to be necessary to complete the said railroad within the time in this act prescribed. Thirty days previous notice shall be given of the payments required, and of the time and place of payment, and in case any stockholder shall neglect or refuse to pay, in pursuance of such notice, the stock held by him or her and all previous payments made thereon shall be absolutely forfeited to said company, but the same may be redeemed, if in the opinion of the board of Directors such redemption shall be just, and on such terms as the said board may prescribe.

SEC. 12. The directors of said company shall make an annual report of their proceedings and expenditures verified by the affidavits of the President and at least three directors, and shall publish the same in one newspaper published in Walla Walla county.

SEC. 13. The board of directors shall have power from time to time, to make all necessary rules, regulations and by-laws for the government of said company which are not inconsistent with the laws of the United States, or of this Territory, and the same shall be binding and obligatory on such company and on each and every member thereof.

SEC. 14. If the said company hereby incorporated, shall at any time hereafter, obtain, accept, or receive the grant of any banking power or privilege, or shall become possessed of any such power, in whole or in part, either solely or jointly, with any other person or persons, or by the omission or addition of any name or names, or in like manner shall obtain, accept or receive the grant of any other privilege or franchise not granted or contemplated by this act, then all the rights, franchises and powers, hereby granted shall cease, and the said corporation shall thereby be dissolved. Provided that nothing herein contained shall be construed to prevent the said corporation, from acquiring rights of way to the extent limited by this act, on lands necessary for the road-bed and fixtures of the said road, with the grant of all necessary streams and water courses, and supplies of water necessary to the construction, maintenance and use of said road, nor to prevent the said corporation from receiving grants of land from the United States Government, or from individuals, for the benefit and use of said corporation, or to take and receive the same by due course of law, under the right of eminent domain or otherwise, when not otherwise inconsistent with the provisions of this act.

SEC. 15. The powers and privileges granted by this act shall not be exercised or enjoyed by the corporators therein named, or by their successors, unless such corporation shall, within the period of five years after the passage of this Act, in good faith commence and carry forward with all reasonable dispatch, active operations to accomplish and permanently secure the objects proposed by the terms specified herein.

SEC. 16. In case the corporation herein created, fulfill the terms and condition herein specified, this charter shall continue in effect and force until January 1st A. D. 1880, subject to such amendments as may be deemed necessary.

This Act to take effect and be in force from and after its passage.

Message of the Governor of Massachusetts in Relation to the Hoosac Tunnel.

The following is the message of the Governor of Massachusetts to the Senate, transmitting the Commissioners' Report on the Troy and Greenfield Railroad and Hoosac Tunnel:

EXECUTIVE DEPARTMENT, March 12, 1863.

To the Honorable the Senate:

I have the honor to communicate for the use of the Legislature, the report of Messrs. John W. Brooks, Samuel M. Felton, and Alexander Holmes, Commissioners appointed under chapter 156 of the acts of 1862, providing "for the more speedy completion of the Troy and Greenfield Railroad and Hoosac Tunnel."

By this report, made to the Governor and Council, it is apparent that the Commissioners have discharged the duties of investigation and inquiry into the whole subject of finishing the Troy and Greenfield Railroad, and of tunneling the Hoosac mountain, including the most economical, practical and advantageous methods for the completion of the work, the cost of fitting the railroad tunnel for use, the time within which the tunneling of the mountain can be completed effected, the probable cost of the enterprise, the probable pecuniary value of the road and tunnel, with their sources and probable amount of traffic and income, in a manner at once elaborate, comprehensive, instructive and convincing. Their report is attended by several plates, carefully illustrating those features of the proposed works more easily presented or explained by the aid of maps or plans, and is accompanied also by the report of Mr. Charles S. Storrow on European tunnels, who, at the requst of the Commissioners, and with the approval of the Governor and Council, visited Europe for the purpose of examining the most important tunnels already constructed, and especially that now in progress under the Alps at Mount Cenis, between France and Italy, which in many respects is supposed to be a work more nearly analagous to that projected under the Hoosac mountain than any other in the world.

It is accompanied also by the respective reports made to the commissioners by Messers Benjamin H. Latrobe and James Laurie on the Hoosac Tunnel and Troy and Greenfield Railroad. The first contains observation and opinions which were the result of Mr. Latrobe's personal examination of the Hoosac mountain and tunnel, seen in the light of a considerable professional experience in works of a similar character, though of proportions less gigantic; the second (the report of Mr. Laurie) exhibits a minute and scientific survey of the whole route of the railroad and tunnel, with elaborate calculations. This mass of documentary matter, with the profiles, maps and plans contained therein or prepared for ample illustration and referred to in these reports, presents, as I believe, an exhaustive treatise upon the subject intrusted to the investigation of the commissioners in all its parts and relations. It is itself a monument of industry and learning, and of practical as well as professional judgment.

The report of the commissioners establishes the *feasibility of the grand enterprise of tunneling the Hoosac mountain*, and the necessity of ultimate and essential changes in the details of the railroad line, of essential and important changes in the character and quality of the work upon the road and bridges, and of the enlargement of the tunnel itself; and also the necessity on the part of the State of taking into its own hands the enterprise of constructing the tunnel, undertaking the work on its own account, controlling its own agents, and holding them directly responsible for the integrity of their management. This course is, in the judgment of the commissioners in a work so exceptional and peculiar, an essential condition of energy, economy and success.

The Commissioners find that a period of eight years will be necessarily employed in the accomplishment of this work. The advances already made by the Commonwealth to the Troy and Greenfield Railroad Company, with interest to January 1, 1863, including the special appropriation of $175,000 made last year, amount to $968,862. The additional interest at five per cent. for eight years amounts to $462,585. The cost, therefore, in which the State is already involved toward this enterprise, assuming its completion in eight years, is $1,431,447. The cost of completing the tunnel is estimated by the Commissioners at an additional sum of $2,696,229, to which should be added interest during construction, $522,094, giving a result of $3,218,323. The estimated expenditure immediately required to complete the road east of the tunnel is $447,060, the interest on which item it is assumed will be paid out of earnings to be received during the construction of the tunnel.

The cost of permanent work, from time to time, to replace the present temporary structures, as they fail, is estimated at $50,000. The cost of straightening and improving the line east of the tunnel, to be done as the last thing before the tunnel is completed, is placed at $155,000. These three last enumerated items involve expenditure of $652,060, deemed necessary to establish the road from Greenfield to the mountain on such a footing as to enable it to meet reasonable expectations as a through route. The cost of constructing the two miles from the western terminus of the tunnel to North Adams is stated at $67,500. The expense of the additional depot buildings, shops, &c., for the completed line, will be $75,000, and the cost of the rolling stock $275,000.

The total estimated cost on road and tunnel, including advances hitherto made by the Commonwealth, with interest on past and future advances and expenditures at five per cent., compounded until the expected completion of the tunnel, including also the expenses of altering and enlarging the work already bored, straightening and improving the road and bridges, amounts, therefore, in the whole, to the sum of $5,719,330.

It will be remembered that the act under which the commissioners were appointed, and under which the prosecution of the work of constructing the road and tunnel was authorized, with the approval of the Governor and Council, to be continued, contemplated expenditures and advances which, together with all sums hitherto advanced thereon by the Commonwealth, should not exceed $2,000,000 in the aggregate. But the total amount of advances made by the Commonwealth prior to the date of suspension of work in the summer of 1861, was $778,695, which with an additional payment of $175,000 appropriated under the act of 1862, will give a total advancement, excluding interest of $953,695, already absorbed out of the appropriation of only $2,000,000, of which the statutes thus far contemplated the expenditure. The cost of completing the whole work is therefore so considerably beyond the unused portion of the $2,000,000 appropriated as imperatively to demand still further legislation to render the prosecution of the enterprise practicable by the commissioners.

It will be observed that the Commissioners' report, with the attendant documents, is communicated in print, the Commissioners having been directed, for the purpose of avoiding the delay consequent upon printing the documents after presentation, to make their report originally in print. It is understood that copies are ready for immediate distribution to the members of the General Court. Among the successful efforts of the commission, the Legislature will be gratified to notice that of securing an agreement in writing from the Fitchburg Railroad, the Vermont and Massachussets Railroad, and the Troy and Greenfield Railroad and Hoosac Tunnel, of twenty per cent., or one-fifth of their gross earnings respectively upon the passenger and freight business coming upon their roads from any part of the Troy and Greenfield Railroad. This agreement, however, provides for its own modification or annulment when the earnings of the Troy and Greenfield Railroad shall have reached a point indicative of established and permanent success, the particular tests of that success being predetermined in the agreement. And in this connection I have also to invite the attention of the General Court to a letter from Mr. Brooks, the chairman of the commission, addressed to myself, bearing date of this day, communicating the correspondence between himself and the President of the Fitchburg Railroad Company, concerning a proposed lease of that part of the Troy and Greenfield Railroad lying east of the tunnel, for a period of six years, and pending the construction of the tunnel. This negotiation was initiated to enable the State to determine whether it would be wise to complete at once the railroad between the eastern terminus of the tunnel and the town of Greenfield, of which the proposal of the Fitchburg and Vermont and Massachusetts Railroad Companies, dated yesterday, is a material encouragement.

I deem it my duty also to furnish for the information of the Legislature, a letter received this day from the chairman of the commissioners, accompanied by a careful statement prepared by himself, exhibiting the whole amount heretofore expended upon the construction of that part of the Troy and Greenfield Railroad, between Greenfield and the tunnel. This statement exhibits the quantity and kind of work done upon that piece of road before the suspension of its progress in the summer of 1861. The result shows that the Commonwealth had advanced at that time out of the $650,000, the sum of $481,428, of which amount the company were only entitled to have received $350,090, that being the proportion of $650,000 authorized by the Legislature, which the work done bears to the expense of the whole work. In other words, the Commonwealth had made over advances equal to $131,338, assuming $650,000 as the sum which the Commonwealth should furnish in the whole under the act of 1860. And it is further shown that this statement is based upon the supposition that the work performed had been paid for, and so far as it went, was a clear and unembarrassed security to the State for its advances, which in fact was not the case; for of the $175,000 appropriation of 1862, there is to be paid out toward these very expenditures, the sum of $153,006 51, according to the returns made by the commiseioners acting as auditors under that appropriation. Thus, the sum total of our excess of advances becomes $284,344 51, on that piece of railroad out of $650,000 granted by the act of 1860. The following figures, taken from the same statement, present a view of the amount advanced by the State on the same piece of road, in excess of the amount actually thus far expended by the contractors upon the work.

Amount actually expended		$463,047 90
Amount of the above yet to be paid by State out of the $175,000 appropriation		153,006 51
Amount expended by contractors, but not all paid for, as the $175,000 appropriated did not cover all the liabilities		$310,041 39
Amount paid by the State beyond first appropriation in sterling at $4 44 to the £	$50,172	
Difference between $4 44 and the real equivalent of the sterling in dollars	$5,311	
Amount paid under the $650,000 appropriation	$481,428	
		$536,911 00
Amount paid more than went into the work		$226,869 61

The amount for superintendence and other expenses probably does not equal the amount still unpaid of the contractor's debts alleged to have been created by the work.

I congratulate the General Court and the people upon the rescue of the Commonwealth, and especially of this great experimental enterprise, from a position inconsistent with economical, safe or even possible success in piercing its mountain barrier.

I earnestly and respectfully invite your most candid and thoughtful consideration not only of

the specific facts and figures which elucidate or express the details of information bearing most immediately upon the work contemplated; but I also venture to commend to your delibrate judgment the arguments and reasoning drawn from liberal and enlightened views of public policy and of public economy, which finally lift this subject above all merely local interests or antagonisms into the sphere of statesmanship. And having attentively watched the report of the commissioners, and the documents by which it is accompanied through the press, I am prepared to give my own assent to the opinions with the expression of which the commissioners conclude their discussion:

By the time the tunnel can be completed "the public interest requiring it will have grown large enough to pay for the outlay. The impulse given to business by the new facility would soon fill up the new line and make up the temporary loss felt by any other.

Considering the large sum which the Commonwealth has already invested in this work, which must be sunk if it is not completed, the reasonable protection from loss which is afforded by the other companies interested in the line, the more intimate relations which it may promote between Massachusetts and the West, and the benefits which such an additional facility promises to the great interests of the city and State, we are of opinion that the work should be undertaken by the Commonwealth and completed as early as it can be with due regard to economy."

(Signed) JOHN A. ANDREW.

The following is the proposition of the Fitchburg, and Vermont and Massachussetts Railroad Companies, alluded to in the foregoing Message of the Governor:

BOSTON, March 11, 1863.

Dear Sir,—In reply to your communication of the 6th inst., we are authorized, by votes of our respective boards of directors, to make the following proposition to operate that portion of the Troy and Greenfield Railroad east of the Hoosac Tunnel, say between that point and Greenfield, for a period of six years from the time said road is put in complete condition to operate by the Commonwealth, including the necessary buildings and side tracks along the line, and a turn-table at the tunnel end of the line, but no buildings at the Greenfield end; it being understood that any and all damage which may arise to any of the masonry culverts, or bridges, by freshets or otherwise, are to be made good by the Commonwealth, and that all slips of earth from either the cuts or the embankments, which amount to twenty cubic yards or more shall be made good at the expense of the Commonwealth:

That, for the first year, we will pay as rent the sum of fifteen thousand dollars.

For the second year the sum of eighteen thousand dollars.

For the third year, the sum of twenty-one thousand dollars.

And for the fourth, fifth and sixth years, the sum of twenty-five thousand dollars each year.

And also permit the Commonwealth to run construction trains, to complete any unfinished portions of the work, and furnish water, free; all other expenses of such trains to be borne by the Commonwealth.

We also propose to transport all materials and tools for the construction of the tunnel, at two and one-half cents per ton per mile for first class, and two cents per ton per mile for second class freights, over the said leased road.

This proposition is made with the understanding that the Commonwealth shall proceed, with reasonable despatch, to construct the tunnel.

Respectfully yours,

JOHN J. SWIFT, President,
In behalf of the Fitchburg R. R. Company.

ROBERT HALE, President,
In behalf of the Vermont and Mass. R. R. Co.,
J. W. BROOKS, Ch'man Com's T. and G. R. R.

Railroad Engineers.

This valuable class of citizens is continually finding promotion in the public service. We learn that stationed at Alexandria is R. B. Hugunin, formerly connected as Civil Engineer with the Cleveland and Toledo Railroad. Mr. H. was educated, in whole or in part, at the Naval Academy, and for a while after leaving the school was in the Navy, resigning for civil life occupation as engineer, in which department he is accomplished. On the breaking out of the war, Mr. Hugunin tendered his services to the country, and re-entered the Navy. At present, certain projectiles of his invention, have attracted attention, and Mr. H. has been assigned to duty at Alexandria to superintend their manufacture and a series of experiments to be made with them.

Also at Alexandria is Mr. J. H. Devereaux. Mr. D. holds the very important position of Superintendent of the Military Railroad, and deservedly enjoys the confidence of the Government in his great responsibility.

Galena and Chicago Union Railroad.

The earnings of this road for the years ending December 31, 1861 and 1862, have been as follows:

	1861.	1862.
From freight	$1,319,984 28	$1,308,847 98
" passengers	338,550 94	389,832 71
" mails, etc.	61,861 27	78,860 73
	$1,720,396 49	$1,777,541 42
Operating expenses, 1862:		
Repairs of track	$213,755 43	
" bridges	29,285 67	
" build'ngs etc.	25,718 32	
" locomotives	71,240 61	
" cars	76,781 68	
Locomotive service	81,651 93	
Train service	63,779 28	
Station service	114,404 16	
Use of cars of other Co's	7,017 39	
Fuel	108,213 32	
Oil and waste	11,516 11	
Salaries	29,396 25	
Damage	8,137 50	
Taxes	52,744 02	
U. S, Revenue tax	5,188 31	
All other expenses	44,106 06	
		942,936 03
Net earnings		$834,605 39
Add surplus January 1, 1862		425,058 11
Received of the C., B. & Q. R. R. Co. in partition of South Branch depot grounds		6,412 48
Received of the same Co., for lands west of the South Branch depot, not required for the use of this company		12,000 00
		$1,278,075 98
Divivend No. 21, Jan. 1862, 5 per ct.		$301,420 00
Dividend No. 22, July 1862, 3 per ct.		180,852 00
Interest on 1st mortgage bonds		139,090 00
Interest on 2d mortgage bonds		96,565 00
Improvement account		114,368 31
Cost of Sinking Fund instalments for 1st and 2d mortgage bonds		69,085 42
Premiums and commissions on $44,000 U. S. 7 3-10ths Treasury notes, purchased for 2d mortgage Sinking Fund		2,464 00
Commissions paid for extending 1st mortgage bonds		8,209 60
Bad and doubtful accounts		10,368 72
Surplus, January 1, 1863		355,652 98
		$1,278,075 98

A comparison of the earnings of the past with those of the preceding year shows an increase of $57,144 93; the increase in expenses was $33,724 15—making the increase in net earnings, $23,420 78. The entire receipts of the company in 1862, including the surplus earnings to January 1, 1862, were $2,221,012 01. The ratio of expenses to earnings were about 53 per cent., a small fraction over that of the previous year. The President, in this report says:

The dividend made in 1861 was five per cent., while that of the past year was six per cent., making a difference of $60,284 00. In addition to this amount, nearly $10,000 has been charged to Income Account, for Surveys, &c., made some years past, in reference to the erection of a bridge across the Mississippi River at Fulton, rendered now unnecessary by the recent arrangement with the Chicago, Iowa and Nebraska Company.

Of the first mort., bonds of the company there are outstanding	$1,989,000 00
All of which will be due on the 1st of August next.	
Amount of 2d mort., bonds due 1st May, 1875	1,346,000 00
Making the entire amount of bonded debt	$3,335,000 00

Proposals were made to the bondholders in September, 1861, to extend the first mortgage bonds for twenty years upon furnishing new sheets of seven per cent. semi-annual coupons. Up to this time, nearly one-half of the amount of these bonds have been extended, and no doubt the balance will be presented for extension before the time limited, the 1st of April next, to such an amount as to bring the outstanding bonds within the means of the company. In addition to the security of this class of bondholders, a Sinking Fund has been created, which, by the terms of the contract, took effect on the 1st of August last. It will extinguish the debt in 1882.

Sixty-five second mortgage bonds ($1000 each) have been purchased during the year, and applied to the second mortgage Sinking Fund. In consequence of the appreciation of this security, the remaining forty-four bonds, which should have been deposited with the Trustee in November last, could not be purchased, though special efforts were made by advertisements in the New York Ciiy papers, iu addition to those of the Agents of this Company in that city. The United States 7 3-10ths Treasury notes were deemed the safest for an investment; and with the concurrence of the Trustee, the balance $44,000, was invested in these securities.

A satisfactory partition has been effected of the land held by this company, in common with the Pittsburgh, Fort Wayne and Chicago, and the Chicago, Burlington and Quincy Companies, upon the South Branch of the Chicago River. The latter Company are constructing a new line of road into this city from Aurora, to be used by them in lieu of the thirty miles of your line from the junction to Chicago. Notice has been given by that Company of a discontinuance of the use of this line after the month of May, 1864.

During the year there has been added to the rolling stock, two locomotives, ninety-seven box cars and twenty-nine cattle cars, at a cost of $93,240 41. Fifty box cars and ten platform cars were taken from this Company by the United States Government for military purposes. To supply their numbers, will require a sum larger than awarded by the arbitrator, but new cars will be substituted for those partly worn, and measures have been taken to replace them in season for the business of the coming year.

In accordance with the circular of the Board, dated May 16, 1862, the matter of leasing, in perpetuity, the Chicago, Iowa and Nebraska Railroad, with its bridge and ferry at Clinton, Iowa, the road commencing at that place, and extending westward to Cedar Rapids, a distance of eighty-two miles, and the Cedar Rapids and Missouri River Railroad, an extension of the former road,

in progress of construction through the State of Iowa, upon, or near the 42d parallel of latitude, was submitted to the stockholders at their Annual Meeting in June last, and met with nearly an unanimous approval. Subsequently, negotiations were commenced, which resulted in perpetual leases from the Iowa Companies to this Company. Under these leases, your company took possession of these roads, and have operated them since the 1st of August last. The Cedar Rapids and Missouri River Railroad was then partially completed to Otter Creek, a distance of forty miles. Since then it has been extended to Marshalltown, the county seat of Marshall County, the centre of a rich and tolerably populous community, and commanding the trade of a large circle of country. This point is 151 miles west of the Mississippi River.

Since operating these roads, the business has fallen below anticipated results. This is accounted for by the general failure of the wheat crop upon the line of these roads, together with the withdrawal of an unusually large number of laboring men from agricultural and industrial pursuits, upon the call of the Government for troops, thus deranging the whole business of the country. These causes, it is hoped, are temporary; and when our present difficulties shall be overcome, it cannot be doubted but that the products of this fertile country will furnish a remunerating business for the local roads, and add largely to the receipts of your line.

Answers were received from stockholders holding nearly three millions of stock, to the circular of the Board, dated October 10th, 1862, asking the necessary power to lease the Beloit and Madison Railroad, a virtual extension of your Beloit Branch, from Beloit to Madison, a distance of forty-seven miles, (17 miles of which have been in operation for some years,) and a section of the Sugar River Valley Railroad, of 35½ miles from the City of Madison to Portage City. These answers exhibit an almost unanimous assent to making the proposed leases.

A perpetual lease has been made with the Beloit and Madison Company, recently re-organized, after a sale of its road and franchises under a decree of Court. This company hope to complete their road to Madison in the coming season. Arrangements have not yet been perfected with the Sugar River Valley Company.

The length of road operated by the company is as follows:

Main Line—Chicago to Freeport	121.00	Miles.
Second track	30.00	"
East Elgin Branch	1.50	"
Chicago, Fulton and Iowa Line	105.50	"
Clinton Bridge Branch	1.75	"
South Branch	10.50	"
Beloit Branch	21.00	"
Sidings and gravel pit tracks	50.44	"
Total	341.69	Miles.

The number of miles run by passenger and freight trains was 999,731; by wood and gravel trains and switching engines, 274,060; by C., B. & Q. trains on G. & C. U. track, 146,550—total ,420,341. The number of tons of freight transported was 497,638; number carried one mile, 47,521,169. The number of through passengers carried was 35,620, way passengers, 353,719—total 389,339; total mileage of passengers, 16,-607,182.

The earnings of the Chicago, Iowa and Nebraska Railroad were $73,537 05, and the expenditures, including $24,850 of materials on hand for future use, $71,862 82.

The earnings of the Cedar Rapids and Missouri River Railroad were $15,987 13, and the expenditures, including $6,200 for materials on hand, for future use and for work on the track, to be refunded by contractors, $18,582 87.

The capital and construction accounts remain the same as per last report. The following is a comparative statement of the funded debt at the close of 1861 and 1862:

First mortgage bonds—	1861.	1862.
Due February 1, 1862	$247,000	$2,000
" August 1, 1862	157,000	18,000
" February 1, 1863	60,000	43,000
" August 1, 1863	1,507,000	1,055,000
" February 1, 1882	22,000	871,000
	$1,993,000	$1,989,000
Second mort., bonds, due May 1, 1875	1,411,000	1,346,000
Litchfield bonds	10,702	.....
	$3,414,702	$3,335,000

The financial condition of the company, January 1, 1863, is shown by the annexed:

CONDENSED BALANCE SHEET.

Construction	$8,040,164	52
Equipment	1,311,916	75
Machinery and tools	49,383	86
Real estate	19,156	85
Materials on hand	305,166	79
C., I. & N. R. R., paid acc'nt rental	31,218	00
" operating expendit's	71,362	82
C. R. & Mo. R. R. " "	18,582	87
Due for transportation of troops, etc.	5,669	81
Due for mail service	1,009	87
Due from stations	10,592	85
Due from other companies	34,798	94
Bills receivable and other debts due company	21,053	96
U. S. 7 3-10ths notes for S. F.	44,000	00
$6,000 1st mort., bonds purchased	6,888	75
$13,000 " " ext'nded bonds purchased, cost	13,285	83
Magnolia Extension	12,185	64
Stocks and bonds of other compan's	248,560	35
Other assets	57,186	27
Cash on hand	249,010	48
	$10,551,145	21
Capital stock	$6,028,400	00
First mortgage bonds	1,989,000	00
Second mortgage bonds	1,346,000	00
First mortgage sinking fund	11,000	00
Second mortgage sinking fund	654,000	00
Cash received for lots sold	6,094	59
Scrip outstanding	3,012	22
Unclaimed dividends, wages, etc.	17,855	96
Bills payable and miscel. debts	12,261	27
Unpaid U. S. Taxes	2,292	32
C., I. & N. R. R. earnings	73,537	05
C. R. & Mo. R. R. earnings	15,887	13
Albany bridge and ferry earnings	13,651	84
Due other companies	22,399	90
Income ac't—surplus Jan. 1, 1863	355,652	93
	$10,551,145	21

President.—WILLIAM H. BROWN.

Directors.—William H. Brown, Orrington Lunt, Geo. Watson, Edward K. Rogers, Mark Skinner, Benj. W. Raymond, Silas B. Cobb, John Wentworth, John H. Foster, Charles S. Hempstead, Thos. D. Robertson, William H. Ferry.

Vice President.—ORRINGTON LUNT.

General Sup't.—EDWARD B. TALCOTT.

Assistant Sup't.—EDWARD H. WILLIAMS.

Secretary.—WILLIAM M. LARRABEE.

Treasurer.—HENRY TUCKER.

Santa Clara Mines.

We have been favored from a reliable source with the annexed statement of the yield of quicksilver at the Santa Clara mines, California. These mines are owned and worked by a Baltimore company. They are located 69 miles from San Francisco, and adjoin the Fariquita mineral property, being also contiguous to the great New Almaden Mining property, the title to which has been so recently in dispute, and now confirmed by the Supreme Court. It has been suggested that a consolidation of all these mining interests into the hands of a single company would give them the virtual control of prices of quicksilver throughout the world.

The yield of quicksilver from Santa Clara Mines has been as follows:

For the years 1857 and 1858	250,521	lbs.
" " 1859	160,053	"
" " 1860	194,555	"
" " 1861	210,604	"
First 9 mos., 1862	100,747	"

The above is to October 1st, 1862, which is the latest return. This would make the yield to this date something over one million pounds.

Banking Associations.--Corporation's Lien upon Individual Shares.

A PROVISION IN THE ARTICLES OF ASSOCIATION, THAT SHARES ARE NOT TRANSFERABLE UNTIL DEBTS DUE FROM THE SHAREHOLDER ARE PAID, INCLUDES LIABILITIES WHICH MAY NOT HAVE MATURED AT THE TIME OF THE DEMANDED TRANSFER.

This was an action between one Leggett, the assignee of William E. Leggett, and the Bank of Sing Sing, for the refusal of the defendant to permit the transfer upon its books of twenty shares of the capital stock of the bank to the plaintiff. The case was tried before a referee; and, upon the trial, it appeared that Leggett was one of the general associates in the organization of the bank, and became the holder and owner of twenty shares, of one hundred dollars each, of its capital stock. The articles of association required suitable books to be kept by the directors for the registry and transfer of the shares, and declared that "every transfer, to be valid, should be made on such books, and signed by the shareholder or his attorney duly authorized in writing. Section 3 of article 5 was in these words: "No share or shares shall be transferable on which any call for an installment of capital, or any interest on such installment, shall remain unpaid, nor unless the shareholder making the transfer shall previously discharge *all debts due by him* or *her* to said association, or shall have remaining capital stock untransferred sufficient to cover and secure the amount that he or *she may owe* to the said association." Section 4 of the same article made provision for the sale of the stock "whenever any shareholder of the association should *owe a debt then due* to the association, and which should have been due and unpaid for the space of three months." These provisions were well-known to the plaintiff.

On the 3d of January, 1854, William E. Leggett sold and assigned his stock to the plaintiff, and delivered the certificate, assignment and power of attorney to transfer the same on the books of the bank to said plaintiff. On the 8th of May 1855 and again on the 10th and the 14th days of the same month, the plaintiff demanded of the defendant, upon a production of the assignment and power of attorney, and offer to surrender the original certificate of stock, that the stock be formally transferred on the books, and a new certificate thereof be delivered to the plaintiff; which was refused, the defendant claiming that the original shareholder was a debtor to the bank, and that the stock was a security for the payment of such debt, and was not transferable until the same should be paid. It was admitted that William E.

Leggett on or about the 1st of January, 1854, was endorser on notes of one Thompson, since deceased, to the amount of $4000, which notes were then held by the defendant; that Thompson died before said notes became due, and the notes were protested and the endorser charged; that William E. Leggett became the executor of Thompson, and from time to time paid portions of said notes, and gave his notes as executor, endorsed by him individually, for the balance due. It also appeared that on the 9th of April 1855, there remained due of the Thompson debt $1,900, for which W. E. Leggett on that day, made a note payable on the first day of August thereafter, payable to his own order, and endorsed by him and signed, "W. E. Leggett, Ex.," which note was outstanding *and* held by the defendant at the time of the demand of the transfer and new certificate in May 1855.

The referee decided that the note for $1,900 not having matured at the time of the demand for a transfer of the stock, the same was not a lien upon the capital stock of the maker, and that the plaintiff was entitled to a transfer of the stock, notwithstanding such indebtedness, and gave judgment for the plaintiff for the value of the stock. This judgment was affirmed by the Supreme Court, and from that judgment the defendant appealed to the Court of Appeals. The following is an opinion rendered at the final decision of the case, reversing the judgment of the Supreme Court and ordering a new trial:

WRIGHT, J.—The real inquiry is, was there a "debt due" from Leggett to the bank, within the meaning of the articles of association, at the time the transfer of the stock was demanded. It is not the question, whether, at the time the plaintiff became the equitable owner of the stock by a secret undisclosed sale, the shareholder was such debtor; nor whether the endorser of a promissory note, whose liability has not been fixed, falls within the class of debtors in respect to whom the lien was intended to attach. It may be conceded that it must be a fixed liability of the shareholder himself. The referee finds, and the case discloses the facts, that in January 1854, Leggett was endorser on certain notes made by one Thompson and discounted by the bank, which had not then matured. Thompson died before the notes matured, and after their maturity Leggett reduced the amount of such notes by payments. On the 9th of April 1855, there was the sum of one thousand nine hundred dollars remaining due, for which amount Leggett made a note, payable at the defendant's bank on the 1st of August 1855, to his own order, and endorsed by himself. The note was signed "W. E. Leggett, Ex." Leggett thus undoubtedly become a debtor to the bank. If his contingent liability as endorser had not been fixed previously, he undertook then to become personally responsible for one thousand nine hundred dollars of the indebtedness. Affixing the letters "Ex" to his signature could not alter his personal liability or bind the estate of Thompson. This was the view taken by the referee and the Supreme Court. If Leggett was not a debtor of the bank, within the meaning of the articles of association, prior to the 9th of April 1855, he unquestionably assumed the relation at that time.

But the referee placed his decision, not on the ground that Leggett was not indebted to the bank when the transfer of the stock was refused, but on what I deem to be an erroneous construction of the provision of the articles of association touching the question. The phrase, "all debts due by him or her to the association," was held to mean only debts presently payable, and that although a stockholder may have borrowed on his own note the money of the bank and put it in his pocket, unless such note had matured, no lien attached, and the association could not lawfully refuse a transfer of his stock. This cannot be a correct interpretation of the sense in which the associates used the words, "all debts due," or designed that they should be understood. The provision was intended to embrace all debts which the stockholders owed the association, whether payable presently or in the future. Its purposes was, not to facilitate stock jobbing, but to promote the legitimate business of banking, and to benefit the bank by strengthening its securities; and it is in this light that the provision is to be construed. There is a much stronger reason for inferring an intention to embrace debts payable in the future rather than presently, growing out of the fact that most of the debts created with a banking institution are through the medium of discounted paper, where the credit of the borrower is extended. As was said in Grant *vs.* the Mechanics Bank of Philadelphia, of what benefit would it be if the stockholder had the unrestrained right of transfer at any time before his note fell due? The time of making the loan is that at which the directors must look for security. To construe the provision to embrace only debts presently payable, would be to limit it for the benefit of the borrower, and not the association. The whole provision taken together, shows that the object of making the stock not transferable was to "cover and secure" the amount owing by the stockholder to the association, whether due and payable *in presenti* or *in futuro*. The restraint is upon transferring the stock, "unless the shareholder shall previously discharge all debts due by him to said association, or shall have remaining capital stock untransferred sufficient to cover and secure the amount that he may owe to said association." The expression, "the amount that he may owe," is evidently intended as the equivalent of the previous phrase "debts due," each being used to denote the indebtedness which the stock was to "cover and secure." The apt and explicit words used by the associates in the succeeding section of the fifth article, to limit the right of sale to cases of actual default, shows that they had no difficulty of discriminating when that was their purpose, and excludes the idea that the general words of the previous section were used in the same restricted sense. When, therefore, the bank was first notified that the stock had been assigned to the plaintiff, and the latter demanded that it should be transferred to him. Leggett, the shareholder, was a debtor to the bank, and on that ground I think such transfer was rightly refused. It can make no difference with the question if it should be conceded that, in January 1854, when the plaintiff became the equitable owner of the stock, Leggett was not a debtor to the bank, and that then, had a transfer been demanded, it could not have been legally refused. Nor is it important to determine what would have been the rights of the plaintiff and the bank, had the plaintiff upon becoming the equitable owner of the stock, notified the bank that he was such owner. Nothing of the kind was done. The case is presented of the plaintiff unknown to the bank in January 1854, purchasing a shareholder's stock, and taking an assignment of a certificate expressing on its face that the shareholder's title was subject to all conditions and stipulations in the defendant's articles of association, transferable only on the books of their banking house, by him or his attorney on delivery of such certificate; and that, although knowing that the articles of association gave the bank a lien on such stock for any debts due from the shareholder at the time the transfer was demanded, neither notifying the bank that he was such owner, or demanding a transfer until sixteen months after the alleged secret purchase, and after the shareholder, if not a debtor to the bank at the time of sale, had subsequently become such debtor.

The lien unquestionably attaches in respect to the shareholder's debts existing when the bank is asked to transfer the legal title; and one becoming the owner of stock subject to a provision in the articles of association giving the banks such lien, and of which he has knowledge, but who omits to give the bank notice of his ownership, and thereby enables his vender to have credit on the faith of his being a stockholder, has no superior equity to be enforced.

Judgment reversed.

Pittsburg and Connellsville Railroad.

The subjoined report of the Joint Committee on Internal Improvements, was submitted in the First Branch of the City Council, Baltimore, on the 4th inst., and under the rules, laid on the table, to be considered hereafter. The recommendations of the mayor of Baltimore, in this annual message, to which reference is made in the report, were, "that the interest of the city in the Pittsburg and Connellsville Railroad should be sold, or that an effort be made to obtain from the city of Pittsburg an appropriation of an amount equal to the interest held by the city of Baltimere, to be expended on this end of the road." The following is the report of the Committee on the subject:

The Joint Standing Committee on Internal Improvements, to whom was referred that part of the Mayor's annual message which relates to the Pittsburg and Connellsville Railroad, have duly considered the views and suggestion of the Mayor, and to assist them to a better understanding of the subject, have had before them the report dated January 26, of Messrs. Marston and Taylor, the two new directors in that company, recently appointed by his Honor to represent, in part, the interest of the city therein. The Committee have also had before them the report of Benjamin H. Latrobe, Esq., President of the company, (and a director also appointed by the Mayor on the part of the city,) in reply to the report of Messrs. Marston and Taylor. The statement made to the Committee by Mr. Latrobe, under date of February 9, 1863, and containing a full historical memoir of the Pittsburg and Connelsville Railroad Company since its incorporation in 1857, is also in their possession. With these documents before them, together with the information obtained from personal intercourse with those gentlemen, and reference to the annual reports of the company and to the other communications of the President on file in the register's office, the committee have been enabled to get a very clear and satisfactory view of the condition of the company's affairs, and they deem it due to those who have had the direction of them since 1856, when the million loan of the city was made to the road, to say that they have discovered no evidence of mismanagement or extravagance in their conduct of the

business of the company; on the contrary, the committee feel themselves called upon, in justice to the directory, and especially to the President of the Company, to say that the rights of the city of Baltimore appear to have been duly respected in the transactions of the Company, and that the failure to pay the interest on her loan since July 1857 has been the rsult of circumstances beyond their control; that it has been due to the unfinished condition of the road, the small revenue of a trade only now beginning to be developed, and the necessarily large expense of working the road *proportionate* to that limited revenue, although that expense appears to have been, in itself, very moderate compared with that of other roads. The Company also appears to have been under the necessity of meeting a class of claims against it which, although not secured by mortgage of the road, as is the loan of the city, had to be provided for in order to prevent the road from being taken out of the Company's hands by process under the local laws of Pennsylvania, which would have indefinitely postponed the period of its probable completion. These claims, however, seem to be in such course of liquidation as to relieve the road before long of their pressure, and to give promise that after another year there may be a net revenue applicable to the partial payment at least of the interest on the million loan. Even assuming that the road remained without making further progress to completion, the committee are of opinion that as much has been accomplished in advancing the work within the last six or seven years as circumstances would permit.

When Mr. Latrobe became President, in 1856, there were but twenty-five miles of road in operation, from Connellsville to West Newton, with two locomitives and a few cars, earning no revenue worth naming. The floating debt of the company was then $679,446, which was reduced in 1860 to $67,869, although it was since increased to $110,417, under the circumstances explained in the last annual report, but is now in rapid process of liquidation, the large share of it being secured by collaterals. In January, 1857, the road was opened twenty-three miles further from West Newton to a junction with the Pennsylvania Railroad at Turtle Creek, twelve miles from Pittsburg, and this extended line of forty-eight miles was worked in connection with that road until in October, 1861, it was completed into the city of Pittsburg, increasing the length of road to fifty-eight and a half miles from Connellsville to Pittsburg; adding to which the branch from Connellsville to Uniontown, opened in 1859, there are now seventy-one miles of road in operation, with ten locomotives and a revenue of $130,000 last year, now rapidly increasing and promising this year to reach near $200,000. This extension into Pittsburg being as much a part of the whole line as any other part of it, was, we find, fully approved and duly authorized by the ordinance of the City Council approved April 21, 1858, and has by its beneficial effect upon the prosperity of the road, and its prospects of completion, proved itself of a most judicious measure.

The present directory of the company, in addition to this enlargement of the capacity and value of the west end of the road, and consequently of the security of the city for the repayment of its loan, carried on the work at the long tunnel, near the Cumberland end, until their means were exhausted and the great money crisis of 1857 compelled a suspension of this work. The road has also been carefully located throughout its length, and is ready for a resumption of the construction at any time.

There are 90½ miles of road to be built between Connellsville and Cumberland, estimated to cost some $3,000,000 in cash, which may be raised by a first mortgage loan, under the permission of the ordinance of the City Council, approved June 10th, 1856. The forward state of the work at the great tunnel, and the comparatively easy character of the rest of the route, would allow it to be completed within two years from its resumption with an adequate force of labor. The company appears to have kept steadily in view the earliest possible completion of the road to Cumberland, but the state of the money market, in connection with the want of confidence in railroad securities up to near this time has prevented their accomplishing more than the extension and improvement of the road at its Pittsburg end. They have made persistent efforts in various quarters to obtain aid to complete the road to Cumberland, but only with partial success.

A more hopeful prospect opens now, however, in the warm interest which the Western roads centering at Pittsburg are manifesting in the extension of the Pittsburg and Connellsville Railroad to Cumberland. Through the efforts of the President and officers of the road this interest has at length been made to assume a definite shape, as will be seen from the proceedings of the stockholders' meeting of the Pittsburg Fort Wayne and Chicago Railroad, held in Pittsburg on the 25th of February. It may be reasonably expected that the direct aid of that company, and of the Cleveland and Pittsburg Railroad Company, with which it is about to unite, and which will form with it a combined line of nearly 700 miles in length, representing an invested capital of some $30,000,000, will, together with their influence in the money market accomplish within the present year the means required to complete the Connellsville road to Cumberland. This event would be forwarded by any aid which may be derived from the Baltimore and Ohio Railroad Company, which company has already given assurances that they will supply the rolling stock required to operate the road as a through line at its completion. If there were any resources at the disposal of the city which could be made available to assist in this important measure without increasing the funded debt of the corporation, it would, we think, be worth considering whether it would not be wise to thus employ them, as has been recommended by the City Directors in their report to the Mayor.

The committee is of opinion, in view of the preceding facts and considerations, that it would be highly inexpedient to take any step at this time towards asserting the legal rights of the city of Baltimore as mortgagee over the Pittsburg and Connellsville Railroad; and believe that the interest of the city will be best promoted by leaving the existing directory of the company to pursue undisturbed the measures they have in hand to insure its early completion, they ask to be discharged from the further consideration of the subject.

The Almaden Mine Case.

In the great case of the New Almaden Quicksilver Mine, the judgment of the Supreme Court reverses the decree in the Court below, which was in favor of the claimant, Castillers, under whom the Messrs. Barron claim. The Court adjudges that Castillers never had any valid title to the mine, by reason of the insufficiency in law of the papers issued by the Mexican authorities, upon which his claim of title rested. In reaching this conclusion, the Court held, in the first place, that the despatch of the Mexican Minister of Foreign relations to the Mexican authorities in California did not amount in law to a grant of the two leagues of land around the mine, which, under it, were claimed by Castillers.

The Court also held that the Board of Commissioners constituted by statute to determine land titles in California, after its conquest by the United States, had no jurisdiction over the mining right, which, by well-known principles of mining law, is wholly separate and distinct from the grant of the land in which the mine is found. Justices Grier, Catron and Wayne dissent from the opinion of the Court. This judgment of the Supreme Court leaves the title to the mine, which, as is well-known, is of enormous value, to be contested between the United States on the one part, and what is commonly called the Fassatt interest on the other part; this latter interest having, as is understood, united with itself most, if not all, of the other outstanding interests which claim the mine.

Among the interests affiliated with the Fassatt interest, which are still subject to litigation, is that of the Hon. Robert J. Walker, the value of which is of course greatly augmented by this decision. The net annual income from this mine is estimated to be not far from half a million. When in the hands of Messrs. Barron, at a time when quicksilver commanded a higher price than at present, the yield from the mine was probably nearly a million.

Railroad Earnings--Weekly.

The earnings of the Cleveland and Toledo Railroad for the 2d week of March, 1863, were $36,561 00
Same week, 1862 ..... 24,121 00

Increase $12,440 00

The earnings of the Toledo and Wabash Railroad Company for the 2d week of March, 1863, were $23,199 75
Same week, 1862 ..... 12,405 39

Increase $10,794 36

The earnings of the Chicago and Rock Island Railroad for the 2d week of March, 1863, were $29,252 00
Same week, 1862 ..... 18,106 00

Increase $11,146 00

The earnings of the Michigan Southern Railroad for the 2d week of March, 1863, were . $66,530 00
Same week, 1862 ..... 34,775 00

Increase $21,855 00

The earnings of the Galena and Chicago Union Railroad for the 2d week of March, 1863, were:

Freight	$22,010 28
Passengers	7,829 04
Mails	1,200 00
Total	$31,039 32
Same week, 1862	21,657 60
Increase	$9,381 72

The earnings of the Chicago and Northwestern Railway for the 2d week of March, 1863, were $23,287 93
Do., 1862 ..... 16,346 37

Increase (42½ per cent.) $6,941 56

The earnings of the St. Louis, Alton and Terre Haute Railroad for the first week in March were:

	1862.	1863.
Passengers	$4,496 41	$8,505 40
Freight	10,550 30	15,727 89
Mail and express	694 00	694 00
Total	$15,740 71	$24,927 29
Increase		$9,186 58

The earnings of the Michigan Central Railroad for the 2d week of March, 1863, were . $52,813 13
Same week, 1862 ..... 32,513 33

Increase $19,299 80

The earnings of the Chicago and Alton Railroad for the 2d week of March, 1863, were:

Passengers	$10,592 24
Freight	11,998 61
Sundries	974 33
Total	$23,565 18
Same week last year	19,975 39
Increase	$3,589 79

The earnings of the La Crosse and Milwaukee Railroad for the 2d week in March were:

	Freight.	Passengers.	Miscellaneous.
1863	$7,523 20	$5,806 74	$640 80
1862	5,565 49	4,915 38	629 00
Increase	$1,957 71	$791 36	$11 80

The traffic of the Great Western Railroad for the week ending March 13, 1863, was as follows:

Passengers	$20,217 50
Freight and live stock	49,479 26
Mails and sundries	1,240 36
Total	$70,937 13
Corresponding week of 1862	54,474 89
Increase	$16,462 24

The earnings of the Grand Trunk Railway for the week ending March 14, 1863, were:

Passengers	$22,067 51
Freight and live stock	54,524 72
Mails and sundries	3,800 00
Total	$80,392 23
Corresponding week, 1862	75,977 36
Increase	$4,414 87

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week of March, 1863, were $9,889 37
Same week, 1862 10,461 16
Decrease $571 79

Railroad Earnings--Monthly.

The earnings of the Galena and Chicago Union Railroad for February, 1863, were $119,655 14
February, 1862 105,423 42
Increase $14,231 72
Corrected earnings for the previous month $132,517 52

The earnings of the Chicago and Alton Railroad for February, 1863, were $107,443 07
February, 1862 67,735 83
Increase $39,707 24

The earnings of the Cleveland and Toledo Railroad for February, 1863, were $147,437 00
February, 1862 90,657 00
Increase $56,780 00

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of February ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From freights	$256,578 25	$199,806 13
" passengers	86,618 74	56,782 39
" express matter.	2,557 50	2,400 00
" mails	7,825 00	7,825 00
" rent of railway.	7,083 33	7,083 33
" miscellaneous..	689 75	360 91
Total	$361,352 57	$274,257 76
Increase	$87,094 81	
Earnings from Jan. 1 to Feb. 28	$700,104 50	$567,678 06

Increase for February, 31¾ per cent.; increase to Feb. 28, 23½ per cent.

The earnings of the Lacrosse and Milwaukee Railroad for February were:

	1863.	1862.
Freight	$45,995 53	$37,280 96
Passenger	18,043 64	14,724 49
Miscellaneous	2,647 41	2,780 27
Total	$66,686 58	$54,785 72
Increase	$11,900 86	

The earnings of the Hudson River Railroad for February, 1863, were $425,046 78
February, 1862 281,568 10
Increase $143,478 68

The earnings of the Toledo and Wabash Railroad for February were:

	1863.	1862.
Passengers	$22,198 50	$11,119 40
Freight	69,772 08	36,022 52
Total	$91,970 58	$47,141 92
Increase	$44,828 66	

The receipts of the Harlem Railroad for Feb'ry, 863, were $128,166 46
February, 1862 96,689 50
Increase $32,076 96

The Chicago and Rock Island Railroad earned in February, 1863 $126,521 00
February, 1862 86,699 00
Increase $39,824 00

The business of the Illinois Central Railroad in February was:

LAND DEPARTMENT.

Acres construction lands sold	11,720.66 for	$121,050 55
Acres interest fund lands sold	2,062.04 "	19,957 02
Acres free land sold	4,527.43 "	53,404 48
Total sales during the month of Feb'y, 1862.	18,310.43 "	$194,412 05
To which add town lot sales		1,607 00
Total of all		$196,019 05
Acres sold since Jan'y 1, 1863	32,897.11 for	$335,040 67
Acres sold previously, net sales	1,198,326.00 "	15,139,473 89
Total	1,231,223.98 "	$15,474,514 56
Construction bonds cancelled previous to Dec. 31, 1862		$2,300,500 00
Cash collected in February		100,256 35

TRAFFIC DEPARTMENT.

Receipts from passengers	$106,493 76
" freight	147,346 35
" mails	6,358 33
" rent of road	3,000 00
" other sources	6,000 00
Total receipts in February, 1863	$269,198 44
" " 1862	236,637 37

The earnings of the Chicago and Northwestern Railroad for February, 1863, were $81,750 52
February, 1862 49,103 35
Increase $32,647 17

The receipts of the European and North American Railway for February were:

	1863.	1862.
Passengers	$2,700 01	$1,781 53
Freight	5,484 01	2,816 94
Mails and sundries	440 66	421 75
Total	$8,624 68	$5,020 22

During the month of February, 1861, the receipts were:—Passengers, $2,505 71; Freight, $3,050 60; Mails, etc., $537 02—in all, $6,093 33. It will thus be seen that the receipts of February, 1863, exceed those of the corresponding months in 1862 and 1861 by $3,604 46, and $2,531 35 respectively.

The earnings of the Housatonic Railroad in February, 1863, were $16,839 85
February, 1862 15,398 02
Increase $1,441 83

The business of the Philadelphia and Reading Railroad Company for the month of February, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal.	$271,152 33	$147,025 43
Do. merchandise.	51,015 17	44,594 16
Do. travel, etc.	39,666 96	25,541 61
	$361,834 46	$217,161 20
Transport'tion, roadway, dumpage, renewal fund, and all charges	178,935 09	102,689 95
Net profit for the m'th	$182,899 37	$114,471 25
Do. previous 2 mos..	391,703 58	234,817 92
Total net profit for 3 months	$574,602 95	$349,289 17

The earnings of the Erie Railway for February, 1863, were $829,734 47
February, 1862 601,594 67
Increase $228,139 80

The earnings of the Chicago, Burlington and Quincy Railroad Line, for February were:

	1862.	1863.
Freight	$85,863 18	$161,610 11
Passengers	20,936 68	38,625 36
Mails and miscellaneous	3,254 21	4,301 68
Total	$110,054 02	$204,537 15
Increase	$94,483 13	

The Terre Haute and Alton Railroad earned in the month of February:

	1862.	1863.
Passengers	$19,493 32	$43,856 46
Freight	41,304 64	63,658 03
Mails, etc.	3,077 60	3,088 03
Total	$63,880 56	$110,602 82
Increase	$46,722 26	

The earnings of the Norwich and Worcester Railroad for February, 1862, were:

Passengers	$5,804 27
Freight	13,059 61
Total	$18,803 88
February, 1863	23,882 68
Increase	$5,018 80

The earnings of the Michigan Southern and Northern Indiana Railroad for February, 1863, were $230,508 00
1862 153,728 00
Increase $76,780 00

The Michigan Central Railroad earned for February—

	1862.	1863.
Passengers	$34,016 29	$65,075 91
Freight	115,103 98	174,571 46
Miscellaneous	10,538 32	6,210 52
Total	$159,658 59	$245,857 89
Increase	$86,199 30	

The gross earnings of the Milwaukee and Chicago Railroad were:

	1863.	1862.
For January	$15,254 61	$12,272 53
For February	15,302 93	8,577 21
Total	$30,557 54	$20,849 74
Increase in 1863	$9,707 80	

The business of the Cleveland and Mahoning Railroad for January and February was as follows:

	1862.	1863.
Gross earnings	$37,935 43	$55,833 51
Working expenses	17,856 85	22,972 12
Net earnings	$20,078 58	$32,861 39
Increase	$12,782 81	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	121,272	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,517,612
1863	242,729	204,537	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	76,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	67,610	67,736	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	------
1863	96,306	107,443	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,690	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,375
1863	139,686	126,521	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	981,167
1863	68,143	81,750	------	------	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,639	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	90,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,849	112,606	113,912	114,885	119,964	122,524	131,687	168,834	170,565	172,296	177,410	179,553	1,719,637
1863	166,687	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	66,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,040	98,528	88,401	105,253	955,959
1862	106,263	88,408	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	147,487	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,370	383,322	389373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,583	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	660,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	516,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	524,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,324
1863	835,453	829,734	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	196,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,880	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	119,655	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	202,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	------	------	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,699	66,686	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,980	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,135	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,649,169
1863	248,784	230,508	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,886	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,389	307,475	258,633	2,650,701
1863	242,073	245,857	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,896	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,900	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,639	82,856	97,237	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,389
1863	129,775	128,766	------	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	220,377	248,862	241,695	264,622	283,646	268,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,931	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	224,456	276,209	291,767	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,686	361,834	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,128	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	359,963	3,734,290
1863	338,752	361,352	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,839	46,340	737,155
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,381	103,408	124,398	77,663	50,848	926,908
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,086	92,574	1,172,103
1862	82,235	47 142	56,006	83,582	106,845	113,677	116,214	168,219	170,380	172,870	147,548	109,915	1,373,633
1863	86,321	91,970	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1883	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	823,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	538,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	109
" " " 1850	700,000	6	Jan. & July.	"	1880	108½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	109
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108½
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	'870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	111
2d Mortgage coupon	380,000	7	May & Nov.	" "		86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ⅓ in '59, ⅓ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	104½
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	108½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (isse'd $337,000)	2,600,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	117½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	110
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	115
2d Mortgage	800,000	7	June & Dec.	New York.	1865	94½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	65
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	30
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	105½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	128
" " " inconvertible	2,690,000	8	" "	" "	1883	128
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	111½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1865	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	112½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		110
1st Mortgage (general)	3,000,000	7	" "	" "		77
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	100
2d Mortgage	2,000,000	6	" "	" "		45½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		98
Green Bay Extension Bonds	300 000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	108
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	110
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	104
4th Mort. (M. L.) or 3d Extension	1,059,925	7	" "	" "	1886	80
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	112
Columbus and Xenia:						
Dividend (dne 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	104½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and Wn:						
1st Mortgage	900,000		April & Oct.	New York.	1871	126
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	111
2d Mortgage	2,516,500		March & Sept.	" "	1881	
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (dne $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	112
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'63	114½
1st Mortgage (Extended)	22,000	7	" "	" "	1882	116
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	112
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	115
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	88
Land Security	5,000,000	7	April & Oct.	" "	1881	72
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				---
Mortgage	125,000	7			1866	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	118
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	112½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	109
Convertible	1,002,000	7	" "	" "	1867	108
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	128
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			110
Income	281,500	---				---
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "		100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				---
1st Mortgage	260,000	7				---
2d Mortgage (convertible)	1,000,000	7				---
3d Mortgage	600,000	7				---
Guaranteed by Covington	200,000	6				---
Cincinnati (exchanged)	100,000	6				---
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				---
City of Keokuk, (special tax)	150,000	10†				---
Lee County, 20 years	150,000	8				---
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				---
City of Keokuk	200,000	8				---
Henry and Louisa Company's	50,000	8				---
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	116½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				---
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		31½
2d Land Grant (Western Div.)	353,600	†	" "	"		31½
3d Mortgage (whole road)	1,700,000	†				---
Farm Mortgage	1,087,700	†				---
Unsecured Bonds	1,785,000	†				---
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6				---
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7				----
Louisville and Frankfort:						
Louisville Loan	174,000	---				---
1st Mortgage	248,000	---				---
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6				---
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				---
Mortgage	24,000	7				---
Mortgage	10,000	6				---
Marietta and Cincinnati:						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6				---
1st Mortgage	1,600,000	7			1880	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				---
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				---
Michigan Central:						
1st Mortgage Sterling	£367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	127
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	129
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	964,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	104
Detroit and Toledo	684,000	7	" "	" "	1876	104½
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	113
2d General Mortgage	2,572,000	7	" "	" "	1877	104
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				---
Milwaukee and Chicago:						
1st Mortgage	400,000	8				----
2d Mortgage	200,000	7				----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	6				----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	110½
1st Preferred stock	1,051,000	8				103
2d Preferred stock	1,014,000	7				90
Mississippi Central:						
1st Mortgage	1,007,363	7				---
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				---
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				---
2d Mortgage (S. F.)	400,000	8				---
Oskaloosa Division	1,425,000	7				---
Land Grant	7,000,000	7				56
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	---
Mississippi State Loan	202,799	6				---
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				---
Tennessee State Loan	674,860	6				---
Alabama State Loan	389,410	6				---
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,036	6			1883	----
Mississippi State Loan	200,970	6				---
Montgomery and West Point:						
Alabama State Loan	122,622	---				---
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	112
Muscogee:						
1st Mortgage	249,000	7				---
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				---
Chat. and Clev. Subsc. (endors.)	231,000	---				---
*New Albany and Salem:						
Crawfordsville	175,000	7				---
1st Mortgage	500,000	10				---
1st Mortgage	2,235,000	6				---
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63'4'8	----
1st Mortgage Coupon	2,685,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				---
New Orleans City Subscription	1,500,000	5				---
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	115
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	124½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	115
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	115
Real Estate Bonds	252,975	6	" "	" "	1883	105
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	125
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	120
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	117
3d Mortgage	6,000,000	7	" "	" "	1883	114
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	110½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	108
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	110
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	104
3d Mortgage	980,300	7	Jan. & July.	" "	1867	107½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1856	111½
Mortgage Bonds, Coupon	978,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Real Estate	35,910	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	102
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	103
2d Mortgage	3,077,000	7†	" "	" "	1861	17
North Missouri:						
State Loan (30 years)	4,350,000	6			------	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	360,000	10	" "	"	1867	114
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105¾
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6			------	90
State Loan (S. W. Branch)	1,268,000	6			------	----
Construction	3,235,000	6			------	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	116½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	114
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	104½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1868	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	104
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1890	111½
" 1844, (convertible)	863,000	6	" "	"	1890	114½
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	104½
" 1856, "	1,475,000	7	" "	"	1886	104½
Bonds and Mortg's—real estate	592,200	---			------	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	139
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000	---			------	----
Alleghany Co. "	750,000	---			------	----
Connellsville "	100,000	---			------	----
Mc'Keesport "	100,000	---			------	----
Baltimore City "	94,000	---			1886	----
Baltimore City Stock	906,000	---			1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Real Estate Bonds	100,000	---			'68–'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1912	113½
2d Mortgage	5,160,000	7	" "	" "	1912	100
3d Mortgage	2,000,000	7	" "	" "	1912	79½
Bridge Bonds, O. & P. R. R. Co.	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	337,173	6	" "	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	67
2d Mortgage	937,500	7	" "	"	1863	17
3d Mortgage	435,060	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1858	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1876	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1865	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			------	3
2d Mortgage	450,000	---			------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	107
" " (series B)	1,100,000	7	April & Oct.	"	1894	107
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	90½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	90½
" " Income (series E)	1,700,000	7	" "	"	1894	88
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	105
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	93
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	93
Interest Bonds	111,895	7			------	82
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1961	57
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	13
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	61
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	113
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	89½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	------	------	1868	----
Company's, endorsed by State	180,000	6	------	------	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,868	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,252	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	...	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	...	...	.....	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
								ARKANSAS.													
— — '61	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	260,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,105	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11¼	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,380	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,026,549	117.4	489,850	808,060	301,979	....	123
30 Nov. '62	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	214,100	2,122,500	700,000	99,600	.....	66.4	.....	353,665	158,917	—	84½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	42,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6¼	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	28.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago and Alton	10,000,000	.....	—	3,500,000	4,500,000	—	10,000,000	220.0	.....	1,098,465	452,693	4	64
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	—	109
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	18
31 Mar. '62	181.8	—	....	—	59	67	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	93¾
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	93¼
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	90
— — —	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	218.0	—	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	218.0	.....	1,117,603	568,020	—	52¼
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	78.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,687,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	135,009	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	885,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,939	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,589	63,196	—	3,738,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
— — —	—	—	—	438.0	...	...	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Muso.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	5,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	20.0	—	....	—	}	}	}	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	736,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	—	13	10	230	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	.....	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,289	9,455,250	289 0	613,903	716,478	371,122	—	....
— — '59	18.8	—	....	70.2	...	...	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,160,717	.....	206.0	.....	1,232,624	556 494	—	....
31 Aug. '60	158.7	—	....	185.8	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,601	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	56.0	—	—	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	135,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,988,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	116½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	86
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	493,028	9,308,402	155.0	744,961	1,417,977	736,145	—	40
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	109
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	131
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	—	.....	61.8	.....	588,871	272,429	8	131
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	138
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	108
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	102
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	71.6	.....	.....	543,158	217,054	6	116
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	99½
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,983	30,275	—	200,000	75,000	15,655	383,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	553,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	135
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	95
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	60
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	125
30 Nov. '61	18.8	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	109
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	134
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	110
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	12½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,288,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	36
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	145
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	77
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. June.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	340,898	.....	—	—
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,178	329.3	1,338,658	2,361,241	1,212,088	3	103
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	59
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
— — '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
— — '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
— — '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
— — '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	—
— — '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,650	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,264,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	—
— — —	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,003,000	402,198	19,550,960	189.0	417,257	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,388	—	12½
30 Nov. '59	53.6	—	3.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	38½
30 Nov. '59	23.1	—	2.5	—	4	4	26	Cocheco	325,200	*	—	389,047	420,853	13,070	858,264	23.1	.....	51,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	123,366	8	64
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	129
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	107
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	122½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	308,517	1,282,504	52.7	.....	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,130	4	68
30 Apr. '59	24.7	—	2.2	—	5	2	80	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,503	78,855	—	—
31 Dec. '61	68.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	—	12,171,200	124.2	.....	2,058,989	913,829	12	167½
31 Dec. '61	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,833,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	30,076	—	18
31 Dec. '62	64.0	—	43.0	—	38	20	540	Central of New Jersey	5,507,812	606,542	—	3,650,000	2,000,000	320,433	6322 193	64.0	687,204	1,397,586	774,341	10	177
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	—
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	—
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,900	678,000	—	5,695,704	33.8	512,349	1,111,037	592,699	10	160½
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,929	*	.....	156,850	200,000	70,786	427,636	21.2	.....	89,804	9,754	—	—
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '61	15.6	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24 0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	111
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—	54,902	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.		—	—	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by Western.		—	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	276,486	—	80
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,468	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	345,500	300,000	41,600	686,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by Erie.	24,000	—	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by Erie.	30,000	—	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by West'rn	—	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	98
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	245,195	297,646	137,347	—	38
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	64	114
31 Dec. '62	460.0	97.0	302.0	—	226	101	3,279	Erie	39,021,792	*	—	19,973,300	20,131,500	—	41,628,172	633.0	4,835,359	8,400,334	1,636,351	—	77½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,245	1,144,980	391,253	—	30½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.		60,000	6	—	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	388,460	425,637	90,061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,516	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	619,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	13.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B., N. Y. & E.		4,996	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	oper. by Ren. & Sar.		—	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,625	77,584	—	500,000	376,000	15,396	891,396	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	177,371	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	oper. by Hud. River.		—	—	6	58½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	650,000	—	710,000	oper. by other Co's.		—	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.31	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by Erie R. W. Co.			—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	81
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	....	—	...	...	....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	....	—	...	...	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	....	—	...	...	....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '61	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	.....	404,533	168,653	—	—
1 Aug. '61	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	17
31 Mar. '62	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,816,784	198.3	.....	646,205	329,714	7½	135
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	28
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	....	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	—	5,917,359	141.2	707,160	1,263,253	704,819	10	167
31 Dec. '62	67.0	—	....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.	102.5	....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	69½
31 May '62	109.2	79.4	....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	8	97½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. w. Lit. Miami.		177,371	8	150	
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	591,316	5,586,705	144.0	365,470	400,168	222,951	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,858	152,694	.....	45.0	.....	128,170	33,412	—	—
-- -- '59	36.0	—	....	84.0	...	...	....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,368,567	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500,524	412,002	2,981,267	1,400,000	.....	4,960,780	138.0	814,908	1,386,991	632,114	8	156
31 Jan. '62	182.0	21.6	....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '62	192.3	—	....	—	48	34	628	Ohio and Mississippi	16,363,614	745,475	*	6,246,950	9,370,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '62	153.9	52.0	....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	282,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '62	116.0	9.0	....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	oper. by C., C. & C.		.....	.....	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '61	242.4	—	....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	51
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	.....	1,816,150	1,500	.....	1,817,650	24.5	174,238	345,505	194,589	10	66
31 Dec. '61	68.5	—	3.5	—	22	14	300	Catawissa	3,079,000	305,000	—	3,350,000	34,000	59,359	3,472,746	146.0	289,137	219,548	22,490	—	8
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	1,422	Del., Lackawanna and West'n	9,178,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,339,680	—	146
30 Nov. '61	35.8	—	2.3	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	.....	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	126	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	39½
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	oper. b. Buf. & S. L.		—	—	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by Penn. R.R. Co.			14½	66½
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,268	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	178,941	62,597	—	21
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	239,089	329,084	334,976	8	76
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	oper. by Catawissa		R.R. Co.		—	46
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,350,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	.....	.....	528,246	326,933	6	60
31 Dec. '61	130.0	—	60.5	—	...	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367	.....	3,248,600	.....	.....	3,248,600	130.0	293,692	619,043	336,671	11	94½
30 Nov. '62	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,485 476	496,187	—	3,147,350	2,860,000	—	6,447,780	66.7	263 334	397,186	218,960	—	11½
31 Dec. '61	331.1	23.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447,522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,559	428.0	4,413,036	7,300,001	2,646,936	6	66½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	284,000	10,000	—	—	—	250,000	250,000	20.0	.....	1,637	.....	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	236,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,965	110,287	7	60
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,48	151.4	1,795,927	2,905,838	1,412,905	—	45½
30 Nov. 61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,883	—	—	999,200	250,000	—	1,249,200	28.0	oper. by Cam. & Amboy			8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	——	——	32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	68
31 Oct. '61	59.0	13.0	5.0	38.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	——	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	——	——
31 Dec. '62	467.5	——	68.7	——	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	——	5,709,591	12,935,173	——	19,451,677	467.5	——	2,734,290	1,292,081	——	63½
30 Sep. '59	31.0	——	——	11.0	——	——	——	Pittsburg and Steubenville	1,947,462	*	——	1,221,277	280,000	——	——	——	——	——	——	——	——
30 Sep. '61	54.0	——	3.0	——	7	7	26	Schuylkill and Susquehanna	1,258,700	*	——	1,258,700	97,000	——	1,355,700	54.0	——	——	——	——	——
30 Nov. '61	9.2	15.3	4.9	——	——	——	——	Schuylkill Valley	573,616	*	——	576,350	——	——	573,616	24.5	oper. by	Ph. & R	eading.	5	——
31 Nov. '61	28.0	1.2	2.0	——	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822,117	5,435	1,327 552	——	——	105,568	55,143	——	40
30 Sep. '61	148.0	——	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	——	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,525	341,582	149,082	——	37½
30 Sep. '61	29.6	——	2.1	——	4	3	70	Tioga	718,918	77,999	——	367,300	396,500	65,726	——	29.6	68,543	101,499	64,270	6	47½
30 Sep. '61	26.4	——	3.0	——	5	11	22	Westchester and Philadelphia	1,295,617	73,655	——	683,150	1,010,853	11,851	1,705,454	26.4	100,659	126,593	59,624	——	——
								RHODE ISLAND.													
1 Jan. '60	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	276,800	——	——	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	——	0.5	——	——	3	5	Providence, Warren & Bristol	443,666	*	——	437,917	8,500	——	——	13.6	——	26,454	6,914	——	——
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	——	26	Blue Ridge	2,126,539	——	——	1,916,515	217,577	——	2,134,092	13.2	——	——	——	——	——
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	——	——	——	——	——
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	283,263	151,536	6	——
— — '58	40.3	——	.....	——	——	——	——	Cheraw and Darlington	600,000	*	——	400,000	200,000	——	——	49.3	——	——	——	——	——
1 Jan. '59	143.2	21.3	.....	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	2,919,554	164.5	——	341,190	125,871	——	——
31 Aug. '58	22.5	——	.....	——	——	——	——	Kings Mountain	196,230	*	——	200,000	——	——	200,000	22.5	——	——	——	5	——
31 July '58	32.0	——	.....	——	——	——	——	Laurens	543,403	*	——	400,000	106,218	——	575,729	32.0	——	27,568	8,527	——	——
28 Feb. '59	102.0	——	.....	——	——	——	——	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	——	220,014	98,145	——	——
31 Dec. '60	136.0	106.0	.....	——	62	59	790	South Carolina	——	——	——	——	2,643,833	——	——	——	——	1,499,636	701,943	7	——
31 July '58	25.1	——	.....	41.9	——	——	——	Spartanburg and Union	——	——	——	——	——	——	——	25.1	——	——	——	——	——
								TENNESSEE.													
30 Sep. '60	47.6	——	.....	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	——	29,967	19,187	——	——
1859.....	.....	——	.....	17.0	2	——	14	Edgefield and Kentucky	857,947	*	——	333,204	612,000	60,900	——	30.0	29,845	9,359	7,486	——	——
1859.....	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,037,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	318,718	187,466	——	——
1859.....	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	——	130.3	150,142	297,806	149,167	——	——
1860.....	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	——	1,635,096	873,597	——	——
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	——	——	——	——	——	——	——
1859.....	100.0	——	30.6	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	——
1859.....	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	319,518	——	59.4	69,870	177,256	60,029	——	——
1859.....	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,369	——	47.4	54,175	83,129	44,666	——	——
1859.....	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	——	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	——	——	159.0	——	734,118	337,384	6	——
1859.....	——	——	——	——	——	——	——	Nashville and Northwestern	——	——	——	——	——	——	——	——	——	——	——	——	——
1860.....	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	——	45.8	57,950	127,953	87,243	——	——
1859.....	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	——	——	——	216,962	413,000	408,477	——	30.0	——	1,248	——	——	——
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	.....	158.0	——	——	——	Buffalo Bayou, Braz. & Col'r'do	——	——	——	——	——	——	——	32.0	——	——	——	——	——
— — '58	56 0	——	.....	184.0	——	——	——	Galvest., Houst. & Henderson	——	——	——	——	——	——	——	56.0	——	——	——	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	——	275 000	240,000	171,560	——	50.0	31,300	32,670	——	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	——	70.0	102,200	282,846	196,568	——	——
— — '59	25.0	——	.....	110 0	——	——	——	San Antonio & Mexican Gulf	——	——	——	——	——	——	——	25.0	——	——	——	——	——
— — '59	28.0	——	.....	756 0	——	——	——	Southern Pacific	——	——	——	——	——	——	——	28.0	——	——	——	——	——
								VERMONT.													
31 May, '61	90.7	——	8.6	19.6	8	8	184	Connect. & Passumpsic Rivers	1,514,132	193,422	——	1,280,400	800,000	60 589	——	90.7	118,219	183,750	92,683	——	80
31 Aug. '60	119.6	——	13.0	——	26	18	600	Rutland and Burlington	3,989,708	617,743	——	2,233,376	3,172,550	979,119	6,386,045	119.6	349 440	334,368	113,318	——	——
31 Aug. '60	62.0	.....	4.0	——	10	6	174	Rutland and Washington	1,771,683	*	——	950,000	——	——	——	62.0	142,839	150,318	80,288	——	——
31 Aug. '60	119.0	——	20.0	——	42	28	885	Vermont Central	8,402,055	*	——	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	——	——
31 Aug. '60	47.0	——	2.8	——	——	——	——	Vermont and Canada	1,350,695	——	——	1,350,000	——	——	1,380,695	oper	r. by Vt.	Central	——	——	149
31 Aug. '60	23.7	——	0.7	——	3	4	43	Vermont Valley	1,212,274	89,612	——	516,164	793,200	——	——	23.7	47,950	45 930	8,522	——	——
31 Aug. '60	54.0	10.5	.....	——	——	——	——	Western Vermont	1,083,500	*	——	532,000	700,000	——	1,083,500	oper	r.b.Troy	& Bost.	55,858	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	——	113.7	703,034	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep. '59	103.5	——	——	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	——	——	103.5	345,427	248,004	loss	——	10
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	——	——	——	2,063,655	2,517,500	590,056	——	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,998	——	1,365,300	1,851,500	292,842	4,745,256	133.4	——	410,166	201,344	——	——
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	——	326,554	218,852	7½	——
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,665	143.2	224,014	560,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	——	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	——	43.5	1,058,054	163,763	79,585	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan. '60	80.0	——	.....	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	——	240,446	121,053	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	——	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	——
30 Sep. '59	32.0	——	2.5	——	5	4	49	Winchester and Potomac	516,830	59,000	——	300,000	120,000	24,736	——	32.0	30,000	49,971	14,469	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	——	55.0	——	——	——	——	——
31 Dec. '61	199.9	——	24.9	——	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	320,580	——	——
31 Dec. '58	40.0	——	.....	——	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	——	——
— — '57	42.0	——	.....	27.8	——	——	——	Milwaukee and Horicon	919,757	*	——	1,101,200	——	——	——	42.0	10 mos.	60,066	——	——	——
31 Dec. '61	191.9	42.5	28.3	——	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,467,000	58,549	8,036,604	234.4	——	1,108,354	436,039	——	56
— — '57	50.0	——	.....	85.0	——	——	——	Milw., Watertown & Baraboo	514,238	——	——	345,861	132,000	——	——	50.0	——	121,401	——	——	——
10 May, '61	104.0	——	.....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,602,471	104.0	228,627	220,850	68,438	——	——
— — '58	10.0	——	.....	55.0	——	——	——	Wisconsin Central	600,000	——	——	——	——	——	operated	by	Fox Riv	er Vall.	——	——	——
								CANADA.													
31 July '62	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	——	235,420	55,496	——	——
31 Dec. '62	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	——	242,798	117,842	——	11
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	——	——	——	——	——	——	——	48.0	——	——	——	——	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	——	15,603,128	31,351,133	——	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
31 July, '62	229.0	128.0	.....	——	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	——	26,104,725	357.0	——	1,221,145	586,885	1½	——
— — '62	24.0	——	.....	——	2	2	52	London and Port Stanley	——	——	——	——	——	——	——	24.0	——	——	——	——	——
31 Dec. '61	95.0	1.6	.....	——	17	20	337	Northern (O. S. & H.)	——	——	——	——	——	——	——	96.6	——	——	——	——	——
— — '61	54.0	——	.....	——	5	8	118	Ottawa and Prescott	——	——	——	——	——	——	——	54.0	——	——	——	——	——
— — '61	25.0	——	.....	——	4	——	57	Welland	——	——	——	——	——	——	——	25.0	——	——	——	——	——
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	——	14	18	235	European & North American	4,548,564	*	——	4,637,852	——	——	4,637,852	108.0	——	130,678	36,432	——	——
1 July, '61	60.0	——	.....	.....	——	——	.....	New Brunswick and Canada	1,402,748	102,388	——	1,380,000	13,100	186,000	1,709,232	60.0	——	132,555	36,670	——	——
								NOVA SCOTIA.													
31 Dec. '61	61.5	——	.....	60.1	——	——	——	Nova Scotia	4,268,717	*	——	——	——	——	——	61.5	——	120,918	26,803	——	——
								NEW GRANADA.													
31 Dec. '62	43.7	——	——	——	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	——	10,763,723	48.7	——	1,743,294	1,013,444	13	190

New York Stock Exchange.

Actual Sale Prices for the week ending March 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
State Stocks:—						
California 7s	133	134	----	134	129	128
Illinois War Loan	102	----	----	----	103	----
Indiana War Loan	----	----	100	----	----	----
Kentucky 6s	----	104	----	104	----	----
Louisiana 6s	----	----	----	----	80	----
Michigan 6s, 1878	----	107	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	62	61¼	61½	61⅝	62¼	61¼
Do. iss. to H.&St.J.R.	88	88	88	----	----	----
North Carolina 6s	76	----	----	76	----	55
Ohio 6s, 1881	----	----	----	115¼	----	----
Tennessee 6s, 1890	61¼	61	61	80⅞	60⅜	61
Virginia 6s	----	----	66	66	----	63
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago & Alton	64⅞	64	----	----	64	----
" " pref.	85¾	85	----	85	85	----
Chicago, Burl. & Q.	109¼	109½	110	110	----	109
Chic. & Northwest'n.	----	----	16	16¼	18¼	18
Chicago & Rock Isl.	95	95	94½	95	95½	93⅜
Clev., Col. and Cin.	165	----	----	----	----	167
Clev. and Pitteburg.	72	72½	72	72½	72	69½
Clev. and Toledo	98	98⅜	98½	98⅜	98¼	97⅝
Del., Lack. & West.	----	----	----	----	146	----
Galena and Chicago	93¼	94	94	95	94½	93⅞
Hudson River	100⅜	100½	100½	101	101	98
Illinois Centr. (scrip)	----	----	----	92⅜	92⅜	90
Michigan Central	103⅜	104	103½	103⅜	103½	101
M. S. and N. I.	61½	61	60⅜	61	61	59
M. S. & N. I. guar'd.	108⅛	108	107⅜	108	108	105
Mil. and P. du Chien	39½	39½	39⅜	38	37	36
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	----	----	----	----
New York Central	116⅜	116½	116½	117	117	114
Erie	79⅛	79⅝	79½	80⅛	80⅛	77⅛
Erie pref.	----	99¾	99⅜	100	99½	97
Norwich & Worcest'r	----	----	88½	83½	84⅛	84½
N. York & Harlem	38⅛	38⅛	38⅜	39½	40¾	39⅜
N. Y. & H. "pref."	83⅛	84	84	84½	84⅜	83½
Panama	----	----	----	191	192	190
Phila. and Reading	90	----	----	90½	91	89½
Pitts. Ft. W. & Chicago	65½	64	64	64⅝	63⅜	63½
St. L., Alton & T. H.	33½	35	35	35	34½	32½
" " " pref.	----	69½	69½	----	----	----
Toledo & Wabash	50	----	----	----	51	----
" " Pref.	----	----	68	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	111	----	----
Chicago & Alton, 1 M.	----	----	111½	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Ohio. & N. W. 1st M.	73½	75½	77	78	----	77
" " 2d M.	----	43	44	46	48	45½
" " S. F.	110½	110	----	110	110	----
" " A. B.	----	----	----	----	----	----
" " I. B.	98	----	----	----	99	98
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	104	----	----	----	104	----
" 4 M.	----	----	81	----	81	80
Cl. & Tol. S. F. 7 p. c.	----	----	----	112½	112½	112
Chi., Bur. & Q. 8 p. c.	128	128	----	----	----	----
Chi. & R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-5	----	----	----	----	121	----
" 2 M. 8p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	----
" 2 M. 7p. c. '75	----	----	----	112	----	----
" 1 M. Ex. '82	116	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	----	----	----
Huds. R. 1 M. 7p. c. '69	116	117½	118	118	----	----
" 2 M. S. F.	----	----	119	----	112½	----
" 3 M. 7p. c. '75	109	109	110	109	109	----
" conv. bonds	----	108¼	----	----	108	----
Illinois Central bonds	----	----	----	----	----	----
La Crosse & Mil. L. G.	31	31½	----	----	----	----
Mil. & P. du C. 1st M.	----	----	----	----	----	----
Mich. Con. S F. 8p c. '82	----	130	129	----	----	----
" conv. 8p. c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	113	113¾	113	----	----	----
" " 2 M.	104	----	----	----	104	104
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p. c. certif. '83	116	----	----	115	----	----
" 1 M. 7 p. c. '64-1	03¾	----	----	----	----	103¼
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	120	----	----
" 2 M. 7 p. c. '79	117	----	----	----	----	----
" 3 M. 7p. c. '83	115¾	115¾	----	115¼	----	114
" 4 M. 7p. c. '80	111¾	111	111	----	110¾	----
" 5 M. 7p. c. '88	----	----	----	----	----	----
N. Y. & H. 1 M. 7p. c. '73	----	----	116	----	----	----
" 2 M. 7p. c. '64	103¼	----	----	104	----	----
" 3 M. 7p. c. '67	107	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	----	----	113¼	----	----	----
" " " 2d M.	----	----	----	----	104¼	100
" " " 3d M.	79	80	----	----	79¼	----
St. L., Alt. & T. H. 1 M.	----	----	107	----	----	----
" " 2 M. pref.	91¼	92	91¼	----	91¼	90¼
" " Inc. b'ds.	81¼	81¼	----	----	82¼	88
Toledo & Wab. 1 M.	----	----	105	----	105	----
" " 2 M.	92¾	93	----	92¼	93	----
" " Int. b'ds.	----	----	82	----	----	----
Miscellaneous:—						
Del. & Hud. Canal	126	126	127	127	127	126
Penn'a Coal Co.	122½	122½	122	----	118¼	116¼
Pacific Mail S.S. Co.	191¼	187	188¼	192	193	188

New York Stock Exchange.

Actual Sale Prices for the week ending March 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
Federal Stocks:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	97	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	97⅛	98	97⅛	97⅛
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	103⅜	103⅜	103½	103⅜	104	104⅛
U. S. 6s, 1881, cou.	104⅛	104	104⅛	104⅜	105⅛	105⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	101⅜	----	102	102⅛	----	----
U. S. 6s, 1867, reg.	104⅛	104	----	----	----	----
U. S. 6s, 1868, "	----	103⅛	104⅛	----	----	----
U. S. 6s, 1868, coup.	107	108	----	----	----	----
U. S. 6s, 1 year certif.	99⅜	99⅜	100	99⅞	100	100
U. S. 6s, 5-20s, coupon	102⅜	----	102⅛	----	103	----
Treasury 7 3-10 Notes	106⅛	107	107	107½	107½	106⅞
U. S. Demand Notes	154⅛	----	----	153⅛	----	141
American Gold	154⅛	154⅛	153⅞	151	145⅛	139⅛

Boston Stock Exchange.

Actual Sale Prices for the week ending March 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
Boston and Lowell	----	----	109	----	----	----
Boston and Maine	132	133	----	129	----	121
Boston and Providence	----	----	133½	130	130	121
Boston and Worcest.	----	133½	----	133	----	----
Connecticut River	----	----	----	----	108	----
Eastern, Mass.	105	----	----	100½	102½	102
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	116	----	----	----	----	----
Manchester & Lawr'ce.	122½	----	----	----	----	----
Michigan Central	101	----	----	----	103	----
Northern, N. H.	70	----	70	70	69½	68
Old Colony and Fall R.	----	----	134	130	130	125
Ph., Wil. & Baltimore	71½	----	72	69	68½	68½
Portl'd, Saco & Ports.	----	----	----	----	116½	116½
Vermont & Canada	----	----	149	----	----	----
Vermont & Mass.	41½	41	40½	40	----	36
Western	150	150	149½	148½	147½	145
Cambridge (Horse)	----	----	----	----	----	----
Metropolitan "	69	----	----	69½	69½	68½
Middlesex "	----	----	----	----	105	100
Central Copper Co.	56	58	58½	----	58½	58½
Franklin Copper Co.	56½	55	56½	65½	55½	54
Isle Royale "	33⅞	34	35	34½	35½	32
National "	33	33	33½	33½	33	----
Minnesota "	----	103	----	104½	105	101
Pewabic "	62	60½	60½	----	62½	58½
Pittsburg "	----	----	93½	----	----	90
Quincy "	86½	86½	89½	91	----	----
Rockland "	30	30	30	30	----	25½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.
Beaver Meadow	66	66	----	----	----	----
Cattawissa	7⅜	7⅛	7¾	8	7⅜	8
" preferred	25⅜	25	25½	25⅜	25½	25½
Camden & Amboy	165	165½	----	166	167½	167½
" " 6s, '87	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	104½	----	----	----	105	104½
" " 6s, '89	104	----	----	104½	----	----
Elmira & W'msport	39	39½	39	----	39½	----
" " pref.	----	----	----	----	----	53
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	59½	----	----	----	60	----
" " 6s	110	110	----	----	----	----
" " scrip	41	40	40½	41½	41	42½
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	46	46	46	46½	46	----
" " 7s	112	----	----	----	----	----
Long Island	----	----	----	38	----	----
" " 6s	----	----	----	----	----	----
Minehill	53½	54	56	55½	54	54½
North Pennsylvania	----	11⅜	11⅛	11⅛	11⅛	11⅛
" " 6s	89⅞	90	----	90½	----	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	66½	66½	66⅜	66⅝	66⅛	66⅜
" 1st m.	----	----	----	----	----	116½
" 2d m.	----	114	----	----	----	----
Penn. State, 5s	103⅛	103⅜	103⅜	----	----	103⅛
" " 5s, coupon	----	108	108	108½	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	105⅜	106	----	106	----	----
" " new	----	----	113	113⅛	113⅛	112⅜
Philad., Germ. & Nor.	----	62	62	60	----	----
Phila. & Reading	45½	45	45½	45	45½	45½
" " 6s, '86	104⅜	104⅜	----	----	----	103⅜
" " 6s, '70	----	----	104	----	----	----
Philadelphia & Erie, 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	111	----	111	----
Sunbury and Erie, 7s	----	----	----	----	----	112½
Arch street, (Horse)	28	28	----	28½	28½	28½
Chestnut & Wal. "	----	59	----	----	----	----
Girard College, "	----	28	29	29½	29½	30½
Green & Coates, "	43½	----	43½	43½	43½	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	88½	----	----	----
Spruce & Pine, "	17½	17½	----	----	----	17
13th & 15th sts., "	----	32½	----	33½	33½	----
West Philad., "	----	----	66	----	----	----
10th & 11th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 23.

	Tu.17.	W.18.	Th.19.	F.20.	Sat.21.	M.23.
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890-114	----	----	----	113⅜	----	----
Balt. and Ohio	85	----	----	----	----	86
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85-103	107½	108	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85-102	102	102½	----	----	----	102
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 5th March:

Maryland 5s	73	to	75
United States 5s, 1874	58½	"	59½
Virginia State 5s	49	"	51
Do. 6 per cent.	45	"	47
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	70	"	71
Do., Pennsylvania do. do.	71	"	72
Erie shares, $100 (all paid)	42½	"	43½
Do., 7s, preference	56	"	58
Do., 7s, 1st mort., 1867	75	"	80
Do., 7s, 2d mort., 1859	70	"	75
Do., 7s 3d mort., 1883	69	"	71
Do., 7s, 4th mort. x. c.	63	"	65
Do., 7s, 5th mort.	60	"	63
Illinois Central 6s, 1875	80	"	81
Illinois Central 7s, 1875	75½	"	76½
Do. do. $100 shares, $90 paid, dis.	43½	"	42½
Do. do. $100 shares, all paid	50	"	52
Michigan Central 8s, Convertible, 1869	68	"	72
Do. do. S. F. 1st mort., do., '82 x. c.	70	"	75
Michigan S. and N. Indiana 7s, S. F., 1885	63	"	68
Do. do. do. $100 shares	25	"	30
New York Central 6s, S. F., 1883	65	"	70
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	68	"	70
Panama, 1st mortgage 7s, 1865	103	"	105
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	65	"	70
Do. 2d mort., 6s, do.	88	"	89
Do. $50 shares	38½	"	39½
Philadelphia and Reading, $50 shares	24	"	26

American Railroad Journal.

Saturday, March 28, 1863.

Stock Exchange and Money Market.

The Money Market during the past week, has undergone a wondrous change. Gold on Wednesday fell five per cent., and the holders of this commodity are anxious to save themselves from further loss. It is known that the Treasury has a full supply of coin, and will shortly disburse several millions in the shape of interest, which will have the effect of knocking down the prices still lower. Exchange has depreciated correspondingly, and prices of many articles of necessity obtained from abroad, have as a natural consequence, been reduced to the consumer. We notice that cotton, both in the staple and its manufactures, has fallen considerably, and that advertisements of sales at lower rates are beginning to crowd the columns of the newspapers. A more cheerful tone of feeling pervades the Northern mind, in strong contrast to the apprehensions which are expressed in the Southern papers, and the record of the disasters which are overwhelming the confederacy.

We have but a faint idea of the hopeless suffering which actually prevails there, of the enormous depreciation of its currency, the want of food, (for it is now proposed that the people shall henceforward eat but two of their scanty meals per day,) the want of clothing, and also of numerous other articles of necessity of which the poorest in the North have not been deprived. Our hopeful feeling is also strengthened by the conviction, tha

the movements of our armies and flotillas in the southwest are about to be decisive, while on the Atlantic coast, there are evident indications of a withdrawal of the enemy's military *materiel* into the interior, not for aggression, but safety.

Nor has the news from abroad been less inspiring. It is well understood, that both from Germany and France, proffers of large loans have been made to our Government, which if accepted, will not only be likely to lead to a resumption of specie payments, but to react upon the financial resources of the great English banking houses, and even on the reserves of the Bank of England itself. Just at this moment unfortunately for them, if not fortunately for us, the political condition of Europe is far from being satisfactory. The complications of the struggle in Poland, are extending themselves in all directions. Prussia may herself become the scene of revolution, if her monarch does not heed the bold language of the representatives of his people. France and Italy both sympathise with Poland, which has always sympathised with them in their struggles for republican institutions; and even in England, the Government in the midst of its rejoicings at the espousals of its young Prince with the fairest offshoot of "the majesty of Denmark," is disturbed and blinded by the dust of the continental melee. There are also symptoms of greater significance. While our Secretary of the Treasury is somewhat embarrassed by the resources which are pouring in upon him, we know that there is no such plethora in the treasuries of Europe.

By our last advices we learn, the agents of Prussia have been seeking in vain to procure Government loans, at the hands of the very bankers, who, afraid to trust their money with needy Monarchs, are not afraid of American securities.

It is also announced that the Italian Minister of Finance has brought in a bill, requesting the authorization of Parliament, to contract a loan of seven hundred millions of lire, (the lire being a fraction less than 20 cents,) which will add one hundred and forty millions of dollars to the present existing debt of five hundred and thirty-six millions.

In Paris the recent fall of the *rentes* and in the shares of the colossal Credit Mobilier, are accepted as a forerunner of a large loan to be effected for the immediate necessities of the Imperial Treasury, the anticipation of which has lowered the price of Consols in London, the barometer of English finance. Orders for gold are hourly expected from Paris, for these invariably precede any attempt in the Loan market by the French Government, a palliative, if not a deception.

Even Spain is not without its financial discomforts. It is doubtless known to our readers, that Spanish securities have long been excluded from the great Bourses of Europe, and that in consequence, her commercial and industrial interests are isolated from the sympathies and support of foreign capital. The condition of her "passive" debt, is a continual sore both to the London and Paris holders: they repulse all her attempts to put her hands any deeper in their pockets. A new and covert scheme for this last purpose, has been signally defeated. Repeated efforts have been made to place the shares of the "Madrid Mercantile Credit Company" on the lists of the Paris Exchange. This is another Credit Mobilier, and is intended to be a financial agent of the Spanish Government. It has been supported in its present efforts at recognition, by very powerful French interests but without the least success.

In strong contrast with all this, stand the financial power and resources of our own Government. The people have not only granted it all they want for the present, but for several years to come. The National currency is everywhere preferred to any other we have ever had. The Treasury has all the gold it requires, without paying for it the smallest premium, and pays it out again freely to its creditors, whenever it is due them. Within ten days five millions have been received in exchange for its 5 20's, and the offers are coming in with a rapidity as surprising as gratifying. We learn from official authority, that our revenue from Internal sources and Customs, is to be more than two hundred and twenty millions the present year, and likely to increase, thus affording demonstration that not only the interest on the present debt is sure to be paid, but would be, if it were two thousand millions, even then leaving a balance for a sinking fund. And to cap the climax of our good fortunes, we have two hundred millions of gold offered us by foreign capitalists.

Certainly we have great cause to rejoice at the present condition of things. What we want now, is unity of action in the great drama in which we are performers. Everything tending to distract or impair its progress to the close, should be frowned down. When the curtain falls, it will then we trust, fall on a great moral truth and great moral lesson, that Union is strength, and disunion perpetual misery.

The Philadelphia, Wilmington and Baltimore Railroad Company has declared a semi-annual dividend on the capital stock of five per cent., free of United States tax, payable on and after April 1.

The Hartford and New Haven Railroad Company has declared a dividend of $3 per share, free of Government tax, payable to stockholders registered here at the Union Bank on the 1st of April.

The interest coupons, due April 1, 1863, on bonds of Marion County, Ohio, will be paid at Irving Bank, New York City, from 1st to 10th of April, 1863.

The Cincinnati, Hamilton and Dayton Railroad Company have declared a dividend of five per cent., and the Government tax, payable at the Bank of America, New York City, on or after April 1st next.

The interest warrants on the second mortgage bonds of the Company, due May 1, will be paid at the same bank.

Holders of the unextended first mortgage bonds of the Galena and Chicago Railroad may have the same extended on application at the office of VERMILYE & Co., in this City, until the 1st of April, when the privilege will expire.

We learn that Messrs. LIVERMORE, CLEWES & Co., as regular correspondents of Mr. JAY COOKE, of Philadelphia, the United States Loan Agent, are receiving subscriptions to, and furnishing the bonds of 1882 on the same terms (and without risk or delay to applicants) as any other sub-agents.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Sixth Avenue R. R., 135; Second Av. R. R., 74; Rome and Watertown, 84@81; N. Y. Central Real Estate bonds, 106; Lackawanna and Western bonds, 116; Cleveland and Toledo Dividend bonds, 70; Miss. and Mo. L. G., 56; Cin., Ham. and Dayton, 135; Indianapolis and Cincinnati, 75; Illinois Central full stock, 90; Illinois coupon bonds, 105@108; Cumberland Coal pref., 18¾; Minnesota Mining Co., 104½; Quicksilver, 43@46; Central American Transit Co., 42@50; Canton Co., 25⅝; N. J. Zinc, 100; Brooklyn City Water Loan, 100.

Boston.—Michigan Central 8s, 1882, 130½; Rutland and Burlington 1st mort., 67; do., 2d mort., 11@17; do., 3d mort., 3; Vermont Central 1st mort., 53@57; do., 2d mort., 10@13; Cheshire, 34@38¼; do., 6s, 1880, 105¾; South Shore, 10⅞@12⅛; Northern (Ogdensburg) 1st mort., 103; do., 2d mort., 17; Boston, Concord and Montreal, 12; New York and New Haven, 128; Pittsfield and North Adams, guar., 109; Troy and Greenbush, guar., 58¼; Western R. R. 6s, 1875; 110; Connecticut and Passumpsic River 6s, 104½; New York and Boston Air Line, 60; Worcester and Nashua, 70; Somerville (horse), 33¾; Maine 6s, 114¼@117; Mass. 6s, 124@127; N. Hampshire 6s, 114¾@115; Vermont 6s, 108¾@113½; Portland 6s, 105¾; Bath 6s, 105@108; Boston 5s, 121½; Chicago 7s, 112; Copper Falls Mining Co., 10½@13½; Hancock, 13¾@15½; Mesnard, 11@14; Superior, 12@13; Acton, 5½; Columbian, 5; Black River, 87½ cents; Wickam, 1¾; Star, 4; Huron, 16; Petherick, 4⅞; Pontiac, 5; Toltec, 3½.

Philadelphia.—Delaware R.R. 6s, 105; Allegheny Valley 6s, 66; do., 7s, 100; Philad., Wil. and Balt., 6s, 139; H. and Broad Top 7s, 103; Philadelphia and Reading 6s, 1843–'80, 111½; West Chester 7s, 104; Schuylkill Nav., 7¼; do., pref., 18½; do., 6s, 1882, 74¼; do., 1876, 59; do., Imp. bonds, 80; Chesapeake and Del. 6s, 98; Susq. Canal, 6s, 42¼; Del. Div., bonds, 105; West Branch, 86; do., bonds, 105; Morris Canal, pref., 135½; North Branch bonds, 30; Camden and Atlantic, 11; Philadelphia and Erie, 36½.

Baltimore.—Maryland 6s, 118; do., coupons, 120¼; North Western Va. 2d mort., 102⅛; do., 3d mort., 18½@20½; ; Central Ohio 2d mort., 94½; Western Maryland bonds, 80@83.

Commissioner's Report on the Troy and Greenfield Railroad, and Hoosac Tunnel.

The commissioners appointed under the provisions of the act of 1862, providing for the speedy completion of the Troy and Greenfield Railroad and Hoosac Tunnel, have made their report to the Governor, who has transmitted it to the Legislature. It is a voluminous document of 329 pages—the Appendix, which is chiefly devoted to a history of tunneling operations in Europe, making 225 pages. The commissioners are J. W. Brooks, S. M. Felton, and Alexander Holmes, of whose report we append an abstract. The accompanying message of the Governor, which we also give in this number, states in brief the expenditure on the road and tunnel, the existing financial requirements for continuing their construction, and certain propositions for the future management of the scheme. The commissioners report that the Troy and Greenfield Railroad Company surrendered the road and property to the Commonwealth on the 18th of August last, and on September 4th the Commissioners took possession thereof. Deeming

it possible that some right might exist whereby the principal contractors might raise a question of possession, an instrument of release was presented to H. Haupt & Co., who agreed to it, reserving, however, all rights or claims which they might have against the Commonwealth for the injustice the act of 1862 had done to them, and claiming the right to petition any future Legislature for redress of grievance.

The commissioners, after reviewing the financial affairs of the road dircuss the character of the line, which, they say, as now located, "is essentially a contractor's line—such a one as might fairly be anticipated where the contractor and engineer were one and the same person, intensified, if possible, by his controlling a majority of the stock. Everything has apparently been sacrificed to save present outlay.

They do not advise the immediate abandonment of a considerable portion of the line, for the rea son that until the tunnel is completed the amount of business to be done on it will be small. The slopes in all the earth cuttings are too steep, and it is recommended that they should be as flat as one and a half feet horizontal to one foot perpendicular. Some of the temporary trestle works over the ravines will have to be strengthened. The construction of several of these, in places where stone for the permanent work could not be had, except after trains began to run on the road, was wise economy, but in others permanent structures should have begun at once. The culverts are faulty, from bad construction or insufficient size, and one-third of them have been damaged or destroyed by water. The walling on Green river is also defective in some places.

Exception is taken to the location, design, materials and workmanship of the Green river bridge, which might, however, be made available while another was constructing in a more eligible position.

The estimate of completing the road from Greenfield to Shelburne Falls—about thirteen and an eighth miles—with certain suggested improvements, would be $279,699; from Shelburne Falls to the east end of the Hoosac Tunnel—seventeen miles—$262,361 80. From the west end of the tunnel to North Adams—two miles—the expense of completing the road will be $67,500.

Every inquiry have been made by the commismissioners as to the process of constructing tunnel works which could possibly aid them in arriving at correct opinions, and in particular in respect to boring machinery. They conclude that the section of the Hoosac Tunnel is too small. The section, instead of being 14 feet wide and 18 high, ought not to be less than that calculated on originally, viz: 22 to 24 feet and 21 in height. The reasons for this opinion are various and given with great minuteness. With the best machinery in use; and taking all probable contingencies into consideration, including a ventilating shaft in the centre ten feet in diameter, and certain alterations in the present grade, the cost of the completion of the tunnel is estimated at $3,318,323; and the total estimated cost of the road and tunnel $5,719,-330. If hand labor is only used it will require eleven years and four months to complete the excavation of the tunnel; if partly by machine labor on the end faces from seven to eight years will be required. Regarding the mode of completing the work, the Commissioners recommend that it be done by the State, notwithstanding works constructed by States are said to be expensive, and in some respects made to serve political interests: for, the Commissioners say, "even with this excessively injudicious management, the losses have been small compared with those resulting from a loan of credit to companies of doubtful responsibility."

Excepting the construction of the tunnel the works would be advantageously completed by contract; and the State is admonished that it would not be wise to expect the tunnel work to be done except at a rate of prices which would cover all the contractors' risks, and that rate would certainly be so high as to make its completion by the State the cheapest plan.

It is recommended, if a suitable lease can be effected, that the line between Greenfield and the Tunnel should be at once completed, as it will accomodate the people in the valley, and be of material use in constructing the Tunnel.

A comparison of the tunnel line with several other lines is instituted, with the view to a demonstration of the amount of earnings that may be anticipated from the former, which favors the estimate that they will pay a fraction over four and a half per cent. on the expense of construction. The Commissioners say: "If, after this line is opened, the Boston merchants do their share of the work, which we think their interest will prompt them to do, the increase of business beyond this estimate should be large and satisfactory, not mainly by withdrawing traffic from the old line, but by that increase of business which always keeps pace with increased facilities. After showing the advantages realized by other cities from the opening up of communication between them and the Great West, while they have tended to lessen communication between Massachusetts and that region, the Commissioners say:

We cannot but suggest, that Massachusetts can hardly look with indifference upon the gradual waning of her relations with those who, in the early future must control the country.

The soil of our State requires a home market for its products, which our manufactories can only supply.

Both our agriculture and our commerce depend upon our manufactures, and it is of great importance to this interest that it be in a position to exchange its goods for the food it must buy with the least expenditure in transportation, for this both reduces the price of its goods and raises the cost of its food.

Every measure, therefore, which will shorten the distance between Boston and the West should receive our careful consideration, for it will aid our commerce, our manufactures, and, indirectly our agriculture.

The coastwise trade of Boston would feel the influence of having cheaper food to distribute.

A share in the export of Western produce, which now goes to the north and south of us, would be within our reach.

By the time the tunnel can be completed, the public interest requiring it will have grown large enough to pay for the outlay.

The impulse given to business by the new facility would soon fill up the new line, and make up the temporary loss felt by any other.

Considering the large sum which the Commonwealth has already invested in this work, which must be sunk, if it is not completed; the reasonable protection from loss which is offered by the other companies interested in the line; the more intimate relations it may promote between Massachusetts and the West; and the benefits which such an additional facility promises to the great interests of the city and State, we are of opinion that the work should be undertaken by the Commonwealth, and completed as early as it can be, with due regard to economy.

The Basis of Our Financial Power and Credit.

The recent offers from France and Germany, of loans of two hundred millions of dollars, made at this time, by capitalists known to have recently refused their aid to the Prussian Government, are gratifying evidences, that the power and position of the United States are beginning to be understood abroad, that the clouds of misrepresentation are breaking away, and it will shortly be discovered even by our worst enemies, that the cause we are maintaining interests the friends of truth and justice all over the world. It rests not merely on moral convictions, but on the determination of an outraged nation, with enormous wealth and exhaustless resources.

The Commissioner of Internal revenue has recently stated, that his official experience in the discharge of his duties "has enabled him to comprehend with more clearness than ever before, the magnitude of our national resources, and he has gained confidence daily in the ability of the country to carry the war to a successful termination."

Of the assessed value of the declared real and personal property of the country, we have frequently spoken in our former CIRCULARS; of its astonishing progress from thirteen States to thirty-four; of a population, increased from three millions to thirty-one, of the vast area of fertile lands still open to immigration and settlement, and of the enormous annual production, steadily increasing in amount and equal to any demand that can be made on it; but there are other views outside of those of the statistician to be taken, especially by foreign capitalists, affording positive demonstration of the greatness of our financial power and the perfect stability of the sources on which our national credit reposes.

National debt which is the foundation and almost entire support of most foreign Governments, has always been unpopular with ours. While they have made it their principal study how to get into debt and remain in debt, it has always been our effort how to get out of it. And thus two entire national debts have been paid off, and a large portion taken out of the market before maturity, at a high premium to the holders. We look in vain for any similar instance elsewhere in modern history. So much then for the character and policy of our Government with regard to its indebtedness. When we create a debt we contemplate and prepare for its payment. Next as to the producing power of our capital and industry, compared with those of other countries, it is very important that the principle on which these exert themselves should be understood abroad, for there is a wide and remarkable difference in our favor. Take England for example, the most prosperous of all the respectable old world monarchies. There, the struggle of industry is to acquire capital, in order to secure income. To do this satisfactorily in the limited home area of Great Britain would be impossible; it therefore becomes commercial and adventurous, it founds distant colonies, no matter whether penal or military, in order to obtain new marts and outlets for its surplus millions toiling in the workshops, the iron foundries, the mines, and the wool and cotton mills. This necessity for extension, colonization and foreign aggrandizement, has been illustrated at various periods by an accompanying and extravagant spirit of

speculation, such as the contracting of loans with irresponsible or delinquent Governments, where the losses are never to be balanced in the Great Ledger. Thus Spanish and South American loans particularly, as well as others in the East, remain as monuments of the risks British capital will run to obtain its coveted income.

In this country a different spirit actuates our business men. Their object is to increase their capital, knowing that income follows, and the money usually laid out by them in any transaction based upon the wants, or the progress and increase of the people, is not only expected to produce revenue, but to become within no distant period, capital itself, doubled, trebled, quadrupled, quintupled, according to the forecast with which the investment is made. Thus we see everywhere enormous fortunes realized in a few years, not by the accumulation of interest, but by the rise in the natural value of the investment. The greatest possessions in this country have originated in this manner.

Connected with this remarkable fact is another, that to no other country on the Globe has emigration been more constant. The tiller of the soil abroad, who to keep up its fertility has to return to it the greatest part of what it produces, might well choose another field of employment, where his crops are clear products and the soil is ever fresh and generous. Since 1820, more than five millions of foreigners, of whom the greatest part were of the industrial classes, have chosen this country as their permanent abode, and their prosperity is recorded everywhere in our towns, cities and states.

There is still another remarkable difference in our favor, and this is, the natural genius of the American people to open up and improve, their natural advantages, whether those of their rivers, lakes, coasts, wherever a commercial or manufacturing centre is foreseen, and in furnishing ample means of transportation to market, no matter what the distance. So also in the principle of association, by which small investments are aggregated to carry out great projects, and the universal facilities afforded by our legislation for the easy and legal combination of these interests. Here then is a Country with unparallelled and wide differences from all others, the result of our institutions, of our Union, our common interests, political, geographical and physical. No wonder that our Eighth Census gives such astonishing results, nor that the thoughtful and wise among us see, that the severance and destruction of these interests and this policy, will not only be a loss to this people but the whole world.

No wonder either, they have resolved that this time honored and successful unity shall be maintained at whatever cost, and to give money and men without stint to the suppression of a rebellion which would disintegrate and destroy the principles on which we have risen to greatness. If the people of Europe wish merely, to consult their own interests, they will ascertain from the history of our past what will be that of our future, and in what we have done, the guarantee of their own advantage in sustaining the Country, where their commerce, their arts, their kindred have been ever welcome and prosperous.

We stand then on the firmest foundations that ever up-held a nation. We find the verification, in the enormous actual taxable property of the Country, without considering the immense annual production, of which the Census took no account, for we are told nothing of the annual value of the agricultural articles consumed at the places of production, and nothing of the value of mechanical products where the amount of production is under five hundred dollars. There is also no account taken of the amount of the paid labor employed in clearing lands, building railways, canals, houses, manufactures, steamers and sailing vessels, nor in working our various mines, all of which are necessarily left out of the tables for the time being, and cannot be stated until the surplus enters into the value of fixed property and comes within the range of the next census.

In contradistinction to all this, we find the Confederacy in the most pitiable and hopeless condition. Its credit at home is depreciated to such an extent, that its Treasury notes bear the relation to gold of 650 to 100. It collects no taxes, it has no revenue, its fields are uncultivated even for the favorite crop, it has no commerce, except what it obtains surreptitiously by a run of the blockade, its armies have been recruited only by the violent impressment of old men long beyond the age of service, it offers nothing to the world to attract its sympathy but the dreamy right of revolt, a right they deny to the three and a-half millions of colored people, whom they enslave. Its productive power is confined to two or three staples, which would be of little value but for the ingenuity of busier, more practical and more industrious men. The contrast is too painful to be pursued. We are strong in right, strong in purpose, strong in means, and our credit which has sought no favor from abroad, now finds itself approved by the greatest Bankers of Europe, those whose opinions often, decide the policy of cabinets and the fortune of war. A few significant facts bear witness to the soundness of our theory.

It is ascertained that there are sixty millions of dollars of specie added to our stock of the precious metals since the breaking out of the rebellion.

The customs revenue for the third fiscal year of Mr. Lincoln's term, is estimated by the Secretary of the Treasury at $70,000,000, and the Internal revenues for the next fiscal year June 30, 1864, $150,000,000, ample to pay all interest and furnish a sinking fund adequate to the redemption of the whole debt within a generation.—*Samuel Hallett & Co's. American Circular.*

Troy and Greenfield Railroad.--The Hoosac Tunnel.

It is well known that a grand Tunnel, of about seven miles in length, has been in process of construction for several years through the Hoosac mountain, on the line of the Troy and Greenfield Railroad. A considerable portion has been excavated, but the greater part remains yet to be done. The subject has again come before the Legislature of Massachusetts; the Governor having sent in a special message a few days since, with the Report of Messrs. J. W. Brooks, S. M. Felton and Alexander Holmes, the Commissioners appointed to examine the Troy and Greenfield railroad. The report is accompanied by one upon European tunnels, by Chas. S. Storrow, who visited Europe at the instance of Gov. Andrew for that purpose, and reports of surveys and examinations made by B. H. Latrobe and and James Laurie, Civil Engineers. The Governor says the report of the Commissioners demonstrates the feasibility of the enterprise of tunneling the Hoosac mountain, and the necessity of ultimate and essential changes in the details of the road, the character of the work, and also the enlargement of the tunnel, and the necessity on the part of the State of taking the enterprise wholly into its own hands. The Commissioners are of opinion that eight years will be required to complete the work.

The State has already expended $968,682, which with the interest for eight coming years amounts to $1,431,447. To complete the tunnel it is estimated that $2,696,221 will be required, which with the interest to the amount of $522,094, will make an additional cost of $3,218,323. An expenditure of $652,060 was needed to put the road east of the mountain in proper working condition, including the replacing of temporary structures. For the two miles west of the mountain $67,500 is needed, and for additional buildings, &c:, $75,000, and rolling stock $275,000; making the total cost of the enterprise, including advances already made, with interest $5,719,330.

Of the original loan of $2,000,000, $953,695 has already been absorbed, and further legislation is recommended to provide for carrying on the work. Agreements have been made with the Fitchburg, Vermont and Massachusetts and Troy and Boston railroads, by which they are to contribute to the State if it should assume control of the work, 20 per cent. of their earnings received from connection with the Troy and Greenfield railroad. It is also proposed to lease the road to the Fitchburg railroad for a term of six years, while the work on the tunnel is being carried on, and the President of that road has replied in a distinct proposition accordingly.

The State has made advances more than required by contracts of $131,338, and there is yet to be paid $153,006 51, making a total excess of $284,-344 51.

We publish in another part of this number the Message, an abstract of the Reports, and the proposition of the Fitchburg, and Vermont and Massachusetts Railroad Companies. From the action of the Governor of Massachusetts, and the character of its Legislature, we have no doubt this great work will be pushed through with all possible dispatch.

Railway Fares.

A very interesting subject is being discussed in the English papers in relation to railway fares. The discussion was started in a publication well-known to American readers, by the title of *All the Year Round*, conducted by the celebrated Charles Dickens, who has gained no less reputation for his philanthropy and practical aid to suffering humanity, than his inimitable humor and pathos.

He asks why a passenger from 100 to 200 lbs:, who takes care of himself in a railway journey should have to pay more for his transportation than for five times the same weight in goods. We quote from him the following passages:

"Why do we pay for our place in proportion to the distance to be travelled? This mode of tariffing steam locomotion places the extremities of France (or of any other country where the railway system prevails) in a condition of inferiority. It recompenses Orleans for being situated on the Loire, while it punishes Bordeaux for having pitched her tent beside the Garonne. The same at York compared with Edinburgh. The invariable answer is, that the traveler who goes the furthest ought to pay the most money; for the reason that the railway from Paris to Bordeaux cost more than that from Paris to Orleans, and that the company burns more coal in making the total journey than in traversing only the fifth portion of it. The argument wears a logical semblance which serves only to mislead. It was in virtue of this argument that the postage of letters

used to be in proportion to the distance. It honestly took for granted that a sealed envelope caused a greater expense to the Post-office by pushing on to Marseilles than by stopping half way. . . . . Since the administration has established a mail service over the whole extent of its territory—since this service acts regularly, universally and punctually every day, whatever be the number of letters sent—what does it matter whether a letter go here or there? The service does its duty all the same from one end of France to the other, and the increase of distance for a letter no more increases the expense to the administration than the diminution of the distance causes any economy. The argument made its fortune. Could it not be applied to railway traveling? Granted that a traveller is a more cumbersome article than a sheet of paper folded and stuck into an envelope. Granted that the lowering of the prices would double the number of travellers, and consequently the expenses for accommodation and locomotion. On that point there would be a rule of proportion to settle. Therefore, without requiring an uniform rate, as for the post, we might certainly demand a reduction in the tariff in proportion to the distance. What is here suggested is not an imaginary scheme, but an experiment already tried, a reality in execution. There are several companies who at this moment apply the system of diminished charges in proportion to the length of the journey; but the favor is solely granted to packages in goods trains. But why should men be treated differently? Why should living parcels cost the company more than parcels done up in packing cloth? Is it because the one gets into the carriage of themselves, whilst the others have to be hauled into their places by the aid of trucks and pulleys?"

It is certain that the experiment of excursion trains has been tried very successfully both in this country and abroad. A reduction of fares for any particular occasion as a holiday, or to induce summer tourists to visit such resorts as Niagara Falls, has invariably been profitable to the companies adopting the plan. Now why might it not be adopted in the more regular and constant form of charging the traveler something less for making a journey of one or two hundred miles, than one of ten or twenty. The locomotives and train have to do their work and proceed to the terminus, whether there be any passengers to be transported or not. There is a daily expense incurred in running them, whether the cars are full or empty. Therefore it is better to have them always full, even if there be a slight reduction in the fares, than to have them nearly empty at high rates. Thus we imagine if the scale were adjusted, so that 5 per cent. were taken off for every hundred miles additional after the first, as between New York and Niagara, a very large number of passengers might be obtained, at least during the summer months. As between New York and Chicago, a similar adjustment might be made. A ticket to Albany would cost $3.00; for the next hundred miles, if being a part of the whole journey, the charge would be 15 cents less; for the next hundred sixteen cents less and so on up to 1,000. So that the through traveler would gain, say nearly two dollars on his ticket if he went through to Chicago. Very probably a much larger reduction could safely be made. The result would be, according to all experience, that of largely increasing the through travel, while the railway companies would not be put to any additional expense.

This is a far-seeing age in matters affecting the public tendencies, and we should like to see the reduction made "all the world round," and especially in the United States.

Horse Railroads of Massachusetts.

Twenty-two horse railroads have been chartered by the Legislature of this State, viz: the Boston and Chelsea, Broadway, Cambridge, Cliftondale, Dorchester, Dorchester Extension, Dorchester and Roxbury, Lynn and Boston, Malden and Melrose, Medford and Charlestown, Metropolitan, Middlesex, Newton, Quincy, Salem and South Danvers, Somerville, Stoneham, Suffolk, Union, West Cambridge, West Roxbury and Winnisimmet.

The West Roxbury road with its franchise was purchased by the Metropolitan Railroad Company, August 30, 1862.

The following statement of the condition and operations of the horse railroads in 1862 is made up from the last annual returns of the different companies:

Capital stock, fixed by charter	$5,100,000
" " as voted by the companies	3,037,800
" " paid in	2,382,150
Cost of roads	2,443,587
Cost of equipment	820,447
Total length in miles (single and double track	100
Number of passengers carried in 1862	14,854,885
Total income in 1862	$874,350
Expenses and interest in 1862	689,890
Net earnings in 1862	184,460
Number of horses owned	1,409
Cost of horses	177,032
Number of cars owned	227
Number of conductors employed in 1862	181
" drivers " "	185
" hostlers " "	124
Total number of persons regularly employed in 1862	727

Eleven of the horse railroad companies declared dividends in 1862, viz: Boston and Chelsea 8 per cent.; Broadway, 12½; Cambridge, 9; Dorchester, 7 61-100; Dorchester Extension, 8; Metropolitan, 8; Middlesex, 4; Newton, 6; Somerville, 5; Union, 10; West Roxbury, 8.

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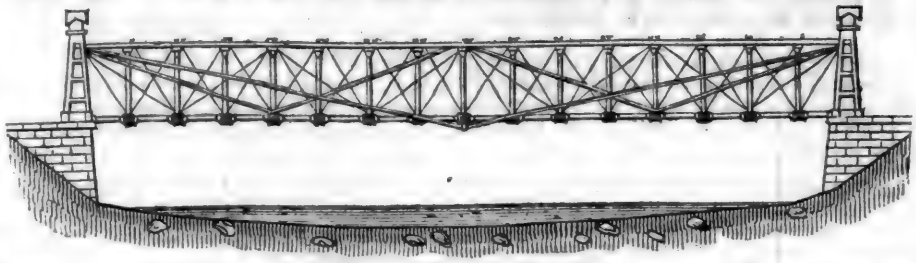
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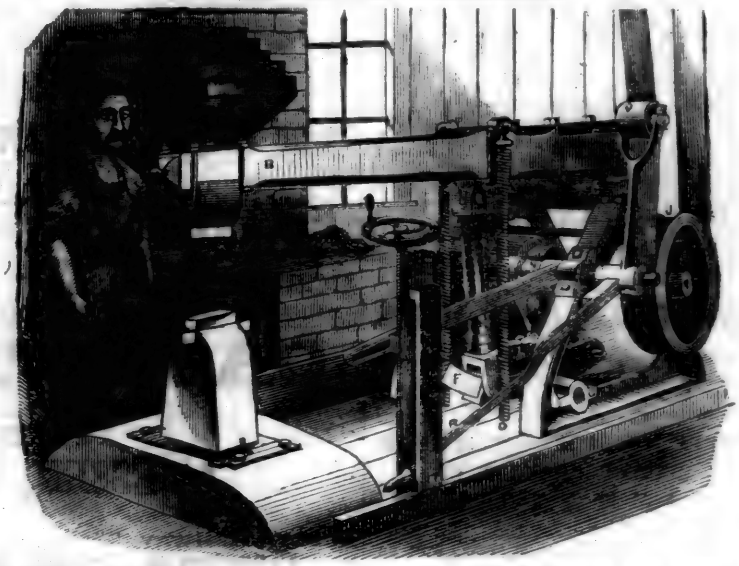
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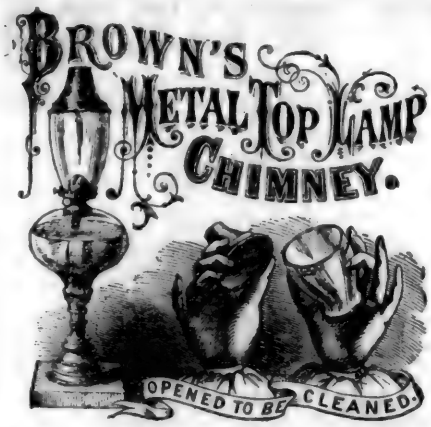
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SECOND QUARTO SERIES, VOL. XIX., No. 14.] SATURDAY, APRIL 4, 1863. [WHOLE No. 1,407, VOL. XXXVI.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 4, 1863.

Fink's Iron Bridge.

Perhaps no plan of iron bridge has been used so extensively and successfully in this country as the one designed and patented by Mr. ALBERT FINK. This plan was first adopted on the Baltimore and Ohio Railroad, in 1851, all the Bridges between Cumberland and Wheeling having been built on that plan, and have now stood the severe test of from 10 to 12 years' use.

When these bridges were first introduced in 1851, few iron Railroad bridges had been built in this country. The unfortunate failure of one or two badly constructed bridges on the Erie Railroad had caused a great prejudice against the use of iron in structures of that kind. It was argued that fibrous iron, having a tendency to become crystaline under certain conditions, could not be used with safety in Railroad bridges. Whether in that class of structures, the conditions under which iron is known to change its fibrous texture were existing or not, was a question not much inquired into. It was so much easier to get rid of the whole subject by uttering the word "crystalization" than to enter into a more careful and scientific investigation. There may be some excuse for not listening to theoretical arguments, in a case of this kind, but there is none for being blind to practical results. Since the first introduction of iron bridges on Railroads in this country, much valuable information has been obtained by experience. The unfavorable verdict against iron bridges has to a considerable degree been modified in their favor. Most of our leading Railroads are now rebuilding their temporary wooden structures by permanent iron ones. Our Railroad managers should make themselves fully acquainted with the various plans of iron bridges, the length of time they have been in use and the actual results obtained by experience. When the prejudice against iron bridges was at its height, Mr. Fink constructed the Bridge over the Monongahela River on the Baltimore and Ohio Railroad (1851). This bridge consists of 3 spans—each of 205 feet in length. The material of which it is built, wrought and cast iron; the wrought iron having to resist the tensile and the cast iron the compressive strains. Such combinations have been considered very objectionable, especially for bridges of long spans, such as those of the Monongahela Bridge. But Fink's plan was designed with the special view to overcome the difficulties of such combinations. Twelve years' successful use of this bridge on such a road as the B. & O. R. R., over which daily seldom less than 20 freight trains pass each way, and situated as this bridge is, on the mountainous part of the road, subject to great and sudden changes of temperature, should be considered a sufficient proof that in this plan of bridge wrought and cast iron may be safely combined; any defect of such combination would ere now have become apparent. We may also feel reassured, by twelve years' use of iron under such circumstances, as regards its durability in iron Railroad bridges. In order to test the question of a change of texture and the consequent loss of strength of iron when used in Railroad bridges, still farther, Mr. Fink instituted a few years ago a number of experiments with iron bars that had been in use in the Bridges of the B. & O. R. R. for 8 years. The nature of these experiments, and the results obtained were published at the time in most of the scientific papers of the country. They showed conclusively, that no change of texture had taken place in the iron during that time, and that its elasticity and strength was not impaired in the least.

Among the most notable iron bridges constructed on Fink's plan we will name the following:

Monongahela Bridge, near Fairmount, N. W. Va. on the Baltimore and Ohio Railroad. It consists of 3 spans of 205 feet in length each, crosses the River at an elevation of 43 feet, and at an angle of 45°. It was constructed in 1851–'52.

Tygarts Valley Bridge, on the N. W. Va. R. R. near Grafton. It consists of 2 spans of 205 feet length, and differs from the Monongahela Bridge in having a top chord of wood instead of cast iron. The wooden chords are separately covered in by a tin roof: the posts are, as in the Monongahela Bridge, of cast iron, and the suspension rods of wrought iron. This combination of wood, cast iron and wrought iron, for which Fink's plan of Bridge is peculiarly adapted, cheapens the cost of construction—and the wooden parts being protected, does not lessen the durability. Tygarts Valley Bridge was erected in 1854, and has since been in successful use, which shows that the combination of these different materials in the same truss is perfectly practicable.

Bridge over Elizabeth River at Norfolk, N. and Petersburg Railroad, consists of 3 spans of 205 feet each, all iron, similar to the Bridge over Monongahela River. It was erected in 1857.

The Bridge over Green River, near Mumfordsville, Louisville and Nashville Railroad, is 1000 feet long, has 3 spans of 205 feet, and 2 spans of 190 feet in length, crosses the river at an elevation of 115 feet; and is perhaps the longest and most imposing structure of the kind in the United States. It has now become historical from its associations with the events of the present war. General Buckner of the Rebel Army destroyed part of the bridge in the fall of '61, to prevent the advance of the Union army. He blew up a stone pier that was 90 feet high, and thus destroyed two spans of the bridge—leaving a gap of 390 feet. General Buell's army encamped in sight of the Bridge for several months, during which time a temporary trestlework was built to fill up the gap. In September '62, when Buell's army retreated to Louisville, the garrison left in the fortification erected for the protection of the Bridge had, after several days hard fighting, to surrender to Bragg's army. The temporary part of the bridge was burned, also

the floor which in the spring of the year had been put on the bridge, to march over it the army of the Cumberland. On this floor was a great deal of timber; notwithstanding this, the iron bridge was not injured in the least by its being burned. This may be mentioned as an accidental advantage of iron bridges in time of war. Had this Green River bridge been built of wood, it would have twice been completely destroyed. While it only took 10 days to repair the damage done to the bridge, it would have taken months to rebuild the whole structure, to say nothing of the difficulty of maintaining temporary works over a rapid stream.

The Bridge over Barren River, near Bowling Green, on the Louisville and Nashville Railroad, was built in 1859. It consists of 2 spans of 205 feet. It was completely destroyed in February, 1862, when the confederates evacuated Bowling Green. They blew up the stone pillars on which the Bridge rested. It was rebuilt in July of the same year. All the wrought iron parts of the old bridge, could be used again in the new, and the cast iron parts which were all broken, were used as scrap in the new castings. Thus the actual loss to the Railroad Company was much less, than if this bridge had been of wood.

It would lead us here too far to enumerate other important Bridges built on Fink's plan. From the following statement it will be seen to what extent and for what length of time these bridges have been in use.

The length of the bridges vary from 25 to 205 ft. span. Some are built entirely of wrought and cast iron, others of wood and wrought iron, and others of wood and wrought and cast iron.

Names of Roads.	Number of feet of Bridging.	Time when built.
Baltimore and Ohio R. R...	5,696 feet	1851–'53
North Western Va. R. R...	3,175 "	1854–'57
Norfolk & Petersburg R. R.	1,400 "	1855–'57
Louisville & Nashville R. R.	2,663 "	1858–'62
Memphis Br. of L. & N. R. R.	360 "	1859–'60
Memphis & Charleston R. R.	872 "	1859–'60
Memphis and Ohio Railroad	200 "	1859–'60
Mobile & G. Northern R. R.	650 "	1859–'60
Charlotte & Rutherford R.R.	340 "	1860–'61
Louisville & Frankfort R. R..	342 "	1859–'63
Total.....	15,998 feet.	

St. Paul and Pacific Railroad.

Hon. Edmund Rice, President of the St. Paul and Pacific Railroad Company, states in a card published in the St. Paul papers, March 6, 1863, that the company have all the arrangements made that are are necessary to complete the road as far as St. Cloud during the Summer, and that it is the purpose of the company to continue the construction of their branch road to Crow Wing, and thence to the Red River of the North, as rapidly as possible.

Ohio Canals.

The Board of Public Works, in their twenty-fourth annual report, just printed, gives the following statements of the receipts from all sources on the several lines of the public works, for the fiscal year of 1862, with the exception of the rent paid by the lessees:—Ohio Canal, $1,144; Hocking Canal, $285; Muskingdom Improvement, $1,042; Miami and Erie Canal, $4,664. Total—$7,136. The expenditures on the several works have been—$40,099.

Chicago and Alton, late St. Louis, Alton and Chicago Railroad.

We have received a copy of the General Report of the Receiver of the St. Louis, Alton and Chicago Railroad to Trustees of Bondholders, covering the entire period of the Receivership, from December 3, 1859, to October 14, 1862, the date preceding the day of its transfer by order of the U. S. Circuit Court of the Northern District of Illinois, to the Chicago and Alton Railroad Company; together with the Report of the Chicago and Alton Railroad Company from October 15, to December 31, 1862. The following is a statement of the operations of the road for the year 1862. The first column will show the earnings and expenditures from January 1, to October 14; the second column from the latter date to December 31:

	St. L., A. & C. Railroad. Jan. 1, to Oct. 14.	Chicago & Alton R. R. Oct. 15, to Dec. 31.	Total Jan. 1, to Dec. 31.
Earnings—			
Passengers..	$285,619 22	$87,571 32	$373,190 54
Freight.....	477,067 63	176,732 57	653,800 20
Mails.....	16,806 68	4,921 80	21,728 48
Express.....	18,521 77	4,675 14	18,196 91
Incidentals..	2,625 65	275 22	2,900 87
Mileage.....	2,276 20	423 73	2,699 93
Military	123,576 96	28,906 94	152,483 90
Total...	$921,494 11	303,506 72	1,225,000 83
Operation—			
Running exp.	$104,280 60	$31,710 96	$135,991 56
Traffic exp..	126,963 66	31,412 19	158,375 85
Gen'l charges	57,167 17	9,253 04	66,420 21
Repairs of—			
Locomotives.	71,490 24	12,002 05	83,492 29
Cars.....	118,788 12	38,136 54	156,924 66
Road.....	97,682 71	27,652 58	125,335 29
Bridges.....	8,192 62	4,113 07	12,305 69
Stations, etc.	18,441 77	7,358 19	25,799 96
Ferries	1,813 81	747 69	2,561 50
Total...	$604,820 70	162,386 31	767,207 01
Net earnings.	$316,671 41	141,120 41	457,798 82
Renewals—			
Locomotives.	$70,807 90	$24,359 93	$95,167 83
Cars.....	24,700 10	.....	24,700 10
Machinery ..	.....	9,524 70	9,524 70
Road	58,730 70	21,439 51	80,170 21
Bridges.....	49,689 41	13,014 87	62,704 28
Stations, etc.	20,932 44	4,162 44	25,094 88
Fences	9,068 91	816 10	9,885 01
Total...	$233,929 46	$73,317 55	$307,247 01
Total exp. ..	838,750 16	235,703 86	1,074,454 02
Balance	82,743 95	67,802 86	150,546 81

The expenditures for permanent renewals for the current year 1863, are estimated at $348,869 90.

As the proposed work of renewal will require the employment of a large number of laborers, the president has, in view of this want, dispatched an agent to England to enlist, for the term of one year, 200 men to be employed on the track of the road.

The total receipts of traffic from the commencement of the receivership, December 3, 1859, to the close of the same, October 15, 1862, were $3,032,677 62. The total expenses of operation and repairs of roadway and rolling stock for the same time, $2,032,956 85—leaving a net profit of $999,720 74, expended as follows:

Permanent renewals.....	$731,504 02
Interest on loan from bondholders...	57,590 18
Advances on decree claims	96,372 14
Balance of assets.....	114,254 40
	$999,720 74

The per centage for cost of operation and repairs of roadway and equipments, will amount to 67 per cent. on the gross receipts; and this average, seemingly a high one, must be assigned to the inferior condition in which the property was received from its previous incumbents, and the impossibility of contracting such expenditures within the limits of railroads in a more perfect condition.

The receivership, on the surrender of the railroad by its previous incumbents in December, 1859, was incumbered by conditions of immediate payment of $64,000, and $217,854 91 within the ensuing four months, for arrears of back wages against which it was reimbursed by a loan of $232,772 50 from bondholders, leaving $59,082 91, to be realized from earnings; which, for the first half of 1860, including receipts of December, 1859, amounted to $468,107 24; out of which had to be met large expenditures on renewals and repairs, inclusive of the cost of operating the road. The receiver says:

The railroad and its equipments, when surrendered to me was in a condition of exhaustion; and so complete was the disorganization among its unpaid operatives, that they broke out in open mutiny and violence about a month after my possession of the road, instigated partly by the arrears of wages, left unpaid by previous incumbents, which was quelled by a prompt payment of these arrears and the discharge of the rioters; and so entire was the neglect which had prevailed in the care and management of the property for a series of years, it is quite certain the longer control of the same by them would have produced a cessation of its operations, and a possible sacrifice of the railway. The administration of its affairs commenced in 1860, with the prompt payment of every engagement, enabling me to appropriate out of the profits of that year $193,116 10 to the renewals of the roadway and rolling stock, a sum, however considerable, totally inadequate to their requirements, and as no provision was made for additional means from other sources, every care was taken to expend, in the most judicious manner, such as were available from the receipts of traffic.

The following is the General Balance Sheet of the receiver, Dec. 31, 1862:

Expenses—Ordinary..	$2,032,956 88	
Expenses—Ext'dinary	731,504 02	
		$2,764,460 90
Decree claims paid.....		696,372 14
Interest paid on receiver's loan		57,590 18
Due by sundry persons, as per abstract A ..	61,337 01	
Cash in hand.....	3,087 74	
	$64,474 75	
Less due to sundry persons, as per abstract B	26,040 94	
		38,433 81
Stores on hand, unused.....		75,820 59
Bills payable, note redeemable by canceled 1st mortgage bonds....		1,600,000 00
Total.....		$5,232,677 62
Earnings.....		$3,032,677 62
Sinking fund bonds		600,000 00
James Robb, Receiver.....		1,600,000 00
Total.....		$5,232,677 62

The length of the Chicago and Alton Railroad is 220 miles. The length of railroad used by the company's trains, Chicago to St. Louis, is 281 miles. The gross earnings in 1862, of the entire line were $1,459,971 88. The amount paid Joliet and Chicago Railroad, St. Louis, Alton and Terre Haute Railroad, and Alton Packet Companies, was

$234,971 05; leaving the earnings of the Chicago and Alton Railroad, 220 miles, as above, $1,225,000 83. The operation expenditures were $767,207 01; and the net earnings $457,793 82. The amount expended in renewals of line and stock in 1862, was $307,247 01. The unexpended balance of the renewal fund of $300,000 voted in 1862, is $226,682 45.

The cash assets of the Chicago and Alton Railroad Company on the 31st of December, 1862, available from all sources, were as follows:

1st mort., bonds in hands of trustees	$300,000 00
Premium on same—estimated	30,000 00
Balance of Receiver's assets	38,433 81
Balance of Company's assets	15,245 77
	$384,979 58

The issues of bonds and stocks as shown by the following Balance Sheet, have been made to the board of trustees charged with the redemption of the bonds of the Chicago and Alton Railroad Company, in accordance with the bondholders' agreement of January 10, 1860, and subsequently amended; and until they have finally closed the redemption of all bonds entitled to the benefits of this agreement, the actual capital of the company in shares cannot be known. It is safe, however, to presume it will not exceed the present amount issued to trustees.

The company now have 35 locomotives in running order, 6 rebuilding, and 17 unfit for service, a portion of which may be rebuilt; 35 first class and 3 second class passenger cars, 502 freight, 56 stock, 153 platform and coal cars, and 1 wrecking car. The number of miles run by engines during the year was 976,381.

The number of passengers carried north was 112,096; do., south, 108,165—total 220,261; of these, 15,965 were through and 204,296 way passengers.

The following is the General Balance Sheet of the Chicago and Alton Railroad Company, December 31, 1862:

Cost of road, equipment, etc.		$8,117,539 55
7 per cent. bonds in trustees' hands.		300,000 00
Due by sundry persons		74,539 14
Stores on hand, unused		129,395 04
Cash on hand		99,583 79
		$8,721,057 52
7 per cent. sinking fund bonds	$600,000 00	
" 1st mortgage "	2,400,000 00	
" Income "	1,100,000 00	
" Preferred stock	2,464,336 00	
Common stock	1,779,886 00	
Balance at credit of income account	143,137 77	
Due to sundry persons	167,877 16	
Material reserve account—being stores transferred from the receiver	75,820 59	
	$8,721,057 52	

President—(Late Receiver,) JAMES ROBB.
Superintendent—C. H. ALLEN.
Treasurer—JOSEPH PRICE.

Milwaukee and Chicago Railroad.

The Milwaukee and Chicago Railway Company (re-organized,) have elected the following management:

President—B. M. PRICE, Rahway, N. J.

Directors—Charles L. Frost, Edward Weston, A. Rusch, New York; F. Schuchardt, New York; B. M. Price, Rahway, N. J.; J. V. Ayer, Chicago; C. A. Hall, S. B. Scott, Milwaukee; S. A. Sage, Racine.

Treasurer—F. SCHUCHARDT, New York.

Obstructions in the Hudson River.

The N. Y. State Engineer has made a report to the Senate, giving a condensed history of the work done by the State and National Governments, from the earliest period, embracing the reports of committees, the action of Congress, the action of the State Legislature, communications and correspondence from and with Profs. Bache and Totten, Major Delafield, Hon. W. J. McAlpine and Samuel N. Payne, Esq.

From 1797 to and including 1833, the time the General Government assumed jurisdiction, there was expended:

Between Troy and Albany	$44,500 00
" Troy and Waterford	105,641 74
Total above Albany	$150,141 74
During the same period there was expended below Albany—	
Randall survey	$6,000 00
By Commissioners	7,998 81
Laws of 1827, dredging	14,000 00
In 1829, repairs, dredging	2,000 00
Laws of 1797 to 1818	35,566 60
Total below Albany	65,565 41
Whole amount to 1833	$215,707 15

The amount appropriated by Congress from 1833 to 1835 is as follows:—

In 1834	$70,000
In 1836	100,000
In 1837	100,000
In 1838	100,000
Total	$370,000

This amount was expended as follows:

On 1st Sec., between Sloop Lock and Troy	$6,743 64
On 2d Sec., between Troy and Albany	130,234 60
On 3d " " Albany and Van Wies Point	230,313 54
Total to 1835	$367,291 78

Leaving a balance of appropriation of $2,708 22, since expended in the preservation and repair of public property connected with the improvement.

The estimate made by the special Board of Engineers, who had the subject under consideration and examination, for thorough and permanent improvement of the navigation of the Hudson, was far greater than the amount appropriated by Congress. Their report recommended the expenditure between Waterford and New Baltimore of $819,634 10
Amount expended 370,000 00
Less amount estimated $448,634 10

Hon. Wm. J. McAlpine's report of 1853, relative to a ship canal from Albany to New Baltimore, at an expense of $2,450,000, is introduced. The width of his proposed canal at bottom was to be 50 feet; at surface 120 feet, with 20 feet depth of water; the locks at New Baltimore to pass vessels 300 feet in length and 50 feet in width. This canal was proposed to be twelve miles in length; $75,000 a year for superintendence, lock-tending, repairs, &c.

Extracts from the report of the Committee on Commerce and Navigation of the House of Representatives, made in 1855, are also embraced in the reply of the State Engineer and Surveyor.

From 1845 to 1852 the cities of Albany and Troy appropriated several thousand dollars, and the State gave $10,000 to the same purpose.

In 1852 Congress appropriated $50,000; $31,000 for dredging and deepening the bars, and it was then supposed that it would require from $400,000 to $500,000 to institute a system of dredging and dyking, and repairing existing structures, to procure a substantial channel of not less than nine feet in depth.

A communication from the late Isaac Newton, is also produced. The plan which he suggests has the merit of cheapness as compared with all others, and it has the semblance of being practicable and producing beneficial results. These shoals he claims, may be "*permanently and radically remedied, by damming the north end of the creeks or side arms of the river.*" The expense he estimates at $75,000, and $10,000 a year to keep the work in repair.

The total amount expended by the State and the General Government from 1797 to 1858, is as follows:—

State Government, above Albany	$150,141 74
" " below "	75,565 47
Total State Appropriation	$225,565 21
General Government, below Albany	280,313 54
" " above "	136,978 24
Total Gen'l Gov'ment Appropriation	$416,291 78
" State " "	225,565 21
Whole Appropriation	$641,856 99

According to Mr. S. N. Payne, an experienced operator in removing obstructions in rivers, the tidal head at Albany is 2½ feet, mean, and at Castleton 3½. He states that if the obstructions were removed and parallel concave jetties constructed, the tidal head of three and probably four feet would be obtained, which, when properly directed, would clear the channel without the assistance of dredging. Mr. Payne estimates the cost of this work at $100,000.

There has always been what is called the *overslaugh*, just below Albany. The 80 ton sloops of 100 years ago were often detained in the same places, where our thousand ton steamers now get aground. The river has not grown any smaller, but our vessels have grown larger. The plans which have been used successfully in the Clyde, will do for the Hudson.

Massachusetts Railways, 1862.

From the returns of the several Railway Corporations in this State to the Legislature, for the year 1862, the *Railway Times* has prepared the following figures, showing the operation for the year, both generally and in detail. The condition of the system as compared with that for the preceding, year is exhibited below:

	1861.	1862.
Number of companies	54	52
Length of roads, miles	1,530	1,608
Aggregate capital	$61,635,300	$59,487,752
Amount paid in	49,367,606	49,287,517
Aggregate cost of roads	63,272,801	66,793,474
Total revenue	9,016,149	9,933,581
Funded and floating debt	18,798,035	18,411,221
Surplus earnings on hand	3,562,290	4,160,360

Purchases, leases, and various business arrangements among the companies, cause the number and the total length of railways to vary slightly from year to year. The cost is in some years augmented by new construction, and in other years reduced by vote of the stockholders. It will be observed that the gross revenue for 1862 is more than for 1861. The detail of operation, as shown by the footings of the large table, compared with the same for the preceding year, is shown in the following table:

	1861.	1862.
Number of railways	38	38
Length of main lines	1,215.3	1,223.4
Length of branches	150.7	162.5
Double track and sidings	528.7	541.1
Cost of railway	$60,045,996	$60,010,348
Capital paid in	45,395,784	45,403,456
Funded debt	14,305,333	14,659,640
Floating debt	1,250,222	877,197
Total debt	15,555,534	15,536,837
Interest paid on debt	338,712	852,554
Dividends paid	2,449,188	2,296,701
Surplus	2,749,774	3,999,040
Receipts from passengers	4,079,461	3,949,033
Receipts from freight	4,091,554	4,131,597
Receipts from mails, &c	491,517	517,099
Total receipts	8,668,714	9,654,751
Expense of roadbed	1,061,531	1,052,325
Expense of machinery	563,994	948,317
Other expenses	3,244,797	3,358,273
Total expenses	5,170,332	5,291,286
Net income	3,331,560	3,542,093
Per ct. of expense to income	59.7	54.8
Net income per cent. on cost	5.5	5.9
Miles run by passenger trains	3,446,776	3,460,427
Miles run by freight trains	2,462,925	2,651,348
Miles run by other trains	200,601	153,069
Total miles run	6,110,243	6,294,564
Receipts per mile run, cts	141.6	153.4
Expenses per mile run, cts	84.1	84.1
Net income per mile run, cts	54.5	69.3
Cost of fuel per mile run, cts	11.2	10.9
Road repairs per mile run, cts	13.1	13.0
Engine rep'rs per mile run, cts	7.8	5.3
Car repairs per mile run, cts	6.7	6.6
Passengers carried	10,696,912	11,432,625
Passenger mileage	110,691,295	175,403,775
Tons of freight carried	3,262,268	3,671,885
Tonnage mileage	123,825,325	137,879,429

Regarding the ratio of net to gross tonnage, we have the following figures upon several of the leading roads, for three years. This information is difficult to obtain: the managers as a general thing do not know how much dead weight they haul: perhaps if they did, they might be stimulated to reform the enormous evil of hauling empty or half loaded cars at the companies' expenses.

Railway.	1860.	1861.	1862.
Boston and Worcester	0.32	0.31	0.31
Boston and Providence	0.29	0.29	0.32
Boston and Maine	0.29	0.29	0.26
Providence and Worcester	0.33	0.31	0.31
Fitchburg Railway	0.32	0.32	0.32

The five roads above noticed, returned the estimated weight of cars hauled one mile, excluding freight, as required by the legislature; but the greater part of the companies do not choose to give this item: whether because unable or unwilling, the reports do not state. Some roads which have previously furnished this item, have failed to do it for 1862. The use of these tonnage ratios must not be misunderstood: it is not an index to the relative deficiency of management, since a road doing a large passenger traffic must necessarily haul a larger proportion of dead weight than a freight road: the ratio above given for the Boston and Maine road illustrates this point; but the figures serve as a guide to the most prominent means of obtaining increased economy, namely, by the reduction of dead weight. The best managed railways in this State haul from four to eight tons of passenger cars, in order to transport a single ton of passengers; and to haul one ton of freight, there is upon an average, two tons of freight cars hauled. The remedy for this evil is twofold; first, the cars must be built of lighter and stronger material; and second, the trains must be so arranged as to be well filled; thus avoiding the transport of empty cars. The comparative cost of operation in detail upon different railways must not be taken as exhibiting the relative quality of the management, without allowing for the very many peculiarities of each road. It is impossible in the present state of our railway returns, to bring all roads to a common standard of comparison. The best we can do is to approximate. At one time, the cost per mile run was the best standard that could be obtained; we can now get from a large part of the reports the cost per ton per mile: but even this cannot embrace the grades and curves, nor the varying price of raw material used.

Names of Railways.	Length. Main lines.	Length. Branches.	Length. Double track & sidings.	Cost.	Capital Stock paid in.	Funded Debt.	Floating Debt.	Total Debt.	Interest paid on Debt.	Dividends paid.	Surplus.	Receipts. From Passengers.	Receipts. From Freight.	Receipts. From Mails, etc.	Receipts. Total.	Total Expenses.
Boston and Worcester	44.6	24.0	60.1	$4,500,000	$4,500,000	None.	$93,653	$93,653	None.	$365,567	$530,716	.....	.....	$38,411	$1,006,129	$515,825
Western Railway	156.0	17.3	126.6	11,218,476	5,150,000	$6,417,520	47,000	6,464,520	$424,250	412,000	553,062	$634,656	$1,351,862	109,404	2,095,922	1,111,358
New York and Boston (1)	25.0	.....	0.6	878,733	293,701	550,000	175,671	725,671	18,377	.....	.....	25,004	8.738	11,247	44,589	34,936
Fairhaven Branch (2)	15.1	.....	0.7	252,134	.....	.....	.....	.....	19,645	.....	.....	46,618	19,946	17,588	84,152	59,170
Providence and Worcester	43.4	1.0	14.9	1,671,901	1,600,000	97,000	.....	97,000	7,416	128,000	.....	131,364	188,811	7,281	327,456	166,099
Worcester and Nashua	45.7	.....	9.2	1,270,397	1,141,000	141,500	1,130	142,630	7,945	60,888	73,014	91,221	101,798	17,725	200,744	107,765
Fitchburg and Worcester	14.0	.....	2.7	383,884	219,825	64,100	5,854	69,945	3,619	11,778	.....	13,953	20,913	3,721	38,587	33,969
Amherst and Belchertown (3)	19.5	.....	0.4	85,000	85,000	.....	6,500	6,500	328	.....	.....	10,136	16,632	2,265	29,033	29,153
Connecticut River	50.0	2.8	9.5	1,801,943	1,591,100	250,000	.....	250,000	8,335	95,466	59,819	139,330	117,053	11,769	268,152	134,297
Pittsfield and North Adams	18.6	.....	0.7	443,677	450,000	.....	.....	.....	.....	27,000	.....	16,883	23,683	2,576	43,142	28,385
Hampshire and Hampden (4)	25.0	.....	3.0	606,681	292,950	303,014	.....	303,014	.....	.....	.....	6,166	8,557	1,631	16,344	15,111
Stockbridge and Pittsfield (5)	21.9	.....	1.1	448,700	448,700	.....	.....	.....	.....	31,409	.....	.....	.....	.....	31,409	.....
West Stockbridge (6)	2.7	.....	.....	39,600	39,600	.....	.....	.....	.....	1,584	562	.....	.....	.....	1,500	.....
Boston and Providence	47.0	7.0	32.5	3,160,000	3,160,000	122,720	.....	122,720	7,677	252,800	180,269	349,861	310,698	41,662	702,221	346,859
Taunton Branch	11.1	0.6	1.1	250,000	250,000	.....	.....	.....	.....	22,500	26,644	71,746	60,518	1,754	134,018	110,641
New Bedford and Taunton	20.1	1.5	1.1	556,974	500,000	300,000	.....	300,000	1,704	25,000	63,689	74,736	51,085	8,356	134,177	88,285
Stoughton Branch (7)	4.0	.....	0.6	100,385	85,400	.....	.....	.....	.....	5,978	9,825	6,548	5,566	1,189	13,303	6,362
Easton Branch (8)	3.8	.....	.....	55,894	49,325	.....	2,000	2,000	129	3,500	727	3,180	2,432	.....	5,612	2,397
Middleboro' and Taunton	8.5	.....	0.6	152,318	148,592	.....	11,666	11,666	943	.....	561	11,012	16,262	554	27,828	26,485
Providence, Warren & Bristol (9)	13.6	.....	0.4	448,241	437,917	8,500	.....	8,500	486	.....	.....	18,145	5,830	1,619	25,594	19,855
Old Colony and Fall River	79.5	7.7	26.5	3,362,948	3,015,100	350,500	134,058	484,558	18,571	123,264	824,791	354,091	200,317	25,742	580,150	268,119
South Shore Railway	11.5	.....	0.4	501,592	259,685	150,000	1,456	151,456	11,147	.....	24,619	58.543	3,884	2,048	64,425	43,940
Cape Cod Railway	46.0	1.0	2.7	1,031,625	681,658	141,600	.....	141,600	9,243	13,968	50.258	77,037	19,550	6,040	102,627	52,574
Fitchburg Railway	50.9	42.5	74.5	3,540,000	3,540,000	.....	.....	.....	.....	212,400	251,045	227,746	331,608	21,225	580,579	326,438
Vermont and Massachusetts	69.3	8.0	5.5	3,268,415	2,214,225	990,525	.....	990,525	52,186	.....	.....	60,957	99,900	55,207	216,064	100,823
Lexington and West Cambridge	6.6	.....	0.6	251,257	241,200	.....	.....	.....	.....	1,800	.....	13,726	7,358	501	21,585	15,468
South Reading Branch (10)	8.1	0.2	1.8	299,468	209,532	.....	.....	.....	.....	.....	.....	12,534	1,573	270	14,377	17,217
Boston and Lowell	26.7	1.8	43.4	2,428,592	1,880,000	440,000	21,045	461,045	26,720	123,525	391,569	175,818	225,905	20.245	421,968	285,778
Nashua and Lowell	14.5	.....	17.2	654,603	600,000	.....	.....	.....	.....	48,000	102,525	78,990	101,493	7,700	188,183	141,648
Lowell and Lawrence (11)	12.3	.....	2.3	363,158	200,000	75,000	11,751	86,751	5,244	12,000	17,271	.....	.....	.....	21,780	403
Salem and Lowell (12)	16.9	.....	1.7	464,013	248,305	226,900	464	227,364	13,230	9,732	501	.....	.....	.....	17,500	686
Stony Brook Railway (13)	13.2	.....	1.0	267,383	267,300	.....	.....	.....	.....	17,643	.....	.....	.....	.....	17,515	184
Boston and Maine	74.3	8.8	49.7	4,277,183	4,076,974	.....	.....	.....	.....	290,899	697,112	516,430	281,366	37,341	835,137	457,014
Eastern Railway	44.1	30.5	25.3	4,228,372	2,863,400	1,912,600	30,000	1,942,600	102,197	.....	140,461	476,550	125.838	33.240	635,628	315,572
Essex Railway	19.9	1.3	3.8	747,008	299,107	280,261	184,750	465,011	28,710	.....	.....	16,733	29,763	9,105	55,601	40,320
Newburyport Railway (14)	27.0	.....	2.4	597,386	220,340	284,900	140,902	376,802	.....	.....	.....	.....	.....	.....	.....	.....
Cheshire Railway	53.6	.....	8.0	2,839,713	2,085,925	803,700	.....	803,700	46,471	.....	.....	87,461	196,388	14,207	298,056	193,413
Norwich and Worcester	59.4	7.0	8.5	2,613,694	2,122,600	799,300	9,297	808,597	37,981	.....	.....	141,868	196,320	15,476	353,664	194,747
Totals	1,223.4	162.5	541.1	$60,010,348	$45,403,456	$14,659,640	$877,197	$15,536,837	$852,554	$2,296,701	$3,999,040	$3,949,033	$4,131,597	$517,099	$9,654,751	$5,291,286

Names of Railways.	Per cent. of Expense to Income.	Net Income.	Net Income per cent. on cost.	Per ct. of Dividends.	Number of miles run.	Total Rec'pts p.m.run, cents.	Total Exp'ses p.m.run, cents.	Net Income p.m.run, cents.	Cost of Fuel per mile run, in cents.	Repairs (per mile run) of r'd bed.	Repairs (per mile run) of engines.	Repairs (per mile run) of cars.	Pass'gers carried in the cars.	No. of passengers carried one mile.	Tons carried in the cars.	No. of tons of merch'se hauled one mile.
Boston and Worcester	51.2	$490,804	10.9	8.0	504,117	178	91	87	10.6	10.6	5.6	6.7	1,506,196	24,542,655	382,494	14,876,747
Western Railway	63.0	560,313	5.0	8.0	1,257,201	167	88	45	15.0	18.5	5.6	11.4	558,047	23,779,686	587,504	51,994,206
New York and Boston	79.5	.....	...	...	53,624	84	66	..	13.6	3.2	2.8	9.8	155,113	933,606	.....	.....
Fairhaven Branch	70.2	5,835	2.1	...	27,375	312	219	20	...	26.0	3.3	6.7	49,819	586,270	8,335	106,215
Providence and Worcester	50.8	153,939	9.2	8.0	206,064	159	81	75	9.0	20.1	5.7	5.1	668,387	5,912,246	155,673	5,089,743
Worcester and Nashua	53.5	83,236	6.5	6.3	164,248	122	67	61	11.9	8.0	5.0	3.8	145,519	2,894,618	92,821	2,136,651
Fitchburg and Worcester	86.8	999	0.3	6.0	33,789	117	103	3	14.2	8.3	...	1.6	35,379	499,271	30,926	894,188
Amherst and Belchertown	100.0	.....	...	...	24,400	121	123	...	8.3	24.5	5.6	4.4	17,279	229,213	9,041	135,046
Connecticut River	50.0	125,519	6.9	6.0	170,018	158	78	74	9.3	18.5	3.7	6.7	341,087	4,572,873	98,880	2,446,979
Pittsfield and North Adams	65.1	23,676	5.3	6.0	24,960	172	78	95	11.3	17.5	6.5	6.0	41,122	636,188	32,371	519,290
Hampshire and Hampden	93.7	.....	...	...	27,424	60	56	...	3.2	15.7	5.8	1.7	15,133	175,184	9,334	180,744
Stockbridge and Pittsfield	...	31,409	7.0	7.0	.....	...	..	..	....	....	...	...	.....	.....	.....	.....
West Stockbridge	...	1,479	3.7	4.0	.....	...	..	..	....	....	...	...	.....	.....	.....	.....
Boston and Providence	49.3	347,684	11.0	8.0	485,121	161	80	80	10.2	9.9	3.6	3.2	1,210,026	16,603,290	328,790	11,598,184
Taunton Branch	82.0	23,876	9.3	9.0	51,210	263	216	46	10.5	10.3	6.7	6.7	107,848	1,150,681	44,027	483,430
New Bedford and Taunton	65.6	48,737	7.8	5.0	42,262	319	212	104	12.0	23.0	8.3	8.4	96,721	1,296,320	39,615	415,705
Stoughton Branch	46.2	6,941	6.9	7.0	6,104	222	114	116	....	....	...	...	68,947	196,669	32,647	68,108
Easton Branch	47.8	3,085	5.5	7.0	7,042	80	34	44	....	8.6	3.0	1.4	15,779	63,116	9,186	36,744
Middleboro' and Taunton	96.3	561	0.4	...	27,867	99	94	2	10.0	19.8	4.7	4.0	19,381	124,379	13,032	44,994
Providence, Warren and Bristol	76.0	5,258	1.1	...	23,954	107	83	22	10.1	11.6	6.0	4.3	73,760	837,540	9,886	132,890
Old Colony and Fall River	46.2	293,458	8.7	6.0	388,585	149	69	76	8.8	16.6	4.9	4.1	1,004,803	14,442,477	178,149	6,146,054
South Shore Railway	68.8	9,337	1.8	...	22,218	293	200	42	15.2	16.5	4.5	9.0	146,613	951,642	1,867	16,737
Cape Cod Railway	50.9	40,809	3.9	2.5	75,219	137	70	54	7.4	16.3	7.5	6.0	89,257	2,143,964	26,190	422,517
Fitchburg Railway	66.2	254,146	7.2	6.0	342,542	170	95	74	11.9	16.5	7.5	8.1	747,950	10,781,755	345,254	8,844,502
Vermont and Massachusetts	46.8	63,054	1.9	...	112,242	193	90	56	7.9	20.5	8.3	1.4	85,839	1,699,354	69,460	1,442,248
Lexington and West Cambridge	71.4	6,117	2.4	3.0	15,380	144	103	41	14.0	10.1	6.6	5.4	108,451	447,761	21,349	.....
South Reading Branch	121.0	.....	...	4.0	24,960	57	69	...	6.7	8.2	5.0	6.7	46,910	292,559	7,574	38,280
Boston and Lowell	67.5	109,470	4.5	6.6	336,565	126	85	33	9.8	12.3	5.0	3.5	587,752	7,220,772	376,476	6,452,585
Nashua and Lowell	75.0	46,540	7.1	8.0	148,515	127	96	31	10.0	10.8	4.9	5.3	264,062	3,244,115	169,142	2,898,741
Lowell and Lawrence	....	16,132	4.4	6.0	.....	...	...	..	....	....	...	...	.....	.....	.....	.....
Salem and Lowell	....	3,683	0.8	4.0	.....	...	...	..	....	....	...	...	.....	.....	.....	.....
Stony Brook Railway	....	17,515	6.5	6.5	.....	...	...	..	....	....	...	...	.....	.....	.....	.....
Boston and Maine Railway	54.7	378,122	8.8	7.0	615,761	136	74	61	9.6	12.3	5.0	3.5	1,723,494	25,865,291	218,095	5,956,650
Eastern Railway	49.6	217,858	5.1	...	452,168	141	70	48	9.6	6.4	5.3	6.9	1,246,502	20,415,709	105,926	3,074,562
Essex Railway	72.7	.....	...	...	66,482	99	72	..	8.7	15.9	6.0	7.1	63,435	548,717	35,471	678,073
Newburyport Railway	....	.....	...	...	.....	...	...	..	....	....	...	...	.....	.....	.....	.....
Cheshire Railway	64.8	58,171	2.0	...	263,824	113	73	22	10.3	5.1	6.8	6.5	60,694	2,417,854	116,667	6,318,825
Norwich and Worcester	55.0	120,936	4.6	...	294,173	120	66	41	9.8	11.4	4.0	7.0	181,647	.....	115,704	4,939,781
Totals and averages	54.8	3,542,098	5.9	5.1	6,204,864	153.4	84.1	69.3	10.9	13.0	5.3	6.6	11,482,652	175,403,775	3,671,885	137,879,129

(1) Capital stock in Massachusetts, $600,000.
(2) Owned and operated by the New Bedford and Taunton Railway.
(3) Leased to Smith & Longley, for 5 years from June 1st, 1862.
(4) Merged in the New Haven & Northampton R. July 1st, 1862.
(5) Operated under a lease to the Housatonic Railway Company.
(6) Operated by Berkshire, and Housatonic and Berkshire Roads.
(7) Operated by the Boston and Providence Railway Company.
(8) Owned and operated by the Boston and Providence Railway.
(9) Cost in Massachusetts, $115,190; in Rhode Island, $333,051.
(10) Operated by the Eastern Railway Company.
(11) Operated by the Boston and Lowell R. Co.
(12) Operated by the Boston and Lowell R. Co.
(13) Operated by the Nashua and Lowell R. Co.
(14) Operated under lease by the Boston and Maine Railway.

NOTE.—The Net Income, above tabulated, is the amount remaining after deducting the cost of working and the interest paid, from the total income.

Construction of Highways Across Railroad Tracks and Lands.

THE STATUTE OF NEW YORK AUTHORIZING THE CONSTRUCTION OF HIGHWAYS ACROSS RAILROAD TRACKS WITHOUT COMPENSATION DOES NOT VIOLATE THE CONSTITUTIONAL PROVISION AGAINST TAKING PRIVATE PROPERTY. HIGHWAYS, HOWEVER, CANNOT BE LAID OUT OVER LANDS NECESSARY FOR ENGINE AND STATION HOUSES.

An action, in the nature of a bill in equity, was brought by the Albany Northern Railroad Company against the commissioners of highways of the town of Hoosick, to restrain them from opening a highway across their track, and side track and grounds, at their station at Buskirk's Bridge, in that town, and to have the proceedings for laying out the highway adjuged to be illegal and void.

The case was tried before one of the justices of the New York Supreme Court in October, 1855. It appeared that the plaintiff's corporation was established, under the general railroad act, to construct a railroad from Albany to Eagle Bridge, in Rensselaer County; that the company in February, 1853, acquired title to an irregular piece of land at the Buskirk Bridge station on which to lay their track, and also for the accommodation of a station house, and for a side track connected with the main track by turnouts and switches, and also for a turn table, upon which to change the direction of their engines and cars, and for other conveniences for the operation of their road. In June, 1854, application was made to the defendants to lay out a highway across the railroad track, the side track and grounds, which resulted in the laying out of the highway applied for, by an order signed by the three commissioners on the 15th of July following. The highway as laid out, after passing over the two tracks, occupied a portion of the ground to which the company had acquired title, suitable for the site of an engine house, which structure had not then been built, but on which, after the road was laid out and this controversy had arisen, such a building was erected, occupying the entire width of the highway, and it was connected with the turn table by another side track.

The plaintiff neglected to open the road across the track pursuant to the statute, though the commissioners gave them notice to do so, and therefore the commissioners entered upon the

premises, took down the railroad fences, and attempted to construct the highway across the tracks and grounds; but they were resisted by the plaintiff's agents, who excluded them from the premises and put up the fences.

At the close of the testimony, the justice directed a judgment for the plaintiff for the relief demanded. The judgment entered was that the defendants be enjoined from laying out the highway across the plaintiff's premises, and the proceeding by which it was claimed to have been laid out were declared null and void. This judgment was affirmed by a general term of the Supreme Court in the third district; and the defendants then appealed to the Court of Appeals. The following is a part of the opinion rendered at the final decision of the case by the Court of Appeals.

DENIO, J.—I am of opinion that the act of 1853 (ch 26) applies to the case; that it authorized the town authorities to lay out the highway across both tracks of the plaintiff's railroad, and that the statute is not hostile to any provision of the constitution. In terms, it authorizes the laying out of a highway across the track of a railroad; but, if there are two tracks parallel with and near each other, at the point where the highway is to cross, it must pass over both, or it cannot be laid at all. It is within the language of the act, for at each crossing it passes over the track of a railroad. There was, therefore, no objection, I think, to crossing the side track. But the statute declares that the highway may be laid across the track without compensation to the corporation owning the railroad. This, it is argued, is repugnant to the constitution, as the taking of private property for the use of the public without recompensing the owner. Upon this my opinion is, that the railroad companies under the general act do not acquire the same unqualified title and right of disposition to the real estate taken for the road, and paid for according to the act, which individuals have in their lands. The statute declares the effect of the proceedings which it authorizes to be, that the company "shall be entitled to enter upon, take possession of, and use the said land for the *purposes of its incorporation* during the continuance of its corporate existence," and it further declares that the land which it thus appropriates shall be deemed to be acquired, for public use. The title to the land being thus limited to its use for the purposes of the railroad enterprise, it is necessarily subject to the exercise of all those powers reserved to the Legislature to which the franchises of the corporation are subject. If the latter can be restricted or modified by subsequent legislation, the uses to which the land which the corporation has acquired may be changed by the same authority. It has long been the policy of the legislature to qualify corporate franchises in such a manner as to render them subject to the control of the law-making power. For this purpose the Revised Statutes provided that the charter of every corporation which should thereafter be granted by the legislature, should be subject to alteration, suspension or repeal at its discretion. (I R. S. p 600 § 8) Perhaps this provision would apply to corporations created under general laws, which, though not granted specifically and directly by the legislature, are nevertheless, eminations from the legislative power. But the general railroad act itself provides that the corporation formed under it may be annulled or dissolved at any time by the legislature. The effect of this and similar provisions has frequently been before us, and we have held that under the reserved power, the legislature might interfere in many important respects with the powers of corporations, by subjecting them to new restrictions or increased burdens. We have held for instance that the line of a plank road might be extended and its capital increased, and the same thing might be done in respect to a railroad corporation created under a special enabling act; and that a banking corporation, chartered under the general act of 1838, without personal liability of the shareholders, might be so changed as that they should be liable for all the debts of the company to an amount equal to the stock held by them respectively. The change effected in the present case is of slight importance, compared with those which were upheld in the instances referred to. A railroad laid out upon or near the natural surface of the earth may be crossed, without material inconvenience by a common highway, on the same grade with the railroad track. The property of the railroad is not taken away from the proprietors, who are still allowed to use it for all the purposes for which it was acquired from the original owner. Nor is there anything unlawful in obliging the railroad company to make the necessary excavations or embankments for taking the highway across the railroad. The disturbance of the surface of the ground, which has rendered such work necessary, was effected by the railroad itself; and the reservation of legislative authority we may suppose to have been inserted for the purpose of obliging the companies to conform to such directions as subsequent legislatures should discover to be necessary for the public good, or should be required by public policy. The difficulties which arose out of the rule that the grant of corporate power for individual emolument created a contract between the corporators and the state, led to the reservation referred to; and this presents a strong illustration of the wisdom of the legislative policy. The case of Miller *vs* the New York and Erie Railroad Co., (21 Barb,, 513) was adjudged in hostility to these principles, and I think it cannot be sustained.

But the highway was laid out not only across the track of the railroad and the land acquired by the corporation for the purpose of locating their track, but across the grounds which they had acquired as sites of their station house, engine house, turn table, &c., and no provision was made for compensation. The act of 1853 does not, in language or by necessary implication, extend to an appropriation of such land to the purposes of a highway, and it does not fall within the policy which contemplated that the track of the railroad might be so used. The use of the land acquired by the railroad company for its track was such as admitted of a concurrent use for the purposes of a highway; but it was quite otherwise with that which was obtained for the engine house and other structures. As to this, the uses to which it was to be subjected were the same as those which any proprietor of land may be supposed to have for premises purchased by him for building purposes. To run a highway through such grounds is to appropriate the portion covered by it exclusively for a public use. Moreover, such land falls within the denomination of improved land, through which a highway cannot be laid out without an obligation to make compensation. But, admitting that the failure to make compensation, though it would render the appropriation illegal, would not raise such a question as to bring the case within the scope of equitable jurisdiction (as to which I express no opinion), there is still another question, whether the commissioners had any power whatever to lay out the highway over such portions of the land of this company as might be needed for the site of their engine house. I shall assume that the place where that structure was eventually erected was the only position on the land of the company where it could have been placed, and that such a building was a necessary accommodation for the company at that station, and one of the objects for which the land was required. These are questions of fact which ought to have been found one way or the other, by the judge. There being evidence respecting them, we must assume that they were in fact determined by the judge in a manner favorable to the decision which he made. The question is then presented, whether, when a railroad company has acquired the title of a piece of land for the site of a building necessary for its business, the local authorities can occupy the ground for a highway, and thus prevent the company from erecting the proposed building. I am of opinion it cannot be lawfully done. The 57th section of the Revised Statute on this subject forbids the laying out of a highway through any buildings, or any yards or inclosures necessary to the use and enjoyment thereof. (1 R. S. 514) Before this highway was laid out, the railroad company had established their station at this place, and had erected the station house. To the completion of their arrangments for a railroad station, it was essential that they should also have an engine house and a turn table. The remainder of the land—no more having been acquired than was needful—may well be considered as an inclosure necessary for the enjoyment of the building already erected, namely, the station house. The necessity of having the engine house on that spot, and the consideration that it could not be erected elsewhere, shows that the land on which it stood was necessary for the enjoyment of such of the other station buildings as had already been completed. For the disturbance of such an interest as this, under a claim of a right of permanent occupancy, I am of opinion that a suit for an injunction would lie to establish and quiet the plaintiff's title to the enjoyment of the premises for the purposes for which they were acquired and appropriated.

It follows from these suggestions that the judgment ought to be affirmed.

Judgment affirmed.

Railroad from Flint to Fentonville.

We have assurance in which we place the utmost confidence, that the railway connection between Flint and Fentonville, or some other station on the Detroit and Milwaukee Railroad, will be completed early next fall. There is no route in the West, at present unoccupied by a railroad, as favorable for the enterprise as this; and the facility with which capital may be obtained renders the undertaking a mere pastime compared with the difficulties and discouragements encountered by those who have labored so energetically in pushing the Flint and Pere Marquette road to its present extent.—*Saginaw Courier, March* 10.

Pittsburg, Fort Wayne and Chicago Railway.

Exhibit of the affairs of the Company since the consolidation of the Ohio and Pennsylvania, the Ohio and Indiana and the Fort Wayne and Chicago Companies, 1st August, 1856.

LENGTH OF THE SEVERAL LINES CONSOLIDATED.

Ohio & Pennsylvania R. R.—Pittsburg to Ohio Line	47	
" " " —Pennsylvania Line to Crestline	141–188	miles.
Ohio & Indiana R. R.—Crestline to Indiana Line	112	
" " " —Ohio Line to Fort Wayne	19–131	"
Fort Wayne & Chicago R. R. { Ft. Wayne to Illinois Line	126	
{ Indiana Line to Chicago	22–148	"
Total length of consolidated line	467	"

GENERAL ACCOUNT, 31ST DECEMBER, 1862.

Liabilities—		Property and Assets—	
Capital stock	$5,709,591 61	Railroad, equipm't, etc.	$17,736,363 42
Funded debt	12,983,173 00	Stock of supplies	462,541 08
Due to other companies	44,923 45	Due from other comp's	121,429 15
Miscellaneous liabilities	36,651 54	Miscellaneous assets	306,014 72
Due for curr'nt expenses	413,237 89	Cash in hand	641,667 21
Due Trustees	312,399 20	Bal. to debit of income	183,671 11
Total	$19,451,671 69	Total	$19,451,671 69

FUNDED DEBT ACCOUNT.

		Issued.	Due.		Amount.	Rate.	Interest.
First Mortgage		March 1, 1862	July 1, 1912	A	$875,000	7	Jan. & July.
" "		"	"	B	875,000	7	Feb. & Aug.
" "		"	"	C	875,000	7	Mar. & Sept.
" "		"	"	D	875,000	7	April & Oct.
" "		"	"	E	875,000	7	May & Nov.
" "		"	"	F	875,000	7	Jun. & Dec.
Second Mortgage		March 1, 1862	July 1, 1912	G	$860,000	7	Jan. & July.
" "		"	"	H	860,000	7	Feb. & Aug.
" "		"	"	I	860,000	7	Mar. & Sept.
" "		"	"	K	860,000	7	April & Oct.
" "		"	"	L	860,000	7	May & Nov.
" "		"	"	M	860,000	7	Jun. & Dec.
Third Mortgage		March 1, 1862	July 1, 1912		$2,000,000	7	April.
Bridge Bonds		May 1, 1856	May 1, 1876		188,000	7	May & Nov.
Chicago Depot Bonds		May 1, 1850	May 1, 1866		297,753	6	May & Nov.
		" "	" "		39,420	8	May & Nov.

The general mortgages cover alike the present property of the company and also such as may be hereafter required, and entitle the holders to votes at the annual meeting—the 1st and 2d bond-holders to one vote for every $200 and the 3d bond-holders to one vote for every $100.

The 7 per cent. bonds are convertible nto 6 per cent. bonds unredeemable except by the operation of a sinking fund composed of one per cent. per annum on the amount of such bonds outstanding at each interest period. The sinking fund is also to receive all surplus earnings after paying interest and dividends on stock, the latter in no case to exceed 6 per cent. semi-annually.

The third mortgage bonds are in reality a preferred stock. They entitle the owner after the 1st April, 1862, to such net earnings not exceeding 7 per cent. as may be made in each preceding year after paying interest on the higher mortgages, but in priority to dividends on stock or any expenditures other than such as may be necessary to maintain and renew the railway, its appurtenances and equipments.

ABSTRACT OF GENERAL ACCOUNT, 1856—1862.

31 Dec.	Capital. Shares.	Bonds.	Floating.	Total.	Cost of Road, etc.
1856	$5,994,144	$6,655,500	$689,327	$13,338,971	$12,764,894
1857	6,230,259	7,371,000	1,951,875	15,553,234	14,048,759
1858	6,260,555	8,182,500	2,603,197	17,046,252	14,631,110
1859	6,266,278	8,893,670	1,910,625	17,070,573	15,557,779
1860	6,266,367	9,910,655	1,727,161	17,904,183	16,401,108
1861	6,249,433	10,264,995	1,847,328	18,361,756	17,002,121
1862	5,709,592	12,935,173	806,912	19,451,677	17,736,353

The following table exhibits the operations of the road since the consolidation:

Year.	Miles of Road.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Operating Expenses.	Income less Expens.
1856 (5 mos.)	338	$370,546	$402,015	$23,108	$795,670	$273,434	$522,145
1857	383	912,765	657,686	59,974	1,660,425	1,036,011	625,414
1858	383	742,451	698,570	126,211	1,567,232	965,573	601,659
1859	465	795,789	964,133	206,116	1,965,988	1,291,333	674,655
1860	467	805,486	1,341,015	188,853	2,335,354	1,573,799	761,555
1861	467	902,706	1,905,707	223,374	3,031,787	1,732,066	1,299,721
1862	467	1,116,743	2,390,610	226,940	3,734,290	1,878,399	1,855,891

A dividend of 6 per cent. was paid on the stock in 1857, amounting in gross to $349,830.

Erie Railway.

EARNINGS AND EXPENSES FOR 1862.

Earnings.		Expenses.	
Freight earnings	$7,065,363 07	Operating expenses	$4,860,748 58
Passenger "	1,200,450 21	Interest on bonds	1,299,405 00
Mails "	101,652 04	Rent of Union RRs.	88,400 00
Hire of cars	1,874 07	" Chemung RR.	30,000 00
Sleeping cars	1,117 25	" Elm. & Can. RR.	25,000 00
Telegraph	19,872 54	" Long Dock Pr'y	144,940 40
Rents	7,058 22	" Buff. Br. (skg. fd.)	2,200 00
Storage	1,424 20	Internal Revenue Taxes	27,616 68
Interest	1,522 71	Taxes on real estate	71,830 43
		Pavonia Ferry	25,006 28
		Loss by Fire at Elmira	94,736 00
		Old indebtedness paid	1,182,944 49
		5 p.c. div'd on pref. st'ck	426,785 00
		Balance	26,621 28
Total	$8,400,334 31	Total	$8,400,334 31

EARNINGS AND EXPENSES MONTHLY, 1862.

Months, 1862.	Gross Earnings. Freight.	Pass'ger.	Mails.	Other.	Total.	Operating Expenses.	Earnings less Exp.
Jan.	$629,839	$59,968	$8,446	$854	$699,097	$357,730	$341,367
Feb.	540,731	51,602	8,446	816	601,595	359,939	241,656
March	562,816	64,112	8,446	2,632	638,006	384,430	253,576
April	502,366	113,835	8,446	1,423	626,070	349,242	276,828
May	485,817	90,374	8,446	2,779	587,416	391,055	196,361
June	429,108	89,996	8,446	1,291	528,841	413,552	115,289
July	477,653	106,255	8,446	2,670	595,024	396,864	198,160
August	488,885	116,340	8,446	2,286	615,962	396,024	219,038
Sept.	609,562	131,707	8,446	6,706	756,421	429,585	326,836
Oct.	734,947	138,972	8,446	2,771	885,136	449,287	435,849
Nov.	791,958	100,101	8,446	2,401	902,906	471,905	431,001
Dec.	811,681	137,193	8,746	6,240	963,860	460,245	503,615
Year	$7,465,363	$1,200,450	$101,652	$32,869	$8,400,334	$4,860,748	$3,539,586

EARNINGS AND EXPENSES YEARLY, 1854—1862.

Years ending Dec. 31.	Gross Earnings. Freight.	Pass'ger.	Mails.	Other.	Total.	Operating Expenses.	Earnings less Exp.
1854	$3,503,036	$1,738,595	$116,629	$100,336	$5,458,597	$2,803,161	$2,655,436
1855	3,919,553	1,678,609	116,629	21,147	5,735,939	2,731,701	3,004,238
1856	4,481,000	1,597,399	116,629	31,876	6,226,904	3,239,325	2,987,579
1857	3,937,915	1,411,917	110,868	34,467	5,494,267	3,878,219	1,616,048
1858	3,794,332	1,161,270	94,892	31,330	5,081,824	3,709,194	1,372,709
1859	3,239,918	1,153,001	98,930	35,151	4,577,030	2,944,507	1,632,523
1860	4,021,487	1,212,289	97,962	10,657	5,342,395	3,354,587	1,987,808
1861	5,011,349	1,085,969	98,822	18,042	6,214,182	3,784,484	2,429,698
1862	7,065,363	1,200,450	101,652	32,869	8,400,334	4,860,748	3,539,586

SHARE CAPITAL ACCOUNT.

Common stock, 114,375 $100 shares	$11,437,500
Preferred stock, 85,357 $100 shares	8,535,700
Total common and preferred	$19,973,200

FUNDED DEBT ACCOUNT.

1st mortgage 7 per cent. coupon bonds $3,000,000
—dated 1st May, 1847, and payable—interest 1st May and 1st November, and principal 1st May, 1867.

2d mortgage 7 per cent. coupon bonds $4,000,000
—dated 1st March, 1849, and payable—interest 1st March and 1st September, and principal 1st March (1859 extended to) 1879.

3d mortgage 7 per cent. coupon bonds $6,000,000
—dated 1st March, 1853, and payable—interest 1st March and 1st September, and principal 1st March, 1883.

4th mortgage 7 per cent. coupon bonds $5,000,000
—dated 1st October, 1857, and payable—interest 1st April and 1st October, and principal 1st October, 1880.

5th mortgage 7 per cent. coupon bonds $1,791,500
—dated 1st June, 1858, and payable—interest 1st June and 1st December, and principal 1st June 1888.

Buffalo Branch 1st mortgage 7 per cent. coupon bonds $200,000
—dated 1st January, 1861, and payable—interest 1st January and 1st July, and principal 1st January, 1891.

BALANCES OF GENERAL LEDGER, 31ST DECEMBER, 1862.

Road and equipment	$39,021,262	Share capital	$19,973,200
Cash and cash items	747,612	Mortgage bonds	19,841,500
Materials	582,560	Buffalo Branch bonds	200,000
Fuel	470,506	Real estate "	40,000
Long Dock—advance	291,936	Sinking F'd for B.Br. bds	2,200
Hawley Branch "	25,815	Accounts	682,029
Bills and accounts	482,380	Accrued interest & div'nd	307,622
		Profit and loss	26,621
Total	$41,623,172	Total	$41,623,172

CONDITION OF THE PROPERTY ANNUALLY.

End of fiscal years.	Cost of Road & Equipm't.*	Share Capital.	Funded Debt less S'k'g F'd.	Gross float'g Liabilities.
1852	$26,841,575	$7,766,991	$18,003,969	$2,806,497
1853	31,366,262	10,000,091	20,173,869	3,038,555
1854	33,872,962	10,023,859	22,641,099	2,904,752
1855	34,933,254	10,023,959	24,969,000	1,625,354
1856	35,091,794	10,000,000	24,097,000	1,575,519
1857	35,077,209	11,100,000	23,505,000	2,707,151
1858	35,086,891	11,000,000	24,976,017	1,641,070
1859	35,320,907	11,000,000	25,260,000	2,141,300
1860	35,574,172	11,000,000	26,351,000	2,725,620
1861	35,796,902	11,000,000	25,326,505	2,074,795
1862	39,021,292	19,973,200	20,131,500	682,029

* Including outlay on Union Railroads and discounts on bonds.

St. Lawrence and Welland Canals.

An animated discussion has taken place in the Canadian Legislature on the subject of the tolls on the St Lawrence and Welland Canals, unusual interest being imparted to the subject by the recent movements at Chicago. The Hon. Mr. Rose, in in his speech on the question of reimposing the Canal tolls of Canada, argued in favor of retaining them as they were. Among other things he remarked it had been stated that the trade of the St. Lawrence had very seriously diminished; and in proof of this a table was referred to showing that the tonnage on the St. Lawrence canals for the year 1859, when the tolls were on, was 911,768 tons, and the following year, 1860, after the tolls had been taken off, the total number of tons was 738,596; 1861, 886,908 tons; 1862, 756,870 tons, showing a decrease from 1859 of over 150,000 tons. This was a very grave statement to put thus publicly forth from official records, and tending to show that very unfavorable results had arisen from the reduction of the tolls on those canals—it required to be publicly met. He would now state that instead of a falling off it had been the reverse, and that the party making those returns had made the slight mistake of only 300,000 tons in his returns for the year 1859, which should be 611,768, instead of 900,000 odd. It would therefore be manifest that instead of there being a diminution as to the tonnage on the St. Lawrence canals, there had, in fact, been an increase since the reduction of the tolls. In another portion of the report it is stated that the diminution had arisen from the large quantities of produce which had passed over the American canals and railroads, which had absorbed a large portion of the Western trade. And he proceeds to state that the business on the Provincial canals in the third year of trial had not only failed to reach the same proportional increase as the American routes, but had actually fallen off on the St. Lawrence, where, from the trade being more especially Canadian, a different result should have been produced, if exemption from tolls could have any influence in diverting the American trade into the same channel. What, however, are the real facts of this case? It had been stated that this policy had been unsuccessful, whilst the facts were that the trade of the St. Lawrence Canals had in the period referred to actually increased enormously. He should be able to show that the result of such policy, instead of being disastrous to the increase of the trade, had been such as to exceed the most sanguine expectations of the advocates of that measure. And his remarks referred more particularly to the grain trade. What were these returns of grain at the tide waters, to attract which our efforts had been so many years directed. He would take the port of Montreal by way of illustration, because it was there that the great bulk of the grain was transferred from the Inland craft to the sea-going vessel, and the results would show that the strides had been truly astonishing in the conduct of the Western trade, which sought an outlet to the ocean. In 1850 the grain arriving was 853,000 bushels; flour, 604,000 barrels. 1860—grain, 3,639,146 bushels; flour 608,000 bushels, showing an increase of about 400 per cent. on the article of grain alone. 1861—grain, 10,262,148 bushels; flour, 991,694 barrels, showing an increase of about 300 per cent over 1860 and 12 times over 1859. 1862—grain, 11,163,690 bushels; flour, 1,144,752 barrels. But, further to test the accuracy of the statements, he would refer to the shipping, which would show whether or not the majority of that Western trade had been diverted from our waters. It was he understood the fact that at Quebec there were at the present moment, forty-five large merchant vessels on the stocks, many of which were no doubt intended to be freighted with grain, &c., the product of the Western trade. This branch of industry, like many others, was stimulated by the increase in the trade. The same results were shown in the increase of Foreign Shipping at the Port of Montreal—the bulk of which it is well known is engaged in the grain trade. In 1859 the tonnage was only 94,660. In 1860 it rose to 121,000. In 1861, to 261,793, and in 1862 to 266,243. There was he believed an equally remarkable increase in the draught or carrying capacity of the Inland craft, which was estimated in 1859 at 392,000, while in 1862 it was equal to 1,319,000, and with this difference that while in 1859, it was languishing and not half supported, it was now insufficient to meet the increased demand upon it. The storage and elevating power had increased, he believed in the same ratio. Lest it should be considered unfair to take the year 1859 as a starting point, he would take the average of the three years preceding that with those of the three years succeeding, and the result showed an increase from 5,552,000, during the first epoch to 25,000,000, during the last. And here it must be remarked that as regards the increase in the Erie Canal, it was due to fact to state that in 1860 the tonnage capacity on vessels was increased 80 per cent, and vessels which before that period were only 120 tons, had been increased to 210 tons each vessel. It would thus appear that the reasoning of the Commissioner of Public Works, was wholly based on inaccurate data, and though his report left it to be inferred that the past policy had done nothing to attract Western trade, the facts to which he (Mr. R.) referred, proved the very reverse. And under these circumstances, with such an expansion of our trade, was it wise to sacrifice a future good by the impolitic act of a reimposition of the Canal Revenues. The whole of the argument put forth, as to the decrease of our trade on the canals, had been founded on a false premise or error, as previously stated, of 300,000 tons, commencing with 1859, and the argument had been taken that the trade of the Erie Canal had increased, whereas the difference had arisen from the increase of the tonnage of their vessels from 120 to 210 tons. He (Mr. R.) had recently received a very interesting letter in reference to the produce raised in the Far West, being 100 millions of bushels per annum, but it stated that it would be quite useless their continuing the cultivation of their rich prairie lands, unless they could go down our canals to the Atlantic at the rate of 25 per cent cheaper than they were at present paying on the Erie Canal. Such being the facts of the case, it was obvious that this was not the time when we could prudently throw any obstacles in the way of this trade by the imposition of duties, as we ought rather to endeavor to attract that trade by every means in our power, it being a well known fact that this immense produce of the West was blocked up and unproductive for the want of an outlet, and it was obvious that outlet was the noble valley and waters of the St. Lawrence. And it was also obvious that if we once secured the trade of this Far West through our waters we could then reasonably and justly impose such slight duty by way of tolls as would reimburse us for our outlay, after we had established the practicability of the route, before which it would be very impolitic to take any legislative action upon the matter.

Railroad Earnings---Weekly.

The traffic of the Great Western Railroad for the week ending March 20, 1863, was as follows:

Passengers	$20,968 16
Freight and live stock	50,606 59
Mails and sundries	1,201 94
Total	$72,776 69
Corresponding week of 1862	49,799 03
Increase	$22,977 66

The earnings of the Grand Trunk Railway for the week ending March 21, 1863, were:

Passengers	$23,316 48
Freight and live stock	66,884 91
Mails and sundries	3,550 00
Total	$93,751 39
Corresponding week, 1862	65,789 16
Increase	$17,962 23

The earnings of the Galena and Chicago Union Railroad for the 3d week of March, 1863, were:

Freight	$22,609 33
Passengers	8,394 81
Mails	1,250 00
Total	$32,254 14
Same week, 1862	17,984 83
Increase	$14,269 31

The earnings of the La Crosse and Milwaukee Railroad for the 3d week in March, 1863, were $13,507 13
Same week, 1862 10,538 83
Increase $2,968 30

The earnings of the Chicago and Alton Railroad for the 3d week of March, 1863, were:

Passengers	$13,485 35
Freight	12,999 29
Sundries	1,035 83
Total	$27,520 47
Same week last year	14,400 81
Increase	$13,119 66

The earnings of the Illinois Central Railroad for the 3d week of March, 1863, were $61,857 14
Do., 1862 33,315 80
Increase $28,541 36

The earnings of the three weeks of the month have been $179,735 49, against $181,083 24 for the whole month in 1862.

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 3d week in March, 1863, were $24,655 57
Same week, 1862 14,092 57
Increase $10,563 00

The three weeks of the month give $75,157 21, against $46,297 78 last year, an increase of $28,859 43, about 60 per cent.

The earnings of the Toledo and Wabash Railroad Company for the 3d week of March, 1863, were $24,668 64
Same week, 1862 12,094 13
Increase $12,564 51

The earnings of the Chicago and Northwestern Railway for the 3d week of March, 1863, were $19,978 08
Do., 1862 12,896 76
Increase $7,081 32

The earnings of the Cleveland and Toledo Railroad for the 3d week of March, 1863, were $38,913 00
Same week, 1862 24,450 00
Increase $14,463 00

The earnings of the Chicago and Rock Island Railroad for the 3d week of March, 1863, were $29,800 00
Same week, 1862 15,439 00
Increase $14,361 00

The earnings of the Michigan Central Railroad for the 3d week of March, 1863, were $54,569 00
Same week, 1862 37,945 00
Increase $16,524 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week of March, 1863, were $9,889 37
Same week, 1862 10,461 16
Decrease $571 79

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	240,494	179,625	2,070,996
1862	187,772	110,054	121,272	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,517,612
1863	242,729	204,537	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,755	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	68,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	72,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,223	129,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,375
1863	139,686	126,521	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,585	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,509	49,571	80,819	108,737	74,361	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	80,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	981,157
1863	68,143	81,750	------	------	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,849	110,836	113,912	114,885	119,984	122,524	131,687	168,834	170,565	172,296	177,410	179,553	1,713,637
1863	166,687	152,435	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,280	76,032	65,907	55,085	50,086	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,780	124,639	160,710	1,185,504
1863	145,950	147,487	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389'373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	628,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	835,453	829,734	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,880	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	119,655	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,023	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,081	269,198	------	------	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,786	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,699	66,686	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,135	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	278,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,649,169
1863	248,784	230,508	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,818	504,217	591,920	743,599	709,671	637,792	520,396	6,203,708
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,980	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,389
1863	129,775	128,766	------	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,295
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,081	270,086	352,071	302,790	301,956	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	359,963	3,734,290
1863	337,350	361,352	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,839	46,340	737,155
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,381	103,408	124,398	77,663	50,848	926,908
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,086	92,574	1,172,103
1862	82,235	47 142	66,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,548	109,915	1,373,633
1863	86,321	91,970	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	108
" " " 1850	700,000	6	Jan. & July.	"	1880	108½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	109
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108½
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	109
2d Mortgage coupon	380,000	7	May & Nov.	" "		86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ⅓ in '59, ⅔ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	104½
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	108½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	110
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	115
2d Mortgage	800,000	7	June & Dec.	New York.	1865	83½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	65
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	30
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	343,200	6	Jan. & July.	Boston.	var.	105½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	128
" " " inconvertible	2,690,000	8	" "	" "	1883	128
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	111½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	99
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1869	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		109½
1st Mortgage (general)	3,600,000	7	" "	" "		76½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	98
2d Mortgage	2,000,000	6	" "	" "		43½
Appleton Extension Bonds	194,000	7	Feb. & Aug.	" "		98
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
*Cincinn., Wilm. and Zanesville						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	108
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	110
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103½
4th Mort. (M. L.) or 3d Extension	1,059,028	7	" "	" "	1886	79
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	109
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	104½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	116½
1st Mortgage (R. Extension)	1,499,000		" "	" "	1875	115
2d Mortgage	2,516,500		March & Sept.	" "	1891	
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	113
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	114¼
1st Mortgage (Extended)	871,000	7	" "	" "	1882	116
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	112
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1848	115
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	88
Land Security	5,000,000	7	April & Oct.	" "	1881	72
Convertible Bonds	1,380,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
*Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112¼
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	109
Convertible	1,002,000	7	" "	" "	1867	106
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	131¼
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			110
Income	281,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "		100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	60,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	116¼
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		32
2d Land Grant (Western Div.)	353,600	†	" "	"		32
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6				
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102
Extension Bonds	175,000	7	May & Nov.	" "	1890	108¼
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	
Mortgages on Land	473,800	7				
Louisville and Frankfort:						
Louisville Loan	174,000	---				
1st Mortgage	248,000	---				
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98†
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1849	118
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	121
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	109
Northern Indiana, 1st	904,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	44,000	7	" "	" "	1868	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	83
Goshen Air Line	1,116,000	7	" "	" "	1868	104
Detroit and Toledo	684,000	7	" "	" "	1876	104½
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	111
2d General Mortgage	2,572,000	7	" "	" "	1877	103½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	105
1st Preferred stock	1,051,000	8				103
2d Preferred stock	1,014,000	7				90
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				56
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	112
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,236,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	
New Jersey:						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4 '8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1890	
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	111
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	118
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	111
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	111
Real Estate Bonds	252,975	6	" "	" "	1883	106
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	122
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	114
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	109½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	108
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	110
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	103
3d Mortgage	980,300	7	Jan. & July.	" "	1867	107½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	111½
Mortgage Bonds, Coupon	978,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Real Estate	35,910	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	102
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	100
2d Mortgage	3,077,000	7†	" "	" "	1861	16½
North Missouri:						
State Loan (30 years)	4,350,000	6			------	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	39½
Chattel Mortgage	360,000	10	" "	"	1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6			------	90
State Loan (S. W. Branch)	1,268,000	6			------	----
Construction	3,235,000	6			------	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	114½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	114
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	104½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Peterab'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,300	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	106½
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	109½
" 1844, (convertible)	863,000	6	" "	"	1880	114½
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	102½
" 1856, "	1,475,000	7	" "	"	1880	102½
Bonds and Mortg's—real estate	592,200	---			------	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	139
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000	---			------	----
Alleghany Co. "	750,000	---			------	----
Connellsville "	100,000	---			------	----
McKeesport "	100,000	---			------	----
Baltimore City "	94,000	---			1886	----
Baltimore City Stock	906,000	---			1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Real Estate Bonds	100,000	---			'68–'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1912	113½
2d Mortgage	5,160,000	7	" "	" "	1912	102
3d Mortgage	2,000,000	7	" "	" "	1912	78
Bridge Bonds, C. & P. R. R. Co.	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	337,173	6	" "	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	51
2d Mortgage	937,500	7	" "	"	1863	12½
3d Mortgage	435,050	7	" "	"	1863	2½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1859	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			------	3
2d Mortgage	450,000	---			------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103
" " (series B)	1,100,000	7	April & Oct.	"	1894	103
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	88½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	88½
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	614,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	104
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	91
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1890	91
Interest Bonds	111,895	7			------	80½
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	51
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	10
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	57½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	110
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	280,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	.....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	.....	4,063,215	73.0	374,460	747,300	390,299	11½	142
31 Dec. '61	74.0	—	.....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,830	808,060	301,979	—	123
20 Nov. '62	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	214,100	2,122,500	700,000	99,600	.....	66.4	.....	353,665	158,917	—	83½
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	34.3	136,631	138,970	41,466	—	.....
31 Oct. '61	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '61	220.0	—	.....	—	50	30	763	Chicago and Alton	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,693	4	60½
30 Apr. '62	138.0	—	23.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,388,740	4,791,540	36,024,750	.....	12,176,115	168.0	1,067,025	1,551,227	679,772	—	108½
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '62	242.0	—	.....	29.0	86	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	17
31 Mar. '62	181.8	—	.....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	8	93½
10 Nov. '58	33.2	—	.....	—	.....	.....	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.5	—	60	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,026,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	93½
31 May, '61	175.0	—	.....	—	.....	.....	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	161,529	—	.....
31 Dec. '62	454.8	252.5	.....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	90½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,588	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	.....	.....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	.....	.....	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '58	186.0	—	.....	—	.....	.....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '61	100.0	—	.....	—	.....	.....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	.....	—	.....	.....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	218.0	—	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	218.0	.....	1,117,693	568,020	—	32
								INDIANA.													
.. .. ..	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	78.0	.....	.....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,418	*	2,750	980,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	133,009	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	.....	—	—	—	—	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,939	—	.....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,558,509	*	278,324	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
.. .. '59	64.0	—	.....	—	.....	.....	.....	Lafayette and Indianapolis	1,350,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	.....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	.....
.. .. '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	.....	—	.....	.....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	.....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	216,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	.....	269.0	7	7	102	Dubuque and Sioux City	3,085,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	.....
.. .. ..	—	—	—	438.0	.....	.....	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,366	—	.....
1 Jun. '59	11.2	—	.....	57.3	.....	.....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	.....	113.0	.....	.....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	85
.. .. '58	13.0	—	.....	22.0	.....	.....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	.....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	736,312	29.0	.....	108,944	43,287	—	.....
30 Jun. '61	65.1	—	.....	— }				} Louisville and Frankfort	1,383,526	128,735	6,540	1,104,587	414,519	.....	1,649,551	65.1	244,773	245,911	98,679	4	80
1 Oct. '60	186.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	66
.. .. '59	13.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	13.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	.....	.....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	.....	.....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,665,000	1,160,717	.....	206.0	.....	1,282,624	555 434	—	.....
31 Aug. '60	58.7	—	.....	135.8	.....	.....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,989	108,434	1,710,819	58.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passengers.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,315	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
3 1 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,618,473	104,019	78,014	557,779	1,105,400	95,988	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,476	245,346	115,732	6	115
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	256.8	.....	3,922,203	2,305,788	6	88
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,680	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	40
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	600,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,783	7	109
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	125½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	.....	.....	61.8	.....	588,871	272,429	8	127½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	132
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	108
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	84,000	4,903,862	120.7	432,100	565,989	246,402	4	102½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,064	6	112
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	99½
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,656	368,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	608,563	27.7	.....	204,374	43,542	8	135
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	95
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,698	133,585	.....	.....	.....	18,291	.....	—	60
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	125½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	109
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	134
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by R.	and L'll	.....	—	110
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	11
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	36
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W. S. etc.)	11,135,152	*	—	5,150,000	6,271,520	76,854	14,242,462	217.9	.....	1,894,568	812,997	8	155
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,689	83,188	5.3	76
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,696	—	2,960,000	4,250,000	.....	9,008,389	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,437,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	8	101½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	57½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	896,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,184	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,003,000	402,193	19,550,960	189.0	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	166,883	3,015,880	93.5	353,000	227,720	86,338	—	42
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	36
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	64
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	16,000	—	129
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,295	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Ma	ss.	—	101
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,600	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	122½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	288,657	353,101	187,136	4	68
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,503	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124 2	.....	2,058,989	918,829	12	168
31 Dec. '61	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic (Pref.)	1,833,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	30,076	—	17
31 Dec. '62	64.0	—	43.0	—	38	20	540	Central of New Jersey	5,507,812	606,542	—	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,586	774,341	10	177
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,568,554	—	—	600,000	978,810	779,744	2,568,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	—	5,695,704	33.8	612,349	1,111,087	592,699	10	160½
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,929	*	—	156,850	200,000	70,786	427,636	21.2	.....	89,904	2,754	—	—
31 Dec. '61	13.6	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	58,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	111
31 Dec. '61	33.6	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—	34,902	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,088	—	429,005	1,575,099	80,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,300,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	85
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,588	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,834	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	80,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	105
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	38
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,885	554.9	5,368,772	9,356,828	3,749,077	6¼	115
31 Dec. '62	460.0	97.0	302.0	—	226	101	3,279	Erie	39,021,292	*	—	19,973,200	20,131,500	682,029	41,623,172	633.0	4,885,359	8,400,334	1,636,351	—	78
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	28,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	52
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	460	Northern (Ogdensburg)	4,091,429	726,822	—	—	4,571,900	—	4,571,900	189.5	358,460	425,637	90 061	—	—
30 Sep. '61	85.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Potsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,662	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. & E.	R. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,898	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.2	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	68½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	23,318	65,344	28,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	81
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,137,503	*	—	1,645,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	566,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,818	1,231,750	51,243	3,300,668	118.2	—	404,533	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	17
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,156,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	135
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	—	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	—	5,917,359	141.2	707,160	1,263,253	704,819	10	150
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,000	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836.094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	—	1,436,317	552,800	—	69½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,342,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	97½
31 Dec. '58	61.4	—	—	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,695	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,768	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	3	150
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,961	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,894	—	45.0	—	128,170	33,412	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	76,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,582,266	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	814,906	1,336,991	632,114	8	156
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	225,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '62	153.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	8,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	51
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55,029	—	1
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,589	10	67
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	205,000	—	1,350,000	34,000	52,350	3,472,746	146.0	289,137	219,548	22,490	—	7½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	422,200	5,293,552	4,915.600	744.579	11,780,945	202.0	—	2,169,946	1,339,680	—	146
30 Nov. '61	35.8	—	2.3	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	—	131,582	85,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	85
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	ope	r. b. Bnf.	& S. L.	—	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R. Co.	14½	66½
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,309,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	173,941	62,897	—	18
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	76
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,985	*	—	2,256,160	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R.R Co.	—	45
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	—	—	528,246	326,933	6	60
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,867	—	3,248,600	—	—	3,248,600	130.0	293,692	619,043	336,671	11	83½
30 Nov. '62	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,435 476	406,187	—	3,147,350	2,860,000	—	6,447,780	65.7	263 334	397,186	218,960	—	11½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,158	647.522	1,421,980	13,264,100	13,637,400	1,322,915	34,224,559	423.0	4,418,086	7,300,001	3,646,938	6	66½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	284,000	10,000	—	—	250,000	150,000	—	20.0	—	1,637	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., German'n & Norris'n	1,287,634	284,489	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,965	110,887	7	56
30 Nov. '61	147.4	4.0	61.0	—	146	66	3,678	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,648,929	12,411,600	—	25,225.48	151.4	1,795,927	2,966,838	1,412,905	—	44½
30 Nov. 61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	908,882	—	—	999,200	250,000	—	1,249.200	28.0	oper. by	Cam. &	Amboy	8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
1 Oct. '61	98.0	6.0	—	—	32	109	565	PENNSYLVANIA, (*Continued.*) Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6	69¼
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,486	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	—
31 Dec. '62	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,591	12,935,173	—	19,451,677	467.5	.....	2,734,290	1,092,081	—	59½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	—
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*	—	576,050	.....	.....	573,616	24.5	oper. by	Ph. & Reading.		5	—
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	935,088	99,460	363,004	500,000	822,117	5,435	1,327,552	.....	.....	105,568	55,143	.....	40
30 Sep. '61	148.0	—	8.5	288.0	14	6	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,525	341,582	149.082	—	37
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999	—	367,300	396,500	65,726	.....	29.6	68,543	101,499	64,270	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	6
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	.....	62.0	240,449	331,522	106.782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	437,917	8,500	.....	.....	13.6	.....	26,454	6.914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,146	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,387	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	$12,518	.....	59.4	69,870	177,256	60.029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,058,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '59	28.0	—	.....	756 0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.5	8	8	193	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	80,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	.....	—	149
31 Aug. '60	23.7	—	0.7	—	3	4	42	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45 930	8,522	—	—
31 Aug. '60	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r. b. Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,191	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	168,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	684,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	248,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,804	234.4	.....	1,108,354	436,039	—	86
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '61	104.0	—	.....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 July '62	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	235,420	55,495	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	11
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
31 July, '62	229.0	128.0	.....	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	26,104,725	357.0	.....	1,221,145	585,835	1½	.....
— — '62	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	—
31 Dec. '61	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
— — '61	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	—
— — '61	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108.0	.....	130,678	36,432	—	—
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	186,000	1,709,232	60.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	—
								NEW GRANADA.													
31 Dec. '62	49.7	—	.....	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	.....	1,743,294	1,018,444	12	½

New York Stock Exchange.

Actual Sale Prices for the week ending April 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1.
STATE STOCKS:—						
California 7s	121¼	121	124	126	127¼	130
Illinois War Loan	----	----	102	102	----	----
Indiana War Loan	----	----	100	----	----	102
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Michigan 6s, 1878	108	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	61¾	61	61	61¼	61¼	61½
Do. iss. to H. & St. J. R.	89	88	----	----	----	----
North Carolina 6s	76	76	75	----	75½	----
Ohio 6s, 1881	----	----	----	----	----	----
Tennessee 6s, 1890	61	60¾	61	----	----	60¾
Virginia 6s	63	63	----	62	62¼	66
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago & Alton	----	----	57¼	59½	60¼	
" " pref.	----	80	82	80	82	
Chicago, Burl. & Q.	108	107	108¾	----	----	
Chic. & Northwest'n.	16¼	16	16¾	17	17	
Chicago & Rock Isl.	92¼	90¾	91¼	93¼	93¾	93¾
Clev., Col. and Cin.	161	166	158	----	159	159
Clev. and Pittsburg	69	67½	69	69¾	68¾	69½
Clev. and Toledo	96¼	94½	96¼	96¾	96¼	97½
Del., Lack. & West.	----	----	----	----	----	----
Galena and Chicago	92¼	91	92½	92½	93	93¾
Hudson River	98¼	96½	98¾	101½	102¼	105
Illinois Centr. (scrip)	89	87	88	90	89	90¾
Michigan Central	100	99	99¼	100¼	100¼	101¼
M. S. and N. I.	58¼	54¼	56	56	56¼	57¼
M. S. & N. I. guar'd	103	96	97½	100	99	100
Mil. and P. du Chien	35½	----	36	----	----	----
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	----	----	----	----
New York Central	113	109	110¾	113¾	113¾	115
Erie	76¾	75¾	77	78	77¾	78
Erie pref.	97¼	95	97	97¾	97	98¼
Norwich & Worcest'r	84½	----	----	----	83½	----
N. York & Harlem	39	37½	40¼	45½	47	52
N. Y. & H. "pref."	83¼	82¼	83¼	86	86	87
Panama	190	186	184x	186	186	187¼
Phila. and Reading	88¾	87½	87	88¼	88¼	----
Pitts. Ft. W. & Chicago	61¼	58¾	58¼	60	59½	59¾
St. L., Alton & T. H.	----	29	30	31	32	32
" " " pref.	----	69	69	69¼	65	66
Toledo & Wabash	51	51	51	----	----	51
" " Pref.	----	----	72	----	----	----
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	106	----	109¼	109
Chicago & Alton, 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Ohio. & N. W. 1st M.	76	----	75	75	76½	----
" " 2d M.	43¼	41	43¼	43	43½	43¾
" " S. F.	----	----	----	109¼	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	98	----	----	----	98	98
" "Ap. Ext'n	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	106
" 3 M.	103¼	----	----	----	----	----
" 4 M.	----	----	----	78¼	----	79
Cl. & Tol. S. F. 7 p. c.	108	109	----	----	----	----
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	----
Chi. & R. I. 1st M. '70.	108	----	----	----	----	110
D. L. & W. 1 M. 8p. '71-5.	----	----	----	----	116¼	----
" 2M. 8p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	----
" 2M. 7p. c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	----	----	----
Huds. R. 1 M. 7p. c. '69	----	----	115	116	----	----
" 2M. S. F.	116	116	----	----	----	----
" 3 M. 7p. c. '75	----	----	109	----	----	109
" conv. bonds	106	----	----	----	----	----
Illinois Central bonds	----	----	----	120	122	s131¼
La Crosse & Mil. L. G.	----	32	----	----	----	----
Mil. & P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S F. 8pc. '82	----	----	----	----	124	121
" conv. 8p. c. '69	----	116	118½	----	----	----
M. S. & N. I. 1 M. S. F.	112	110	110¼	111	----	----
" " 2 M.	104	102¼	----	103¼	----	103¼
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p. c. certif. '83	----	----	109	109	109	111
" 1 M. 7 p. c. '64	----	----	----	103¾	----	----
" bonds 1876	----	----	----	----	----	118
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	----	----	----
" 2M. 7 p. c. '79	----	----	----	----	----	----
" 3M. 7p. c. '83	111¼	111¼	111¼	----	----	114
" 4M. 7p. c. '80	109	----	109½	109¼	----	----
" 5M. 7p. c. '88	----	----	103	----	----	----
N. Y. & H. 1 M. 7p. c. '73	----	----	----	----	----	----
" 2 M. 7p. c. '64	103	----	----	103	----	----
" 3 M. 7p. c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1M.	----	----	----	----	----	----
" " " 2d M.	100	100	101	----	102	----
" " " 3d M.	76	----	----	78	----	----
St. L., Alt. & T. H. 1 M.	----	----	----	103	----	----
" " 2 M. pref.	90	----	88	----	88½	----
" " Inc. b'ds.	80¼	78	80	----	----	82
Toledo & Wab. 1 M.	104	----	----	----	----	----
" " 2 M.	----	89	90½	91	----	91
" " Int. b'ds.	----	----	----	80¼	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	125½	123	120	122	123	124¼
Penn'a Coal Co.	112	110	----	111	113	114
Pacific Mail S.S. Co.	187	184	186	190	190	191¼

New York Stock Exchange.

Actual Sale Prices for the week ending April 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	98¼
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	96¼	96¼	----	96¼	97	98¼
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	104¾	105	104¼	104¾	----	----
U. S. 6s, 1881, cou.	105¼	105¼	105¼	105	105¼	105¼
U. S. 6s, '81, O. W. L'y.	104	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	103	----
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	108	----	----	----
U. S. 6s, 1 year certif.	100	100¼	100	100¼	100	100
U. S. 6s, 5-20s, coupon	103¼	----	----	103¼	----	103¼
Treasury 7 3-10 Notes	106¼	106¼	106¼	107	107¼	105
U. S. Demand Notes	141¼	----	----	----	----	----
American Gold	139	140	142¼	144¼	147¼	156¼

Boston Stock Exchange.

Actual Sale Prices for the week ending April 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	121¼	----	121	123	125¼	----
Boston and Providence	----	124	124¼	----	127¼	----
Boston and Worcest.	----	----	128	129	----	132
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	101	----	100¾	101	103	103¼
Eastern, N. H.	101	----	----	----	----	----
Fitchburg	----	----	----	111	112	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	101¼	----	----	101	101	----
Northern, N. H.	68	67¼	67¼	----	----	68
Old Colony and Fall R.	120	120	120	----	125	123½
Ph., Wil. & Baltimore	67¼	68	67	67¾	68¼	69¼
Portl'd, Saco & Ports.	----	115	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	----	34¼	37	39	40
Western	145	147	150	152	155	----
Cambridge (Horse)	----	----	----	----	----	----
Metropolitan "	68	68	68	----	----	70¼
Middlesex "	101	100	100¾	101¼	103	106
Central Copper Co.	58	56¼	54½	56	57¼	59¾
Franklin Copper Co.	52	----	52	52½	56	57¼
Isle Royale "	----	30	28	29	----	----
National "	----	----	----	----	31¼	32
Minnesota "	100	----	----	101¼	100¾	100
Pewabic "	57	57	54	58¼	60	58¼
Pittsburg "	----	----	----	86	----	----
Quincy "	84¼	81	80	83	86	86
Rockland "	27	27	28	28½	29¾	29½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.
Beaver Meadow	67	----	66¼	66¼	67	----
Cattawissa	----	7¼	----	----	7¼	----
" preferred	24½	24½	24	23¾	24½	24½
Camden & Amboy	168	168½	168¾	----	----	168
" " 6s, '67	----	----	109	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	109¼	103¾	----	----	----	103¾
" " 6s, '89	----	----	----	----	----	104½
Elmira & W'msport	----	----	----	----	----	38
" " pref.	----	----	----	----	----	----
" " 7s	----	110	----	----	----	----
" " 10s	75	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	110
" " scrip	----	40	40¼	----	----	40½
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	44¼	45
" " 7s	----	110	----	----	----	----
Long Island	----	38	----	----	----	----
" " 6s	102	----	----	----	----	----
Minehill	54¼	----	53½	53¼	----	----
North Pennsylvania	11¾	11¾	----	----	11¾	11¼
" " 6s	90	89¼	----	----	88¾	----
" " 10s	----	114	----	115	----	115
Pennsylvania R. R.	66¼	65¼	65	65	65	65¼
" 1st m.	----	----	----	----	114¼	114¼
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	102½	----	101	100¼	100¾	100¾
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	105	102	101	102	----
" " new	----	109	108	107¼	109	109¾
Philad., Germ. & Nor.	----	----	----	----	58	----
Phila. & Reading	45	44¼	44	43¾	44¼	44¼
" " 6s, '86	----	----	----	----	----	102
" " 6s, '70	----	----	----	104	106	106
Philadelphia & Erie, 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	111¾
Arch street, (Horse)	29	29	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	29	29	29	----	29	----
Green & Coates, "	43¼	43¼	43½	----	----	43
Race and Vine, "	----	----	----	----	11	11½
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	16½	16½	----	----	16½	16
15th & 15th sts., "	34½	----	34½	34½	----	36
West Philad., "	----	----	66	----	----	----
10th & 11th sts. "	43	42½	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 30.

	Tu.24.	W.25.	Th.26.	F.27.	Sat.28.	M.30.
Baltimore City 6s, 1875	114¼	----	----	----	----	110
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	114	----	----	----	----	----
Balt. and Ohio	86	----	85½	85	84¼	86
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	108	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	102	101¼	102½	----	----	102
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 14th March:

Maryland 6s	73	to	75
United States 5s, 1874	56	"	58
Virginia State 5s	49	"	51
Do. 6 per cent.	43	"	45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	70	"	71
Do., Pennsylvania do. do.	71	"	72
Erie shares, $100 (all paid)	41¼	"	42¼
Do., 7s, preference	54	"	56
Do., 7s, 1st mort., 1867	70	"	75
Do., 7s, 2d mort., 1859	65	"	70
Do., 7s, 3d mort., 1883	65	"	70
Do., 7s, 4th mort.	61	"	63
Do., 7s, 5th mort.	60	"	62
Illinois Central 6s, 1875	80	"	81
Illinois Central 7s, 1875	73	"	75
Do. do. $100 shares, $90 paid, dis.	45	"	44
Do. do. $100 shares, all paid	49	"	51
Michigan Central 8s, Convertible, 1869	65	"	70
Do. do. S. F. 1st mort., do., '52-x. c.	68	"	72
Michigan S. and N. Indiana 7s, S. F., 1885	63	"	68
Do. do. do. $100 shares	25	"	30
New York Central 6s, S. F., 1883	65	"	70
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	70
Do. do. 7s, Convertible, 1876	60	"	70
Do. do. $100 shares	65	"	67
Panama, 1st mortgage 7s, 1865	103	"	105
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	65	"	70
Do. 2d mort., 6s, do.	88	"	90
Do. $50 shares	38¼	"	39¼
Philadelphia and Reading, $50 shares	24	"	26

American Railroad Journal.

Saturday, April 4, 1863.

Stock Exchange and Money Market.

Within the last few days, the price of gold has risen to 159¾ bid, after intermittent falls to 147; and exchange, which also fluctuated, was on Wednesday quoted at 171½. The reason of this advance is alleged to be principally, that the dry goods interest and the produce dealers have attempted to keep up the rate of exchange; the former, that there may be no fall in the price of their goods, and the latter, that the profits of exports may be maintained by buying and shipping produce at paper currency rates, and realizing sterling at good prices abroad. Beyond all question this arrangement is a very good one for those who know how to conduct it, and what to a fraction is to be gained or lost in such operations. But the high price of goods is a serious detriment to consumers, and it is for their interest that gold should fall, and exchange with it. And to this complexion they must come at last, how soon, no one can tell.

On Wednesday, the Secretary of the Treasury was ready to pay off $3,066,000 April interest on the 7 30's, in this city and other places. It is also decided at Albany that the interest on the State stocks now falling due shall be paid at least to foreign holders, in coin. The dividend due on the State public debt is $392,634 14, of which only $25,000 is due to the foreign holders, a much smaller sum than was generally supposed. Governor Seymour in a brief message, recommend-

ed strongly the payment of the whole interest in coin. The resolution passed in the Senate after receipt of the message, limited the payment of the interest to the foreign holders; that which was adopted in the Assembly, authorised the payment of all creditors, in coin, except incorporated banks, banking associations, and other corporations existing under the laws of the State. This was done on the principle, very justly too, that as the banks did not pay specie to their creditors, they had no right to expect it from the State. Large amounts of coin are therefore being distributed as interest, and coming upon the market. It would seem impossible for gold to rise much higher in the face of such a movement. It is also understood that some of the street speculators have defaulted in their specie contracts to the extent of $400,000, and more will probably follow.

We are inclined to believe that a foreign loan will fall within the policy of the Secretary of the Treasury. If the terms of conversion can be made satisfactory, we expect that both gold and exchange will feel the consequences of an addition of a hundred millions of actual money, to the present resources of the Treasury. This will be a two-edged sword, cutting the bullion and coin merchants, and also the bill drawers, each class having a peculiar interest of their own, and both making the most profit when their commodities are scarce and rising. A foreign loan well-negotiated would beyond all question bring gold down to nearly the old prices.

It is announced by the latest journals from abroad, that the Confederates have at last succeeded in getting a small loan started in France to be sustained in England, for the sum of fifteen millions of dollars. It is floated at 90 per cent., 7 per cent. interest; is to run twenty years, and is secured by a paper hypothecation of cotton, to be delivered at the Southern ports on demand, or six months after a peace, and to be then and there taken at 11 cents a pound in lieu of money, at the option of the holders. It is understood, however, that this loan will not be recognized by the regular Stock Exchange, either in London or Paris, at least for the present. We attach no importance however to the transaction, beyond the circumstance that it will enable the Confederates to obtain some more vessels like the Alabama and Florida, which already are more than a match apparently for our whole fleet of four hundred vessels, and run in and out of every port in the West Indies when they please. If the Secretary of the Navy would keep two cruisers constantly off *each port*, the result would be different. But at present the plan appears to be sailing on great circles and never arriving anywhere. The plan then to discredit Confederate loans abroad, is to be arranged at the Navy Department.

The National Banking Law is beginning to attract attention, and is growing in favor. A summary of its provisions carefully prepared by an experienced banker of this city will be found in another column.

It was at one time feared that the Superintendent of Banking in this State intended to hazard a conflict between our own system and that of the Treasury. We are glad to perceive a law has been introduced into the Legislature, which will harmonize the two systems of finance.

We think, from the position taken by the Superintendent of the Bank department in his annual and recent reports he has imagined difficulties not very likely to arise. A bank organized under the act of Congress is an institution with duties, powers and responsibilities as plainly marked out as the English language will permit.

A banking association under the laws of the State of New York is also as clearly defined and understood in its character and powers. There is no clash between them, nor need there be. Each base their issues upon registered securities, which can not be used as a second basis of issue as long as the Bank department holds them in pledge.

The business, transactions, circulating notes are distinct, and will be kept so, as much as the affairs of individuals. And if any association under our State laws wishes to wind up its affairs, and re-organize under the act of Congress, beyond all question the vigilant Superintendent will take due care of the public interests. On the other hand, no such association need wind up its business unless it chooses, and none will, if it is making money as fast as it desires under the old system.

The real trouble in this case appears to be his fear, that the power of taxation will be carried to a prohibitory extent against the local banks; but we entertain none whatever. The taxes must bear on all alike. The Superintendent asserts that the new system will be unfavorable to village institutions, and states the case of one, with a capital of $150,000, having a circulation of $160,000, and holding $330,000 in U. S. securities, on which it is receiving interest. No such institution could very well exist under the law of Congress as we understand it, and the fewer such there are to be, the better. The profits on such institutions may be curtailed by the change of system, but the public will be far more secure. In short, we see no necessary conflict of jurisdiction to arise. If there should be, the laws of the U. S. particularly in the case of the Currency, must prevail over any State; but if the Legislature pass Mr. Van Dyck's harmonious provisions into a law the danger will altogether disappear. Capitalists and bankers are sharp enough to see what their interest is, and we may safely trust them with the disposition of their money.

If the law of Congress gives the bills of the National Banks a currency all over the Union, by receiving them for its ordinary dues and taxes, it will be giving the people an immense advantage; such as the local institutions could never offer or obtain, and it is this which particularly recommends the new system to every reflecting mind.

We may even contemplate the time when our currency will be entirely of a national character, and we shall want no Bank Superintendent at Albany at all. Perhaps this may explain some of the alarm felt there just at this moment.

Mr. Chase has been announced to visit this city for some days past. We have no doubt he will come or not according to circumstances. The absorption of the 5 20's, the payments at the Custom Houses, and the very large sums received weekly from the Internal Revenue, place the finances of the Government in the best practicable position, and are in striking contrast with the financial condition of the principal European treasuries, all of them depleted even now in time of peace, and with a home war commenced which will shake Europe to its centre.

We understand that a number of speculators having obtained about $30,000 of the notes of two of the principal banks in this city, have protested them for non-payment in specie, and applied to the Bank Superintendent to proceed against them. As these Banks offered to redeem with legal tender notes, they are determined to test the new question raised against them. At such a time as this, those persons are justly censurable who would attack Institutions of their undoubted solvency and high character, for the purpose of creating fresh and unpatriotic disturbance in the market, already in sufficient uncertainty.

The week's exports exclusive of specie continued large viz., $4,534,075 against $2,330,060 the same week last year.

We publish in another part of the JOURNAL S. Hallett & Co's *Circular* on the subject of the Gold question. It is written in a philosophic spirit, and is a complete refutation of the idea too prevalent, that gold is the master, instead of the servant, and its concluding sentence in reference to the speculators in the article, has proved prophetical in the case of some heavy operators to whom we have already alluded.

Holders of the coupons of the first mortgage bonds of the Green Bay, Milwaukee and Chicago Railroad Company falling due April 10, 1863, are requsted to present them for payment at the counting-house of Schuchardt & Gebhard No. 21 Nassau st., where past due coupons of said bonds, and past due coupons of the City of Milwaukee, issued to the said Company, will also be paid on presentation.

The interest due April 1, on the first mortgage bonds of the N. Y. and New Haven Railroad Co. will be paid at the Bank of the Republic.

Coupons for interest on the income bonds of the Chicago and Alton Railroad Co., for the three months to March 31, 1863, will be paid on presentation at the Agency of the Company, Room No. 9, No. 25 William st., New York.

The Panama Railroad Company have declared a quarterly dividend of 3 per cent, and of 1 per cent additional from the earnings of the steamers, payable 6th of April and afterward.

The Cleveland and Toledo Railroad Company have declared a dividend of 4 per cent payable on the 22d of April free of Government tax.

The interest due April 1st, on the Mortgage Bonds of the the Syracuse, Binghamton and New York Railroad, will be paid at Continental Bank, New York, on presentation of coupons.

All due coupons of first mortgage bonds of the Dayton and Western Railroad Company will be paid on presentation at the Manhattan Bank. All outstanding first mortgage bonds of the company which have not been by agreement extended will be paid on presentation at the office of the company at Dayton, Ohio.

The Chicago and Rock Island Railroad Co., have declared a dividend of three per cent, payable on the 16th inst.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1886, 120; Michigan War Loan, 101¾; Lackawanna and Western bonds, 115; Central New Jersey 1st mort., 1865, 105; Indianapolis and Cincinnati, 75; Buffalo, N. Y. and Erie, 85; Illinois coupon bonds, 1882, 101;

do., 1877, 108; do., 1870, 105½; Citizens Gas, Brooklyn, 105; Canton Co., 24; Cumberland Coal pref., 17; Central American Transit Co., 48; Quicksilver, 44; N. J. Zinc, 100.

Boston.—Ogdensburg 1st mort., 100; do., 2d mort., 16½; Rutland and Burlington 1st mort., 64; do., 2d mort., 12½; do., 3d mort., 2½; Vermont Central 1st mort., 51; do., 2d mort., 10; Malden and Melrose, 12; do., bonds, 99; South Shore, 11; Boston, Concord and Montreal, 42; Cheshire, preferred, 35¼@36; Worcester and Nashua, 76; Maine 6s, 116; Bangor 6s, 107¼; Copper Falls Mining Co., 12⅜; Acton, 5¾; Columbian, 5¼; Gt. Western, 4½; Hamilton, 1¼; Hancock, 15¾; Huron, 15½; Mesnard, 13¼; Petherick, 4¾; Pontiac, 4½; Toltec, 3⅝; Wickam, 1½; Superior, 12¼; South Side, 2; Albany and Boston, 12¾; Winthrop, 3¼; Manhattan, 4⅛.

Philadelphia.—Allegheny Co., R. R. 6s, 66; Philadelphia and Erie, 37; Camden and Atlantic, 10; do., pref., 17; do., 2d mort., 60; Pittsburg R. R. 6s, 63½; Philadelphia and Reading 6s, 1843–'80, 109½; West Chester pref., 6; Chester Valley 7s, 35; N. Penn. mort., scrip, 85; H. and Broad Top, 15; do., 1st mort., 103; Elmira and Williamsport Chattle scrip, 70; Morris Canal, 64¼; do., pref., 135¼; Schuylkill Nav., pref., 17¾; do., 6s, 1882, 71; do., 1876, 59; do., Imp. bonds, 78; Chesapeake and Del. 6s, 98; West Branch, bonds, 105; Susq. Canal, 7; do., 6s, 41½; E. Brandywine 7s, 79; 5th and 6th streets, 63; 17th and 19th streets, 11¾; 2d and 3d streets 2d mort., 112½.

Baltimore.—Western Maryland bonds, 83; N. Western Va. 2d mort., 102; Central Ohio Income bonds, 20½; do., 2d mort., 93¾.

Notice to Contractors.

The Camden and Amboy Railroad Company invite proposals for the *Grading* of a double track railway from Trenton to Dean's Pond, a distance of 17 miles. The time for receiving bids is limited to the 18th inst. Plans, profiles, etc., will be ready for inspection on the 9th.

Placerville and Sacramento Valley Railroad of California.

We have received the report of FRANCIS A. BISHOP, Esq., Chief Engineer, containing the survey, cost of construction and estimated revenue, of the proposed Placerville and Sacramento Valley Railroad, being a part of the route through El Dorado County, crossing the Sierra Nevada, on the line of business from San Francisco to the silver mines of Nevada Territory, projected to meet the great and increasing wants of that part of the country, for greater facilities of transportation.

After numerous careful surveys, the line adopted is that commencing 700 feet west of the western boundary of the City of Placerville, at a point 1,850 feet above high tide at the City of Sacramento. It follows the valley of Placer Creek, then crosses, and enters the valley of Weber Creek, thence to the valley of the Gold flat, thence to and down the Indian ravine, to the Empire ravine, and crosses the Placerville and Folsom road near the town of El Dorado; it then crosses the Slate Creek, and gains the dividing ridge between the waters of the Cosumnes and American rivers at the Mountain house. Thence passing around the ravine, it descends gradually to Buckeye flat, deflects to the south and gains the crest of the spur dividing the waters between Deer Creek and Big Canon; thence along the west slope of the spur, it descends until it reaches the summit of the divide, west of the Spring Garden Store in Hunter's ranch; then along the East side of the ridge across the Cosumnes Valley, to a point opposite and west of Hitchcock's house. It then proceeds to Hitchcock's Summit, a crest of the spur dividing the waters of Indian and Clark's Creeks; thence from the summit, westwardly to Atkinson's ranch at the head of Hog gulch, and along the west slope of the ridge to the summit of the divide at Miller's Corral. Then from the Corral along the east slope of the ridge, it crosses a deep and narrow gulch to be passed by trestle work, and curves to the south west, and crosses the Cosumnes Valley road to the head of Morrill's Creek, entering the Deer Creek bottom, crossing the Deer Creek by a bridge 150 feet long. Keeping the same general direction, the line ascends to the summit of the divide between Carson and Deer Creeks, descends to Carson Creek, and ascends again to near the White Rock House. It again descends to the summit which divides the waters of Alder and Willow's Creeks, and crossed by the Natoma Canal, thence to Willow Creek along its right bank, until it debouches into the valley of the American river near the Lexington House on the Sacramento and Coloma stage road. From this point it can unite with the Sacramento Valley Railroad in the town of Folsom, within a distance of about 4,500 feet.

The whole distance from Placerville to Folsom is 34.86 miles.

The grades vary from level to 95 feet per mile.

The estimated cost of the whole line is as follows:

Construction	$933,927 28
Buildings and fixtures	22,000 00
Locomotives and cars	113,600 00
Right of way, fencings and contingents	50,000 00
	$1,119,527 28

After careful examinations and estimates founded on the existing freight and travel to be diverted to this road and the population dependent on it, the following calculation is made of the receipts, expenses, and net annual revenue:

Receipts:

40,000 through passengers $3	$120,000
20,000 " Amador Co., $1.50	30,000
20,000 other local travel for 10 miles, $1	20,000
54,750 tons through freight at $5	30,000
3,000 " Amador freight, $2.25	6,750
13,500 " freight from Cosumnes Valley $3	40,500
5,000 cords of wood, $1	5,000
Mails and express	7,500
Total receipts	$533,500

(This estimate is founded on the rates allowed by law; passengers 10 cents per mile, freight 15 cents per ton per mile.)

Current expenses:

Motive power	$70,000
Repairs of rolling stock	18,000
Salaries, wages, incidental expenses, chargeable to passenger department	10,000
Do. freight	30,000
Repairs of road, and fund for renewing superstructure	35,000
Salaries of officers and law expenses	30,000
Total current expenses	$193,000

Balance net revenue, $340,500, or 22 7-10ths per cent. on the capital stock of $1,500,000.

The plan appears to be first to construct the division of the road extending from Folsom to Miller's Corral, a distance of 15.16 miles, which will cost $363,086 36. It is well ascertained it will secure the traffic for Placerville, Nevada Territory and intermediate points, and also a large business from Amador Co., and that the revenue will on this portion alone when finished, be 36 4-10ths per cent. on the cost.

One singular feature in the construction of this road, is the adoption of the hydraulic system, in making the heavy cuttings and embankments along the line, instead of employing laborers in the usual manner. As water with a head of from 50 to 300 feet can be had along the greater portion of the line, it is proposed to carry it there on flumes, and direct it in flexible hose, as is now done in the mines, against the earth material to be removed. A "hydraulic" using 150 inches of water with 140 feet head, working two pipes with 2¼ inch nozzles, and four men, will remove 800 cubic yards of earth a day, at about 4¾ cents per yard. It is also found that earth washed into valley embankments from the cuttings by this process is more compact and gives more uniform gradients.

The report contains carefully prepared estimates of the amount of business to be anticipated from all sources, and the amount now actually existing on the line proposed to be constructed. This business includes that of the Washoe and Nevada districts, which even now supports lines of stages; the route is crowded with travellers, teams and freight, the latter amounting to ten millions of pounds per month. The transportation of the latter over the Placerville road cost 7 and 8 cents per lb. The receipts of the stages are even now $405,150 per annum. The total amount of silver bullion brought down by express for 10 months in 1862, was 150,000 lbs. It is estimated by Wells, Fargo & Co., the carriers of the gold and silver of the region about to be affected by the proposed railway, will reach in 1866, the sum of twenty-five millions of dollars.

It is very evident from the report that the mineral wealth now rapidly developing in Nevada Territory, and the increasing demand for supplies consequent on the increase of population, require that Placerville as a commercial centre shall have a proper outlet to the navigable waters of the country, and the necessity plainly shows that the work will be largely remunerative.

We are pleased to perceive that on the Pacific coast the railway spirit is in full activity, and various important and remunerating projects are already under way. We commend this of the Placerville and Sacramento Valley Railroad to the careful attention of those capitalists, who, having made their fortunes in good investments of this character, can appreciate the advantage of another good opportunity.

Marquette and Ontonagon Railroad.

There is a movement on foot at Lansing, in the Michigan Legislature, to put the grant of land to aid in the construction of this road into new hands—such hands as will insure its completion. The materials of the new corporation are not yet known, but the Marquette *News* hints at Wm. B. Ogden, Edwin Parsons, and other well-known capitalists and railroad men, who possess the means, and whose interest it is to finish the road at the earliest practicable moment.—*Buffalo Com.*

The Gold Question Considered.

In the month of January 1848, gold was discovered in the valley of the Sacramento, and in 1851, in the Turon in Australia. From these discoveries came the most momentous results. The commerce and exchange of the world immediately took a new form and aspect. Fixed properties with long ascertained income, which relied for stability and perpetuity "on the assumed limitation in the supply of gold," were unsettled by the new disturbing forces. Learned speculations on the probable depreciation of general values, poured forth from the European press, and at least one continental Government, famous for its time-honored and well-governed bank in Amsterdam, adjusted by law under the influence of alarm, the growing disproportion between gold and silver.

While the theorists, the "moneyers," the men of the mint, and financiers of all nations were speculating on the future of the wonderful present, the practical effects were seen in the immediate movement of millions of human beings to improve their condition by emigration to the countries where gold sparkled in the sands, and fell in ounces out of the fissures of the rocks. Hundreds of thousands destined to the workhouse while living, or to the graves of paupers when dead, to borrow the language of a British reviewer "escaped to happy homes in distant and previously unexplored solitudes, which assumed as by the wand of enchantment all the improvements of an age unexampled in progress." "The superfluous emigrant went off to become a wealthy customer, the relieved operative at home remained to be a busy supplier." States under the new impulses were born in a day, and commerce, spreading all its sails, hastened to oceans hitherto scarcely disturbed by its keels, and the whole commercial world began to watch the arrivals of golden cargoes with an interest which threw into obscurity the days of the plate ships and galleons of old Spain.

The daily practical consequence of this production of gold, leaving out of view its relations intrinsically with other properties, is what the banker has now chiefly to consider, since it is his function to study the amount of supply and demand, to see where its excess is likely to be absorbed, how much is required to settle the balance of indebtedness between the nations that are eager sellers and liberal consumers, each under different political and economical systems; what portion will be required for the public service, and what is necessary to ensure the received and apparent value of the paper currency. Particularly has the American banker need to weigh well the circumstances which surround him, as his relations with the Government have assumed an unusual importance, from the fact that it is engaged in a struggle, which, for a retrogressive policy on the one side, and for a noble adherence to the cause of freedom and republicanism on the other—an issue the determination of which will not only test the wisdom of our fathers but our own—has had no parallel in history. To this contest he will remember we were hurried without preparation, indeed without suspicion of its long concealed purpose; without armies, navies, or money, with the feeling of the old world against us, to which our institutions had long offered a silent but eloquent rebuke, with the foreign banking houses closed against us, and capitalists withdrawing, from whatever motive, their previous investments in our national funds. And yet with all this disadvantage, and compelled by the obligations of the constitution to save the Union at all hazards, compelled also by the alternative of life or death to leave the attitude of defence for that of repression, we stand at this moment under all these unfavorable combinations in a position which may challenge the admiration of the world. A large portion of the territory which was coerced into the rebellion against the Union has been recovered, restored and re-occupied under the constitution. The whole confederacy has been surrounded, permeated, cabin'ed, cribbed, confined, while its strength in all forms, and shapes and devices is wasting away, without any natural causes for its re-growth and restoration, the bone, muscle, sinew, blood, disappearing in the drain on its vitality, while we in a good and just cause are rising refreshed from the struggle, and gather fresh resolution even from our disasters; lessons, not finalities, they make not the least difference in the final result.

Those then who argued that the possession of large amounts of gold in the vaults of the treasury, that an extensive foreign credit, or even that the stability in the price of gold, or of exchange, were essential pre-requisites to the support of the war, and the preservation of the Union, have discovered they were entirely mistaken. The wealth and power of a nation are not in the precious metals. No census ever enumerates these.

To guide our opinions to a just estimate of the office and comparative value of gold, let us briefly recur to the past.

The discovery of the gold mines of America in the 16th century, reduced the value of gold and silver about one-third of what it had been before. The quantity previously in circulation as estimated by Mr. Jacob, was £34,000,000 in coin alone, and the amount in plate and hoards £150,000,000, of which £20,000,000 was in gold. According to Humboldt and other similar authorities, the total amount brought from America to Europe by the Spainards from their discovery to 1803, was about three hundred and seventy-five millions in gold, and twelve hundred and eighty in silver.

Up to the discovery of the California mines, the annual receipts of gold and silver from all these known sources was about six millions per annum of gold, and eight millions of silver. Professor Ansted in 1849 showed the sources of the supply at that period were as follows:

Europe, excluding Russia	£200,000
Siberia	4,000,000
Asia, excluding Siberia	500,000
Africa	400,000
North America	200,000
South America	1,200,000
	£6,500,000

Since then, the amount of gold added to that in use and circulation, and taken from the mines of California is estimated to be about nine hundred millions. It has been truly stated by well-known authorities that the real wealth of a nation is seen in the goods and property it possesses, and not in the money which circulates them. And these possessions are the result of one condition in human existence, and this is labor, which is the master of all that can be acquired, and without which, no positive and fixed values could be created. Gold and silver are the smallest part of the wealth of a nation, and to use the words of Adam Smith "the attention of government was never so unnecessarily employed as when directed to watch over the *preservation* or *increase* of the quantity of money in any country." We have a case in point. At this moment the Canadas are overflowing with specie, it is there literally a drug, yet no one pretends that these provinces are any richer or poorer than they were a year or two years ago. There is still another and stronger illustration. In California, a paper currency has never existed, yet there is not a country in the world where fluctuations in the value of property have been more sudden, violent or disastrous.

To apply the wisdom of history and experience to our own financial position, and particularly to the money market, so called, we may remark that those Banking and other Institutions which hold large amounts of gold as a show and evidence of solidarity, mistake the functions both of their treasure and themselves. The real prosperity of a Bank is indicated by the amount of its bills receivable, which are the representations of property in transition. And it has been therefore said, that the only thing in the world of a commercial nature which is truly at par, is a merchant's bill that *will be paid*.

The object of Bank loans is to stimulate commerce generally, not to glut it in any direction, and beyond all question, the hoarding of gold by the banks, and making that one commodity their favorite and preferred security, has damaged all other securities, and impaired and hindered all kinds of legitimate transactions.

It appears on the whole, then, that gold has seen its highest rates, unless something very extraordinary and disastrous should occur against all present probabilities.

1. Because there is a growing and settling confidence that this contest is to terminate in favor of the Union.

2. Because of the evident conclusion of the British Government not to meddle any further in our affairs, beyond what can be explained or excused by diplomatic skill.

3. Because the insurrection in Poland and its complications with Austrian, Prussian, and French as well as Russian interests, must preoccupy the attention, and retain at home the thoughts of the unfriendly European powers.

4. A wholesome reaction is taking place among ourselves from these and various other convictions, as is evident from the fall of gold, the rapid conversion by millions of legal tender notes into 5 20's, in the daily acquisition of specie by the Government for duties, without the least disturbance in the market, in the probabilities of decisive victories and advantages in the South West, which will liberate an enormous quantity of cotton to act at once upon exchange, and finally because from the lessons taught by the recent fall in gold, it is obvious that those who worshipped it as an idol without knowing its real place or power, have been too severely scorched at its altar to offer it many more sacrifices.—*Samuel Hallett & Co.'s American Circular.*

The National Bank Bill.

We have studied the National Bank law, with a view to the proceedings necessary for organizing Banks under it.

Banks in cities and villages of over 10,000 population must have at least $100,000 capital. Banks of $50,000 can be started in places of less than 10,000 population.

Thirty per cent of the capital must be bona fide paid upon the start, and 10 per cent of the capital must be paid up every 60 days thereafter, until the capital is all paid up.

United States stock, to the amount of 33 per cent of the capital paid up, must be deposited with the United States Treasurer as security for circulating notes, and 90 per cent of the market value of the stocks deposited will be furnished to the banks in such notes.

To start a $100,000 bank, $30,000 cash and 11,000 circulation is the minimum required to begin business on. One-half these amounts is sufficient for a $50,000 bank; but it should be remembered that the law imperatively requires the capital

stock to be paid up to 10 per cent every 60 days, and as fast as capital is paid in, circulation to an equal amount can be obtained.

A bank cannot put out a circulation greater than the capital actually paid in.

The circulating notes must be fives, tens, &c. No notes under fives can be issued.

Banks of not over $100,000 capital can have 90 per cent of their capital in circulation, at 1 per cent per annum tax.

$200,000, 80 pr ct., at 1 pr ct. tax per annum.
$300,000, 70 pr ct., at 1 pr ct. tax per annum.
$500,000, 60 pr ct., at 1 pr ct. tax per annum.
$1,000,000, 50 pr ct., at 1 pr ct. tax per annum.
$1,500,000, 40 pr ct., at 1 pr ct. tax per annum.
$2,000,000, 30 pr ct., at 1 pr ct. tax per annum.
Over $2,000,000 capital, 25 per cent.

We may say, practically, all National Currency is taxed but one per cent, though anything more than the above per centage to capital must pay two per cent. This same scale of taxation applies to State banks.

The National Banks are not put to any expense for plates, paper, or printing. The Treasury Depart furnishes the circulating notes without charge, and is benefited in turn by the tax, and the lost circulation in case the Bank is wound up or closed by process of law.

Every Bank started under this law, whether it has few or many stockholders, whether it is controlled by one man or many, must be looked upon as a legitimate institution, from the fact that the capital must be paid up under oath.

The smallest number of associates is five, and the Bank must have not less than five nor more than nine Directors. Each Director, in Banks of not more than $200,000 capital, must own at least one per cent of the capital stock, and Banks of larger capital can have Directors that only own one half of one per cent of its capital stock.

We feel perfectly competent and willing to assist any association or party in organizing a bank.

Banks under this law are permitted to do almost any business that brokers and private bankers can do. The law makes the rate of interest established by the State law where the bank is located, the legal rate for the bank's business, and provides that the interest may be taken in advance. The purchase or sale of exchange at the current rates cannot be termed usury.

It is so cheap to organize under, and so easy to get out of this system of banking, that we expect to see it have a popular run—at least so far as to test its real merits. The advantage given to the National Bank circulation consists in its being a legal tender for all Government dues (except duties on imports) and it is a legal tender for all Government disbursements (except interest where gold is to be paid).

The National Banks can be made Government depositaries, and financial agents of the Treasury. —*Thompson's Bank Note Reporter.*

Hartford, Providence & Fishkill Railroad.

The receipts from operations of this road for the year ending September 30, 1862, were as follows:

From passengers		$160,632 33
" freight		130,070 14
" mails		9,300 00
" express, rents, etc		11,201 71
		$311,204 18

And the expenses were:

Repairs of road	$47,598 37	
" equipment	25,501 45	
" bridges, etc	10,223 08	
Salaries and labor	57,569 26	
Wood, coal and oil	32,573 04	
Rent of stations	4,669 95	
Insurance, taxes, etc	3,109 48	
Miscellaneous	3,040 95	
		184,285 58
Net earnings		$126,918 60

The financial condition of the company, October 1, 1862, is shown in the annexed Balance Sheet:

Capital stock—common		$1,537,939 98
" preferred		398,800 00
Bonds		2,037,500 00
Notes and accounts payable		211,574 53
Premium and interest on bonds sold, issued by cities of Hartford and Providence		120,324 84
Profit and loss		121,154 74
Cancelled bonds paid by trustees		52,230 00
		$4,459,524 09
Construction	$3,902,355 46	
Equipment	302,510 93	
Materials and supplies delivered to trustees	29,348 20	
Sinking fund—city of Hartford	60,351 42	
" city of Providence	48,500 00	
Sundry notes and accounts	112,817 44	
Sundry claims and vouchers	3,640 64	
		$4,459,524 08

The Ottawa Canal.

The Montreal papers are calling attention to the proposed new water route between Chicago and Montreal by the way of the Ottawa. They claim that from Chicago to New York via the Ottawa Canal, it is 257 miles nearer than by Buffalo and the Erie Canal.

The total distance between Montreal and Lake Huron, is 430 miles. The total number of miles of canal required is 58, including the Lachine Canal.

If our readers will follow the present route on the map, he will have a good idea of what nature has done towards furnishing an outlet to the sea.

First, the French River:

	Miles.
Natural Navigation	49
Canal	1
Lake Nippissingue	30
Summit Barrier Canal	5
To the mouth of the Mattawan:	
Natural Navigation	30
Canal	9
Mouth of the Mattawan to Ottawa:	
Natural Navigation	173
Canal	22
Ottawa to Montreal:	
" Natural Navigation	89
" Canal	21
Number of miles of new Canal required	37 Miles.
Number to be enlarged	21 "
	58

Railroad Consolidation.

The arrangement for the consolidation of the earnings of the Cleveland and Pittsburg, and Pittsburg, Fort Wayne and Chicago Railroads has at length been perfected, the Fort Wayne Company having receded from the amendments introduced by them in the contract. As the agreement now stands, ratified by the two companies, the gross earnings of the two roads are to be consolidated, and divided between the two at the rate of 26½ per cent. to the Cleveland Company, and 73½ per cent. to the Fort Wayne Company. Each road pays its own expenses, and preserves its own management and officers intact. The Presidents of the two roads act as an Executive Committee, and their first act was to confirm the present general officers of both roads.

The Cleveland and Pittsburg road continues to pay for the lease of the joint track from Rochester to Pittsburg, but will in future carry passengers between points on the leased line, the same as the Fort Wayne line, the receipts going into the joint fund. The two roads are to be run to their mutual benefit, freight being sent over the route that will best serve the purposes of the shippers and at the same time conduce to the greatest profit of the joint fund. Passengers can purchase tickets by whichever route they choose.

The contract can at any time be terminated by the joint action of the two Boards. It goes into effect on the first of April.—*Cleve. Herald.*

NOTICE
TO
RAILROAD CONTRACTORS.

PROPOSALS will be received at the Company's office at Bordentown, New Jersey, until the 13th of April next for the GRADING of a Double Track Railway from Trenton to Dean's Pond, a distance of 17 miles, (where it intersects the Double Track to New Brunswick) on the Branch of the Camden and Amboy Railroad.

Plans, Profiles, and Specifications, can be seen at the office by the 9th of April, when the line will be ready for inspection.

WM. COOK,
Engineer Camden & Amboy Railroad.

BORDENTOWN, March 30th, 1863.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

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BANKERS and BROKERS,
39 WILLIAM STREET,
(FIRST BUILDING BELOW WALL STREET.)
STOCKS and BONDS Bought and Sold on Commission
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

M. C. MORGAN,
(Late of the Firm of WINSLOW, LANIER & CO.)
STOCK, BOND AND NOTE BROKER,
39 Wall St., Jauncey Court No. 6, New York.
☞ U. S. SECURITIES of all classes BOUGHT and SOLD
RELIABLE INVESTMENTS MADE FOR ESTATES.

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.
STOCKS and BONDS,
GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
NEW YORK.
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BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF.

O. W. C. SCHACK,
STOCK BROKER,
No. 6 BROAD ST., N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

Livermore, Clews & Comp'y,

BANKERS,
34 WALL ST., N. Y.
DEALERS IN
GOVERNMENT SECURITIES & GOLD.

STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS.
Received on the most favorable terms.
Advances made on approved collaterals.

P. W. GALLAUDET,
NOTE BROKER,
No. 1 WALL ST., near Broadway.
Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

HOYT & CO.,
No. 45 Exchange Place, New York.

STOCKS, BONDS AND
FOREIGN EXCHANGE,
Bought and Sold (exclusively) on Commission.
J. A. HOYT, R. VERNAM.
Refer to Messrs. J. & J. Stuart & Co., Messrs. Harper & Bros., Hon. M. F. Odell, M. C.; Messrs. Barclay & Livingston, Messrs. John Trippett & Bro., New York and Liverpool.
Orders promptly executed by mail.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

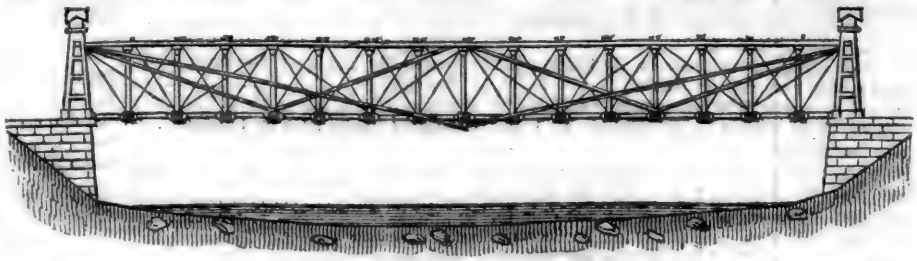
EUGENE THOMSON & CO.,
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INTEREST ALLOWED ON DEPOSITS.
EUGENE THOMSON. C. MILTON ROTTEN

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BOUGHT AND SOLD ON COMMISSION IN
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HENRY H. BOODY,
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BUYS AND SELLS STOCKS, BONDS AND Public Securities of every kind, on Commission.
Refer, by special permission, to
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GEO. A. COE, ESQ., President of the American Exchange Bank, New York.
ROBERT BAYARD, ESQ., 12 Wall st., New York.
S. J. TILDEN, ESQ., 12 Wall st., New York.

JOHN C. CAPP & SON,
Stock and Note Brokers,
No. 23 SOUTH THIRD STREET,
Directly opposite the Mechanics' Bank.
PHILADELPHIA.
STOCKS & BONDS BOUGHT AND SOLD
ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

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THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

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DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,
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PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. **GAS WORKS** ERECTED on THE MOST APPROVED PLANS. New and **Second-hand MACHINERY** constantly on hand. **IRON BOUGHT AND SOLD ON COMMISSION.**

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OFFERS his services at the Board of Brokers for the **purchase or sale of**
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RICH'D H. CORNWELL (late with G. S. Robbins & Son)
New York, February 14, 1863.

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☞ Orders by mail promptly executed.

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EMERY WHEEL COMP'Y,
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EMERY WHEELS,
BLOCKS, HONES, ETC.,
For **Cutting, Grinding** and **Sharpening** Purposes.
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CAR DUCK.

Kingman's Car Covering.

THIS is a kind of Elastic Mastic, a thick coating of which is applied to the top of the Car, and into it a heavy Burlap or Bagging is imbedded and thoroughly painted, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by several New England Roads and Car builders. Directions and particulars sent when requested. This Mastic and Burlaps for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.

March, 1863.

FAIRBANK'S
SCALE WAREHOUSE,
REMOVED



FROM No. 189 BROADWAY, TO

No. 252 BROADWAY,
DIRECTLY OPPOSITE THE CITY HALL.

FOX LATHES.
F. W. BACON & CO.,
No. 23 PLATT, corner of GOLD ST.,
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RESPECTFULLY ask attention to their stock of Machinists' and Brassfinishers' tools from the establishment of Messrs. GEO. H. FOX & CO., of Boston.

Nason's Patent Screw Chasing Lathe manufactured solely by the above firm is without a rival or substitute for the manufacture of Cocks, Valves, Hose Couplings, Steam and Gas Fittings, and general Brass Finishing.

They have and are constantly receiving from the same celebrated manufacturers, Chucks, and Slide Rests, Shafting, Pullies, Hangers, etc.

The Hangers manufactured by them are of the most approved kind. The bearing being suspended by a universal joint; its advantages over the rigid Hanger will be at once seen and appreciated by any mechanic. It is every way calculated for economy, being fitted with a patent box, which adjusts itself to the shaft, and they guarantee it to run SIX MONTHS WITHOUT RE-OILING, thereby saving labor, friction, oil, and the disagreeable and sometimes destructive effects of the dripping of oil from above.

ELEVATORS

For warehouses, manufactories, hotels, mechanics' shops, stores, or any other use where power Elevators are required; they guarantee all the safety that can be combined in any machine that is made. They are arranged with an improved apparatus, to hold the load in case the rope parts, which is unerring; also an invention of their own, to automatically arrest the descent of the load, if by any cause it should move downwards beyond the prescribed speed.

They also manufacture and are the exclusive licensees of Otis Tuft's Patent Elevator. The distinctive features are: the winding drum is driven by an endless screw—two or more ropes are used instead of one, thereby insuring more than double the safety—a peculiar mode of shipping the driving Belts, which insures it to stop at the required point. It operates without noise or jarring.

Belting, Belt Lacing, and Picket's Patent Belt Fastenings kept on hand and furnished to order. Steam and Water Gauges, Gauge Cocks, Packard's Patent Ratchet Drills.

ALL DESCRIPTIONS OF MILL WORK MADE TO ORDER.

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Parties wanting Shafting, Elevators, or any other machinery, will be waited on by an experienced Engineer, their premises surveyed, plans and estimates made, machinery located, and the erection superintended when desired.

Having made this branch of Engineering a SPECIALITY the past ten years, with uniform success, they confidently offer their services to those requiring such aid.

VENTILATION.

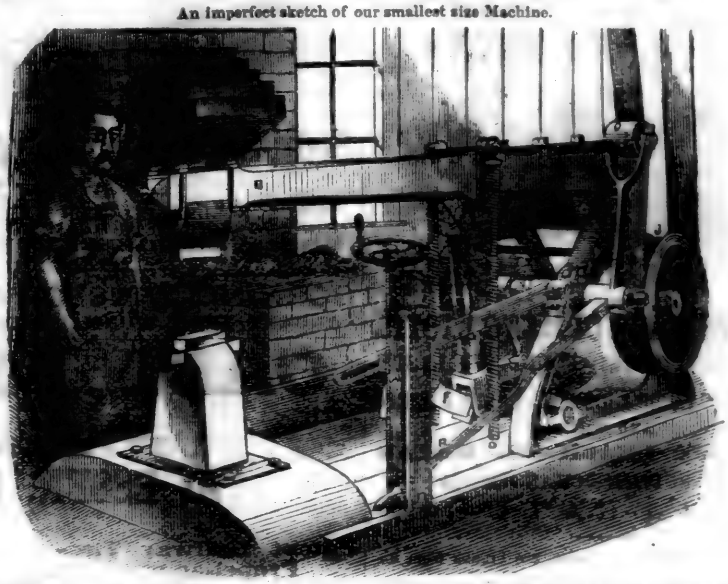
THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address **HENRY RUTTAN,**
Coburg, Canada.

AMES IRON WORKS,
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SOLE AND EXCLUSIVE OWNERS AND MANUFACTURERS, UNDER PAYE'S PATENT.

An imperfect sketch of our smallest size Machine.



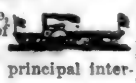
PAYE'S PATENT FORGE HAMMER. A HAMMER ADAPTED TO BOTH HEAVY AND LIGHT FORGINGS, with an adjustable stroke of from one inch to three feet. This hammer is adapted to both heavy and light forgings; the force of the blow being entirely at the will of the operator, and for all forgings under six inches, either round or square, is the best hammer now in use, and requires but one-half the power used by every other hammer to do the same work. For an engraving and description of this hammer, see page 1, Vol. V (new series) of the SCIENTIFIC AMERICAN; some valuable improvements have, however, been since made. All communications should be addressed to H. M. Ames, Box 422, New York, or Ames Iron Works, Oswego, N. Y.

These hammers may be seen in operation at the Allaire, Neptune, Secor, Delamater, Fletcher & Harrison, Duncan & Crampton, Anderson & McLaren, Duhurst & Emerson, Charles T. Porter, all in New York City; Joseph Colwell, Jersey City; Wm. White, Newark, N. J.; Providence (R. I.) Tool Co.; Whiting & Wilcox, Kaigh's Point, Phila.; Mallory & Cottrell, Mystic, Conn.; J. Dillion, Bondout; James Horner & Co., Sing Sing; Henry Kaler & Co., Brooklyn; James B. Ends, St. Louis, Mo.; Central Railroad Shop, Albany; Burlington, Quincy & Chicago Railroad Shop, Ames Iron Works, Oswego; M. Guinness, Albany; Sweet Brothers, Syracuse.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:



7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.

9.00 A. M., MILK, *daily*, for Otisville, and intermediate Stations.

12.15 A. M., ACCOMMODATION, *daily*, for Port Jervis, and principal Stations.

3.30 P. M., WAY, for Middletown, Newburgh, Warwick and intermediate Stations.

5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Canandalgua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk

6.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

CHA'S MINOT, *Gen. Sup't.*

QUARTZ MILLS

OF THE MOST APPROVED KIND,

MANUFACTURED BY **BURDON, HUBBARD & CO., 102** Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the BEST PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both **fine** and **coarse** gold.

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1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "

New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 11, 1862. 28 Beaver st.

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THE
RENSSELAER IRON COMPANY,
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OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

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received in exchange for new, or for re-manufacturing.

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RAILROAD IRON.

3,400 TONS BEST QUALITY WELSH RAILS—T pattern—53 lbs. per lineal yard, for sale by

CHAS. L. PERKINS, or
E. LIVINGSTON,
3m15 **54 Exchange Place.**

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

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70 Beaver st., New York.

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THE subscriber is prepared to sell AMERICAN and ENGLISH **RAILROAD IRON, CHAIRS, SPIKES, CARS** and **LOCOMOTIVES,** at the lowest market price, and securities taken in part payment.

B. F. FRENCH,
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Office, No. 16 Broadway, NEW YORK.

JAMES M. MOTLEY, Vice Pres't and Treasurer.

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MASON'S SPERM OIL,

AND DEALERS IN

SPERM, WHALE, LARD AND OTHER OILS,

For Railroads, Steamers, Machinery and Burning.



An Invention of Rare Merit.

LONG WANTED, AND FOUND AT LAST!

A Kerosene Lamp Chimney, Easily Cleaned

AND WHICH

WILL NOT CRACK OR BREAK

FROM SUDDEN CHANGES OF

TEMPERATURE.

THE CHIMNEY in common use breaks from unequal expansion and contraction, caused by the upper portion becoming much more highly heated than the lower portion. This constant liability of the Chimney to be broken by being suddenly cooled or "over-heated," is entirely removed by a unique and beautiful invention, BROWN'S METAL TOP LAMP CHIMNEY, which, being made in accordance with the simple law of expansion and contraction, is found to be almost "fire-proof," as far as heating by the flame of the lamp is concerned.

The clear, positive superiorities of the NEW LAMP CHIMNEY over the old style, are—

1. It will not crack or break from sudden changes of temperature, or "over-heating."

2. The top can be instantly removed, and the glass wiped perfectly clean in a moment WITHOUT WETTING.

3. It is shorter than the common chimney, therefore less liable to accidents and more convenient for carrying about the house, it is of elegant proportions and a decided ornament to the lamp, which will be found to burn with a clear, steady and beautiful light.

It is really the ideal of perfection in a lamp chimney, and after using one for an evening you will wonder that you could tolerate the old expensive style.

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York, Saturday, April 11, 1863.

European and North American Railway.

The earnings of this road for the years ending October 31, 1861 and 1862, have been as follows:

	1861.	1862.
From passengers	$69,558 03	$51,382 22
" freight	47,700 72	45,784 53
" mails, etc.	13,319 14	9,473 53
Total	$130,678 15	$107,640 28
Working expenses	94,245 52	87,634 73
Net earnings	$36,432 63	$20,005 55

From a comparison of the business of the past with that of the preceding year, it appears that there has been a decrease in revenue from all sources of $23,037 87; the decrease in expenses has however, been $6,610 79—making the decrease in net earnings only $16,427 08. "There was," as stated by the General Superintendent in his report, "a slight comparative improvement in the receipts for freight for the months of December, January, March, April, May, June and October, amounting to $2,636 32; but this increase was offset by a more than corresponding decline in November, February, July, August and September, of $3,552 51. The difference being the decrease $916 19. The decline of $18,175 81 in the passenger business appears to have been continuous during the year. All other sources of revenue were comparatively more in January, August and September, by $1,277 68, and less in the other months of the year by $5,223 55, the difference, $3,945 87, being the decrease. The cost of maintenance was much increased by extra labor in cutting ice and shovelling snow, to the extent of $4,106 23, which is attributed for the most part to two unusually severe storms which took place during the months of January and February, 1862."

This line of railway is 108 miles in length, and connects the City of St. John, New Brunswick, with Shediac and Point du Chene on the Gulf of St. Lawrence or Straits of Northumberland, and is a section of what was originally intended to be the great European and North American Railway, joining Halifax and St. John with Bangor and Portland, Me., and the other railways of the United States as well as those of Canada.

The cost of the road and equipment up to the close of the last fiscal year has been as follows:

Permanent way	$3,718,962 87
Engineering	215,305 11
Buildings	194,055 57
Rolling stock and machinery	361,429 65
Miscellaneous stock	15,450 61
General expenses	64,213 92
Total	$4,569,417 73

—equal to $42,309 42 per mile.

The capital expenditure during the year is stated at $20,858 14. This expenditure is thus apportioned: Contractors in settlement of accounts, $1,338 85; ballast, taking out cuttings, building rip rap, &c., $3,418 12; sidings and switches, $875 96; drains, water works and tank houses, at Sussex, Anagance, Petitcodiac and Shediac Stations, and Steves' Lake, $6,477 73; road crossings and fencing, $869 82; buildings, fittings and furniture, $2,387 40; engineering, $769 96; land damage, $454 36; tools and implements, $1,165 40; injectors for locomotives, and check chains, safety straps, and fittings for locomotives and cars, $2,041 66; and miscellaneous matters, $1,053 88.

The equipment of the road consists of 14 locomotives; 12 first and 6 second class passenger cars; 4 express, 63 box, 105 platform, 40 ballast and 19 hand cars, and 4 snow ploughs.

The number of miles run by locomotives during the year has been 160,421; No. of passengers carried, 132,094; do., carried one mile, 2,753,001 average number of miles traveled by each, 20.84. Tons of freight transported, 32,788; do., transported one mile, 1,337,873.

Nova Scotia Railways.

We have received the third Annual Report of the Hon Jonathan McCully, Chief Commissioner of the Nova Scotia Railways, embracing operations for the year terminating on the 31st of December, 1862, being a condensed history of their transactions for the previous twelve months.

The Nova Scotia Railway system comprises two lines, one between Halifax and Truro, and the other between Halifax and Windsor—the whole length of the main and branch lines being ninety-two miles. These have been operated together for four years only, though portions have been in use for six and seven years. The earnings and receipts for the past year have been as follows:

	Main line.	Windsor Br.	Totals.
Passengers	$33,631 86	$29,857 98	$63,489 84
Horse & wag'n	6,311 89	7,404 36	13,716 23
Freight	30,913 89	24,579 37	55,493 26
	$78,857 64	$61,841 69	$132,699 33
Receipts from other sources			6,407 38
Total revenue			$139,106 71

Expended as follows, viz:

Maintenance of motive power	$35,171 40
Maintenance of cars	20,784 29
Maintenance of way and buildings	37,366 93
General charges	8,602 61
Balance net revenue	27,181 48
	$139,106 71

Compared with the previous year, the gross income shows an increase of $18,189 05; with an increase in working expenses of $7,810 35—making the increase in net receipts $10,378 70.

The following statement will show the results of operations for the years ending December 31:

	1860.	1861.	1862.
Revenue	$116,742 89	$120,917 66	$139,106 71
Exp'ditures	96,472 26	94,114 88	101,925 23
Net	$20,270 63	$26,802 78	$37,181 48

The number of passengers carried during the year was: Upon the main line, 54,310; Windsor branch, 39,811; holders of season tickets etc., 1,899

—total 96,020, an increase over 1861 of 14,661. This is exclusive of 8,504 teamsters carried free.

The equipment of the road consists of 20 locomotives; 10 first-class and 8 second-class passenger cars, 24 freight: 19 cattle, 101 platform and 13 ballast cars, and 1 snow-plow. The number of miles run by trains upon the main line has been 83,356; upon the Windsor Branch, 64,055—total mileage of cars, 147,411. The mileage of regular and special trains exceeds that of 1861 by 6,358 miles.

The total of freight moved, including horse and wagon traffic is 42,135 tons. The average receipts per ton moved, $1.64. The receipts per ton per mile, 5.81 cents.

By reference to the Capital Account, it appears that there had been received from the Receiver General to December 31, 1861.....$4,267,628 27
Received during 1862..... 5,654 53

$4,273,282 80

The expenditures to December, 31, 1861, were.....$4,267,316 63
Expended during 1862 6,311 28

$4,273,627 91
Loss per credit account 226 10

4,273,401 81

Showing an over expenditure of.... $119 01

We observe from the report, that while the permanent way has been cared for, the rolling stock has not been neglected. The cars have been improved, and the locomotives kept in the best order. A new Engine house has been constructed at Richmond, and a new and commodious station house at that point is contemplated. New telegraphing instruments of the latest construction have also been placed on the line. The masonry and timber work of all the bridges and culverts have been carefully inspected and attended to; 8,350 new sleepers have been re-laid on the Windsor branch and 9,514 on the main line. An improved joint chair has been used on the road, with good results; a new platform erected at Rocky lake station, for the accommodation of passengers and freight for the Waverley gold diggings, with a siding to hold six cars; and a station house, erected to accommodate the increased travel and traffic to the mines, and the transportation of coal for the use of the steam crushing machines.

There has been an increased passenger traffic east and west, and especially by the Bay of Fundy route, in connection with the steamers plying between St. John and Boston. The large increase on the Windsor branch is attributed to the amount of ship building in the vicinity of Windsor and Bedford. Arrangements exist between the proprietors of the steamers plying between Windsor and St. John, the European and N. A. Railway, so that round trip tickets are now disposed of. It is believed large numbers of pleasure travellers in the provinces of Nova Scotia, New Brunswick and Prince Edward's island will, the coming season take this route. The trains have run regularly with but two exceptions during the year and but four casualties have occurred.

Atlantic and St. Lawrence Railroad.

The lease of this road has been amended to embrace the terms and conditions of the vote adopted at the last annual meeting of the stockholders, hds been executed by the President and Directors, and will undoubtedly be by the Directors of the Grand Trunk.

Northern Central Railway.

The revenue of this Company for the fiscal year ending December 31, 1862, was as follows:

	Wrightsville, Y. & G. R. R.	Northern Central.
From freight	$18,432 32	$1,013,036 59
" passengers	10,503 33	476,614 86
" mail	650 00	25,450 00
" express	.....	45,262 18
" U. S. service	.....	316,413 30
" State service	.....	2,109 61
" sundries	.....	12,168 78
Total Northern Central Railway		$1,891,055 82
Wrightsville, York and Gettysburg		29,585 65
Total revenue		$1,920,640 97

The expenses were:

Conducting transport'tion	$241,380 06	
Motive power	311,571 78	
Maintenance of way	254,631 58	
" cars	142,601 05	
General expenses	43,115 41	
		993,299 88
Net revenue, 48.29 per cent.		$927,341 09

—which has been appropriated as follows: to the payment of the annual interest on the funded debt, $308,490; to the payment of instalments due upon sinking funds Nos. 1 and 7, $108,010 69; to the payment of balance of interest due on the annuity to the State of Maryland, $127,867 85; to the purchase of nine first-class engines, $91,350—leaving a balance in the treasury of $287,622 55, which will be applied to the payment of loan No. 6. The report says:

The Board deemed it advisable to pay this loan for the following reasons: First. To enable them to establish a Sinking Fund for loans Nos. 3, 4, and 5, out of the annual interest on loan No. 6, together with the annual instalment of $10,000 per year, after loan No. 1, which falls due in 1866, shall have been paid. Second. To enable them to dispose of the real estate of the Company now occupied by the shops at Bolton, which is encumbered by a mortgage, given to secure loan No. 6, and which property will not be required for the purposes of the road after the completion of the proposed new line to Calvert Station.

At your last annual meeting a resolution was passed, declaring it to be the policy of the Company to construct the Canton Branch.

In accordance with which we have commenced the purchase of the right of way and property along the line of the Canton extension. It is expected that the surveys will be completed and the work put under contract by the first of April next. If the receipts of the road continue during the year 1863 the same as they have been for the past year, we shall have no difficulty in paying out of the current receipts for the work on the Canton extension, and meet the large demands that will necessarily arise for the further improvements of the road and its equipment. We are aware that the receipts have been largely increased by the war. We hope, however, that they will in a measure, be maintained by the completion of the Philadelphia and Erie Railroad. The trade from that road in its present unfinished condition, has been much greater than we had cause to expect, and is limited by our want of cars to carry that which offered. To meet this want, we have contracted for 100 eight-wheel house cars, 100 eight-wheel gondola cars and 20 eight-wheel stock cars, all of which will be delivered during the early part of this year and will be assigned exclusively to that trade.

To move satisfactorily the large number of trains necessary to carry the increased tonnage, and in accordance with section No. 4 of the ordinance of the Baltimore City Council, extending the time for the completion of the Canton division from 1863 to 1866, the General Superintendent has been directed to lay a second track from Baltimore to Relay Station, a distance of seven miles. The business of the road will render it necessary, in a short time to extend this second track to Glenrock Station, a distance of forty-three miles from Baltimore.

In the accompanying report of the General Superintendent, he refers to a want of shops and engine houses. It is contemplated to erect these buildings the present year.

The former managers of this Company, seeing the importance to the city of Baltimore of a connection by rail with the coal mines of Pennsylvania and with the lakes, applied all the means at their command to the completion of the road to Sunbury, and in doing so, necessarily neglected that portion of the road between Baltimore and Harrisburg, which has made almost an entire renewal of it necessary within the last few years. It will take another year and a heavy expenditure to put it in a condition, such as is necessary for the profitable movements of so large an amount of trade and travel as is now coming upon it.

Compared with the previous year, the gross earnings show an increase of $502,668 91; with an increase in expenses of $311,457 68—making the increase in net earnings, $191,206 23.

PROFIT AND LOSS ACCOUNT.

Net revenue—as above		$927,341 09
Interest on bonds, debt and stock of W., Y. & G. R. R. Co.		7,399 77
Interest on bonds of L. & B. R. R. Co.		1,316 00
Discount on purchase of bonds for sinking funds		14,400 00
Increase of sinking funds		163,482 13
Increase of materials and supplies on hand		5,177 38
Sundry accounts		534 12
Instalment on Sinking Fund Loan No. 1, to October 1, 1861, not payable		49,123 18
		$1,168,773 67
Less interest on loans	$308,490 00	
Arrearages of interest, Loan No. 2	10,258 22	
Interest on bonds, debt and stock W., Y. & G. R. R. Co	10,686 36	
Interest and exchange	3,927 62	
Instalment and interest on Sinking Fund, Loan No. 7	31,024 84	
		364,387 04
Balance		$804,386 63
Balance to December 31, 1861		372,179 51
Total balance December 31, 1862		$1,176,566 14

The number of local passengers carried has been 208,991—mileage of do., 7,471,392; passengers delivered to connecting roads, 75,885—mileage of do., 5,859,155; passengers received from connecting roads, 67,656—mileage of do., 3,445,334. The average distance travelled by local passengers is 35.7 miles; by passengers to and from connecting roads, 64.8 miles. Local travel on account of U. S. Government, 100,392; do., State of Pennsylvania, 1,785; passengers received from and delivered to connecting roads on account of U. S. Government, 66,469; do., State of Pennsylvania, 214. There has been a decrease in local passengers, of 4,594; and an increase in through passengers of 58,493.

The local tonnage of the road (including 200,389 tons of coal) has been 443,261. The through tonnage to and from the Pennsylvania Railroad was 155,520; do., to and from north of Sunbury 56,237—total through tonnage, 207,757—total through and way, 651,018, an increase over 1861, of 113,164,

The Company now own 51 locomotives, which have been run during the year, 942,558 miles, at a

cost of 51.8 cents per mile. The locomotives have averaged 18,481½ miles. The average mileage of passenger engines was 27,783½; and of freight engines, 15,923¾.

The rolling stock consists of 28 passenger cars, 9 baggage, mail and express cars, and 1,547 cars for freight, coal, etc.

The gross revenue of the W., Y. & G. R. R. was $29,585 65; and the expenses of operating and repairing the road $15,825 06—leaving net revenue, $13,760 59. Dividend, $1 per share, and interest on bonds and debt, $10,686 36—leaving a surplus of $3,074 23, thus reducing the deficiency of the previous year to $6,509 85.

CONDENSED BALANCE SHEET.

Construction—Main Line		$7,001,048 24
" Canton extension		317,378 68
Real estate		316,582 52
Equipment		774,568 00
		$8,409,577 44
Cash in bank	$106,633 38	
U. S. debt certificates	65,000 00	
Post-office department	6,533 30	
Bills receivable	2,000 00	
United States	319,003 90	
Due from other roads	44,626 37	
Agents, etc	99,431 29	
		643,228 24
Bonds, debt and stock of W., Y. & G. R. R. Co.	$201,945 80	
Bonds of L. & B. R. R. Co.	32,900 00	
Bonds of N. C. R. W. Co.	14,000 00	
Stock of do.	216,750 00	
Susq. Canal Co	537 00	
		466,132 80
Sinking funds		249,639 63
Materials and supplies on hand		70,042 70
		$9,838,620 81
Capital stock		$2,260,000 00
Loans secured by mortgage (see *Bond List*)		5,150,000 00
Debt to City of Baltimore		850,000 00
Pay rolls and vouchers	$197,537 88	
Interest coupons	93,022 97	
Bills payable	5,524 28	
Div. W., Y. & G. R. R. Co.	3,658 96	
Individual accounts	11,637 16	
Bonds for right of way	2,500 00	
Due to other roads	88,173 42	
		402,054 67
Profit and loss—surplus revenue		1,176,566 14
		$9,838,620 81

Rutland and Burlington Railroad.

At an adjourned hearing in Burlington on the 2d inst., the appointment of D. A. Smalley and E. A. Chapin, temporary trustees came up, with the expectation that it would be made permanent. The opposition of the N. Y. and Boston bondholders, representing $900,000, was successful. Judge Pierpont decided that both parties in interest might be heard with testimony on the 18th of June next, when a decision will be made, either in favor of confirming the present trustees or appointing two new ones.

The most important movement will be the hearing on the 15th at Rutland upon the question of possession by the first bondholders. There can be no doubt that the transfer of the franchise, the operating of the road, etc., from the hands of the trustees of an almost intangible claim to the hands of those who have a prior claim in law, right and equity, will conduce to the prosperity of this valuable and important line of railroad. The road is in good condition, and when well out of this slough of contending interests and placed upon a solid basis of a *single* management, it will fullfil all that it proposed to do at the time of its inception.

Lake Superior Copper Product for 1862.

The following is the recapitulation of the Portage Lake district for the year 1862:

	Tons.	lbs.
Quincy mine	1,252	1,493
Pewabic mine	1,000	1,471
Franklin mine	928	1,131
Isle Royale mine	520	1,030
Huron mine	98	874
Hancock mine	66	816
Mesnard mine	33	000
Total for the year	3,900	815

The following figures will show the decrease in the production of this district for 1862:

	Tons.	lbs.
Product in 1861	4,688	1,155
Product in 1862	3,900	815
Decrease	788	340

The decrease is partially accounted for by the increase of the per centage of the mineral, which in 1861 was 73, but will, for 1862, reach at least 80. A difference of seven per cent would make fifty-six pounds more than 223 tons, making the actual deficit, 565 tons, 284 lbs.

Shipments of copper from Ontonagon district, in 1862, as published in the *Miner*, were as under:

	Tons.	lbs.
Minnesota mine	1,525	96
National mine	596	100
Rockland mine	331	1,439
Evergreen Bluff mine	82	210
Superior mine	53	575
Ridge mine	28	1,227
Ogima mine	27	1,785
Knowlton mine	19	982
Bohemian mine	16	1,912
Adventure mine	16	1,250
Carp Lake mine	7	104
Mass mine	1	591
"To which should be added for amounts which have been overlooked in making up and publishing."	22	500
Making a total of	2,728	778

The shipments from Keweenaw district, in 1862, were:

	Tons.	lbs.
Cliff mine	1,634	1,970
Central mine	304	1,190
Copper Falls mine	190	1,888
Amygdaloid mine	94	1,795
Petherick mine	63	343
Phœnix mine	57	1,180
North American mine (tribute)	27	477
Eagle River mine (tribute)	5	397
North Cliff mine	1	1,673
Garden City mine	1	724
Total shipment	2,390	1,637

The product of the Lake Superior copper region, for the year 1862, will therefore stand as follows:

	Tons.	lbs.
Portage Lake district	3,900	815
Ontonagon district	2,728	778
Keweenaw district	2,390	1,637
Grand total 1862	9,019	1,230
Product in 1861	10,377	400
Decrease	1,317	1,170

The amount realized from the sales of copper, in 1862, will be largely in excess of the amount realized in 1861, the price of copper being higher the past year. So that the mines have actually paid better than in any previous year.—*Houghton Mining Gazette.*

Exports of Great Britain.

The accounts issued from the statistical department of the Board of Trade show that the total declared value of the British manufactures and produce exported last year amounted to £124,137,812, against £125,102,814 in 1861, and £135,891,227 in 1860. The value of the exports rose during the year from under eight and a half millions in January to nearly thirteen millions in August, declined during the three following months, and rose again in December, when it amounted to £10,807,033, against £9,747,810 in the corresponding month of the preceding year, and £12,176,951 in that of 1860. The decrease of nearly a million on the exports of the year, as compared with 1861, occurred in the trade with Russia, Prussia, Hanover, Holland, Belgium, Portugal, Spain, Italy, China, South America, and, among British possessions, India and Hong Kong. The exports to France rose from £8,895,588 to £9,210,523; to the United States from £9,064,504 to £14,398,801; to Australia and New Zealand from £10,692,771 to £11,930,062; and to the British West Indies from £1,816,050 to £2,377,648. The bulk of the decrease was in cottons, and the only other principal articles which show any considerable diminution are hardwares and cutlery, railway and cast iron, silk and worsted manufactures, wool, and seed oil. Most of the other principal articles show a very considerable increase. The value of the fire-arms exported rose, for instance, from £515,361 to £1,579,333, with a notable increase also in the exports of other arms and ammunition. Earthenware and porcelain rose from £1,070,530 to £1,217,532, an increase confined, however, to the exports to France, the Hanse Towns, Australia and the United States. Glass rose from £589,876 to £645,731, the increase extending to every description except common bottles. Hardwares and cutlery were, as already mentioned, among the articles which show a diminution of exports, the value having fallen from £3,425,610 to £3,346,059, a decrease confined, however, to Spain. South Africa, the United States, Brazil, and Buenos Ayres. Saddlery and harness show an increase from £307,756 to £343,480, extending to every country except South Africa; and other leather goods (principally boots and shoes) from £1,526,847 to £1,816,603. The bulk of the latter trade is with Australia, but the increase was general. The steam engines exported rose in value from £1,258,164 to £1,631,761, notwithstanding a decrease in the exports to France and Russia; but the exports of other descriptions of machinery diminished in value from £2,955,506 to £2,464,929, the decrease extending to every country except those for which the Hanse Towns serve as the ports. Plate and plated wares, watches and jewellery, show an increase from £449,848 to £504,895. The metal exports are shown in the following table:

	1861.	1862.
Pig and puddled iron	£1,044,304	£1,204,584
Bar, bolt, rod and angle iron	1,882,275	2,252,638
Railway iron	2,906,359	2,815,007
Iron wire	205,979	303,780
Cast iron	702,824	568,209
Iron hoops, sheets and boiler plates	848,336	1,024,176
Wrought iron	2,009,613	2,311,251
Steel, unwrought	726,956	822,407
Copper "	433,410	496,322
" wrought	1,714,445	2,117,092
Brass	171,050	209,461
Lead	423,421	770,590
Tin, unwrought	348,856	472,656
Tin plates	907,947	1,211,881
Zinc	95,786	102,700

The increased exportation of pig and puddled iron was limited to France and Holland; but that in bars, rods, &c., was almost general, the exception being in the exports to Italy and India. The decrease in railway iron was limited to the demands of Russia, India, Australia, the United States, Cuba, Brazil and Chili. That in cast iron, on the other hand, extended to every market except France, Russia, Australia and the United States. France

and Russia took also a smaller quantity of iron hoops, sheets and boiler plates; but the exports to all other countries show a considerable increase. The increase was nearly as general in respect to wrought iron, the only exceptions being Russia, India and South Africa. The increase in steel was due to the larger demand of the United States, our principal customer. That in wrought copper extended to every market except Holland and India; the former country being also the only exception to the increased demand for copper plates, sheets, rods, &c. France and Russia took smaller quantities of lead than in 1861, but the exports to all other countries, and especially to China and the United States, show a very considerable increase. The increase in unwrought tin extended to all our customers except Russia and Turkey, and that in plates to all but Australia. The exports of the other principal articles are shown in the next table, from which it will be seen how much the linen and woollen trades have benefited by the depressed condition of the cotton manufacture:

	1861.	1862.
Apparel and slops	£2,168,186	£2,556,463
Beer and ale	1,411,205	1,594,380
Coal, cinders and culm	3,604,790	3,750,009
Cotton, piece goods	36,124,685	28,560,033
Cotton yarn	9,292,761	6,203,331
Haberdashery & millinery	2,434,194	3,591,338
Linen, piece goods	3,571,131	4,648,270
Linen yarn	1,622,216	1,851,596
Seed oil	1,066,856	995,947
Silk, thrown, twist & yarn	918,342	1,093,329
Silk, manufactures	1,395,572	1,267,130
Wool	1,143,358	762,257
Woolen and worsted yarn	3,552,976	3,854,111
" " manufactures	10,831,993	12,669,415

—*London Colliery Guardian.*

Personal Injuries by Railroad Accidents; Damages Recoverable by next of Kin.

ACTION BY A FATHER AS ADMINISTRATOR OF HIS WIFE WHO WAS KILLED BY THE DEFENDANT'S NEGLIGENCE; THE LOSSES WHICH MAY BE ESTIMATED IN FIXING THE AMOUNT OF DAMAGES RECOVERABLE; THE NEW YORK STATUTE OF 1860.

This action was brought under the statute of the State of New York, passed by the Legislature in 1860, giving damages to the next of kin of persons dying from injuries received by the negligence of others. The action was by one Tilley, as administrator of his wife, who was killed by the alleged negligence of the servants of the defendant, the Hudson River Railroad Company. The intestate was a passenger upon the defendant's railroad in January 1860, when a collision took place between a freight train and the passenger train in which she was traveling, by which she was so badly injured that she died a few days afterwards. No question was made, but that the collision arose from negligence on the part of the defendant's servants. Up to the time of the injury, the plaintiff and his wife lived together at Grafton, in Rensselaer county. They had a family of five children, four of whom were minors, the youngest being nine years old. The plaintiff was a carpenter and was much of the time at work away from home. The wife, besides attending to her household and taking care of her children in the usual manner, carried on the business of making shirts, upon the employment of wholesale dealers in New York, who furnished her the materials. It was not claimed that she carried on any business on her own account; but it was alleged in the complaint, and shown on the trial, that the business was that of her husband. The evidence of her being engaged in that business was received against the objection of the defendant's counsel, who excepted to the ruling. Evidence was given touching the practice of the deceased of teaching her children, and instructing them in household duties, and those who were girls, in sewing. The defendant's counsel moved for a non-suit, on the ground that no damages such as the statute contemplates had been shown; and that being refused, he asked for an instruction that nominal damages only could be given, which was also denied. The judge instructed the jury that the plaintiff was not entitled in this action to recover any damages which resulted to him as husband on account of the death of his wife, but that it was as the representative of his children only that he was entitled to recover, and that it was their pecuniary loss for which damages were to be given. In estimating these damages he charged them that they were first "to inquire what the woman was worth over and above her own support to her family; what was this woman fairly worth; what could she earn over and above the expenses of her own support and living." This was afterwards qualified by the judge, observing that the child could not be considered as having lost the earnings of the deceased, for those he said belonged to her husband; but if he should retain them until his death, they would pass in the absence of a will to his children, or to his wife and children if he left a wife. He then proceeded as follows: "Yet, although the father does survive, you may take into consideration the increase that the earnings of this woman would ordinarily have added to the common stock, in view of the reasonable probability that, upon his death, even though he survived his wife, the children would inherit all his real and personal property; and may estimate the fair pecuniary value of the chance that, in the ordinary course of things, the earnings of the wife would have gone through the husband to the children." The judge also charged "That the plaintiff was not entitled to recover anything as for any value of the deceased to her children in their nurture or education."

The verdict of the jury was in favor of the plaintiff for $4,000 damages. The defendant then carried the case to the N. Y. Court of Appeals; which now reverses the judgment of the Supreme Court, and holds that the probability that the children would have received an estate, increased by their mothers earnings on the death of their father cannot be considered in estimating damages. But the injury to the children in the loss of maternal nurture and education, is a pecuniary one within the intent of the statute, and a proper ground of recovery. The following opinion was delivered at the decision of the case:

DENIO, J.—One ground of estimating the damages, which the jury were instructed to take into consideration, was the expectancy of the children of the deceased in the fruits of her earnings in the business of making shirts, in which she was engaged. It was conceded that these earnings, immediately upon being realized, became the property of her husband; and that the only way in which the children could be benefitted by them would be by succeeding to them as the next of kin of their father, in the event of his continuing to own them, of their surviving him, and of his dying intestate. It seems to me that this is too remote, and that it is not within the meaning of the statute. If the children should have become the possessors of these anticipated earnings, it would not be as the next of kin of their mother, but on account of their sustaining that relation towards their father. The gravamen of the claim in that aspect is, that, by the wrongful act of the defendants, they have been cut off from the succession to wealth, which, but for the untimely death of their mother, occasioned by that act, she would or might have earned. But this injury does not happen to them as her next of kin. In that character it would be unimportant to them whether their mother continued to realize earnings or not; for all such earnings would immediately vest in the husband, and could never come to them as her next of kin. The construction of this statute, it must be admitted, involves great difficulties; and the grounds and measure of damages cannot always be determined by the application of the ordinary rules of the common law. If the deceased in this case had been a widow, and had been engaged in a profitable business, rendering it probable that, if her existence should be prolonged to the average period of life, she would acquire wealth. I am not prepared to deny but that her death, by the wrongful act of another, would entitle her children to damages under the provisions of this act, on account of being thus deprived of the probabie succession; for though the cause and the effect would be too remote from each other to found a claim to damages by the rule of the common law, such a ground of damages may have been within the contemplation of the legislature in passing the statute. Next of kin are embraced in its language, as parties who may be pecuniarily injured by the death of a person to whom they stand in that relation; and it is not required that the degree of kindred should be such as to create the duty of sustenance, support or education. It is well settled that the survivorship of a wife is not essential to the maintenance of the action. Suppose the only kindred to be collaterals, between whom and the deceased there was not legally or conventionally any connection which would impose such duties upon him; yet, by the terms of the act, damages in such a case must still be measured by the pecuniary injury resulting to such next of kin. As regards the existing property of the deceased, they would not be pecuniarily injured by his death; but if he left no will, they would be immediately benefited by the amount of property he then possessed. The only loss such parties could sustain would be of the further accumulations, which it may be supposed he would have added if he had continued to live and which might at his remote decease, have devolved upon them. This is sufficiently vague and uncertain as a ground of damages, and could not be allowed, except on account of the peculiar provisions of the statute, and the impossibility of giving it effect in certain cases, except under such a construction. But the rule laid down at the trial allowed damages to be given upon quite a different ground, involving another series of contingencies. At the death of the victim of the defendant's negligence, the next of kin of deceased are definitely determined, and are capable of immediate ascertainment; but it would then be quite impossible to determine who will be the next of kin of the husband, and entitled to succeed to his estate, when at some more distant and uncertain period he comes to die. Those who now are pre-

sumptively such, may or may not then be alive; or if alive, their number may be increased by the birth of others, or another share in his estate may arise in the person of a second wife. The rule of damages laid down would, in my judgment, be far too speculative and uncertain for actual application.

It will not be essential to pass upon the other exceptions, except so far as may be useful for the purposes of another trial. We think it was not improper to allow the plaintiff to show the habitual occupation and employment of the deceased, for the purposes for which it was offered and received on the trial, namely, to show her general capacity and relation to her family. It is true the testimony on that point was made to assume proportions beyond what seems to have been necessary for the purposes mentioned; but, it being competent, it was for the judge to determine the extent to which the examination might be carried.

The injury to the children of the deceased by the death of their mother was a legitimate ground of damages; and we do not agree with the defendant's counsel that they ought to have been nominal. The difficulty upon this point arises from the employment of the word *pecuniary* in the statue; but it was not used in a sense so limited as to confine it to the immediate loss of money or property; for if that were so there is scarcely a case where any amount of damages could be recovered. It looks to prospective damages of a pecuniary nature, which have been cut off by the premature death of the person from whom they would have proceeded; and the word *pecuniary* was used in distinction to these injuries to the affections and sentiments which arise from the death of relatives, and which, though most painful and grievous to be borne, cannot be measured or recompensed by money. It excludes, also, those losses which result from the deprivation of the society and companionship of relatives, which are equally incapable of being defined by any recognized measure of value. But infant children sustain a loss from the death of their parents, and especially of their mother, of a different kind. She owes them the duty of nurture and of intellectual, moral and physical training, and of such instruction as can only proceed from a mother. This is, to say the least, as essential to their future well being in a worldly point of view, and to their success in life, as the instruction in letters and other branches of elementary education which they receive at the hands of other teachers who are employed for a pecuniary compensation. Suppose a person under obligation to furnish a minor apprentice with common school instruction for a given period; would not the violation of that duty furnish a claim for damages? The injury would be of the same character which a child suffers from the loss of the training and instruction which it is entitled to receive from its parents. The injury in these cases is not pecuniary in a very strict sense of the word, but it belongs to that class of wrongs as distinguished from injuries to the feelings and sentiments; and in my view, therefore, it falls within the term as used in the statute. It is argued by the defendant's counsel that there should be no recovery on these grounds, because the father is obliged to provide what the children have been deprived of by the loss of their mother. But this is not an adequate answer. The children have been deprived of that which they were entitled to receive, by the wrongful act of the defendant. Their loss may or may not be made up to them from another source; but in the meantime they are entitled to a fair and just compensation from the wrong-doers by the provisions of this statute. The damages given by the statute are the pecuniary injuries sustained by the widow, and the next of kin of the deceased resulting from such death; and which next of kin in the present case, are the children of the deceased. The recovery must therefore be confined to the pecuniary injuries which they and they only have sustained.

Judgment reversed and a new trial ordered.

Progress of Iowa.

The following communication in reference to the progress of Iowa is from the pen of a Des Moines, Iowa, correspondent of the Chicago *Tribune:*

The public mind is not given, at this time, to the consideration of any other than the all-engrossing topic of war. Yet it may be well to permit the mind occasionally to dwell upon the achievements of peace, and what it was doing for the great West. By calling to mind the progress of our own State, before grim war's alarms stayed the tide of immigration and improvement, we shall be better able to judge of the criminality of that rebellion that is striking at the life of the nation.

Having a leisure hour I have employed it in looking over the compendium of the late census, and in compiling the following facts from its deeply interesting pages. They deserve a wide publicity because of the many popular errors they correct, with regard to the productions of the prairie States. Iowa is fittingly following in the footsteps of Illinois in all that constitutes the greatness of an agricultural State.

STATISTICS COMPILED FROM LAST CENSUS.

	1850.	1860.
Population	$192,214	$637,913
Real Es. and per. prop.	$23,714,638	$247,338,265
Lands improved, acres.	824,682	3,780,253
Cash value of farms	16,657,567	118,741,405
Value of farming imp.	1,172,869	5,190,042
Value of live stock	3,698,275	21,776,786
Wheat, bushel	1,530,581	8,433,205
Rye, bushels	19,916	176,055
Indian Corn, bushels	8,656,790	41,116,994
Oats, bushels	1,524,345	1,079,653
Tobacco, lbs.	6,040	312,919
Wool, lbs	373,898	653,063
Peas and beans, bush.	4,775	45,570
Irish potatoes, bush.	276,120	2,700,525
Sweet potatoes, bush.	6,243	50,938
Barley, bush	25,093	454,116
Buckwheat, bush.	52,516	216,524
Orchard products.	$8,434	$131,234
Wine, gallons	420	3,706
Butter, lbs	2,171,188	11,416,002
Cheese, lbs	209,840	901,220
Hay, tons	89,055	707,260
Sorghum mol'sses, galls.		1,993,474

These statistics speak well for the growth of Iowa. They show a healthy, a marvellous progress. But for this war, the statistics of 1870, would show a rate of progress equally gratifying. For Iowa had just begun to recover from the effects of a serious financial revolution when the war began. Railroad enterprises were paralyzed, and the tide of emigration was checked just as the signs of the times gave promise of unusual prosperity. Let the people of Iowa remember this fact. In the dark catalogue of evils following in the train of a causeless rebellion, may be mentioned the blasting of cherished hopes in all the Western States.

It will surprise many to learn, as they will, from the census report, that there are but six States in the Union which produce more corn than Iowa. Ohio shows an increase of only ten millions of bushels in 1860, as compared with 1850, while Iowa makes an increase of nearly thirty-three millions of bushels.

As a wheat producing State, there is not that difference in favor of Ohio, as against Iowa, that many have been led to suppose.

Pittsburg, Ft. Wayne and Chicago Railway.

The following is a statement of the Pittsburgh, Fort Wayne and Chicago Railway Company, in General Account, January 31, 1863:

Cost of railway, equipment and structures		$17,799,353 22
Cost of supplies on hand for current operations		470,429 72
Amount due from other companies.		110,246 39
Miscellaneous assets		317,926 47
Cash in hand		504,201 05
Interest on bonds for one month		64,277 50
Construction expenditures for one month:		
On Eastern Division	$39,332 12	
On Western Division	60,424 54	
		99,756 66
Operating expenditures for one month, viz:		
Conducting transportation	$48,321 07	
Motive power	63,196 21	
Maintenance of way	42,999 36	
Maintenance of cars	15,139 02	
General expenses	15,449 04	
		185,104 70
Balance to debit of income account		195,459 59
		$19,746,755 30
Capital stock		$5,772,591 41
1st mortgage coupon bonds		5,250,000 00
2d mortgage coupon bonds		5,160,000 00
3d mortgage registered bonds		2,000,000 00
O. & P. R. R. bridge coupon bonds.		189,500 00
P., Ft. W. & C. R. R. Co. depot coupon bonds		337,173 00
Amount due other companies		56,539 25
Miscellaneous liabilities		30,685 70
Amount due for expenditures in January and prior		287,934 33
Amount due J. F. D. Lanier *et al.*, Trustees		313,192 75
Earnings for one month, viz:		
From freights	$232,320 42	
From passengers	86,284 03	
From express matter	2,936 25	
From mails	7,825 00	
From rent of railway	7,083 33	
From rent of buildings.	200 00	
From miscel. sources	691 35	
		337,350 38
Excess of expenditures over earnings in January ult		11,788 48
Total		$19,746,755 30

The Falmouth and Aquia Creek Railroad.

The business done upon this single track railroad foots up a large aggregate. Ten trains are now run daily between the two points, numbering about one hundred cars, transporting forage and provisions for the army, and about twelve hundred passengers. This is exclusive of extra trains, which are frequently run. Considering the amount of business done, the road has been remarkably free from accidents, none of a serious character having occurred since it has been in operation. The working of the road is under the charge of W. W. Wright, General Superintendent and Engineer, at Aquia Creek, assisted by Messrs. Jones and Chipman, Despatchers at Aquia, and A. J. Cheney, at Falmouth, George W. Miner, at Stoneman's Switch, A. H. Holden, at Potomac Run, and Wm. H. Glascott, at Brooks Station. The telegraph line between Falmouth and Aquia is of

great assistance in facilitating the operations of the railroad, besides transacting a large amount of business for the army. The operators at Falmouth, are Messrs. George Garland and A. C. Snyder.

Detroit and Milwaukee Railway.

The following is the revenue account of the Detroit and Milwaukee Railroad for the twelve months ending Dec. 31st, 1862:

EXPENSES.

	Amount.	Per cent. on gross receipts.
Maintenance of way	$79,527 66	9 17
Locomotive expenditure	93,852 92	10 71
Repairs and renewals of pass'ger and freight cars.	27,485 48	3 17
Passenger traffic expenses, including proportion of steam ferry across Lake Michigan and on the Detroit River	84,586 06	9 76
Freight traffic expenses, including do	143,518 74	16 55
General charges	25,877 35	2 97
Taxes and insurance	27,331 32	3 15
Total revenue expenditure	$481,179 53	55 48

RECEIPTS.

Passengers	$291,040 71
Freight and live stock	546,863 38
Mails and sundries	27,948 76
Amount received for rents	873 35
Total revenue receipts	$866,726 20
Total revenue expenditure	481,179 53
Excess of revenue receipts	$385,546 67

Cleveland and Toledo Railroad.

In connection with the recent declaration of a dividend by this company, the President has addressed the following Circular to the shareholders. It is dated Cleveland, Ohio, March 26, 1863:

The earnings of the Company for the current year ending April 30 will amount to $1,350,000, being an increase over the last year of $350,000, and the net earnings, after paying running expenses, interest on the bonded debt, and all contingencies, will amount to a little over 10 per cent. on the capital stock.

The floating debt of the Company has been entirely paid off, and the Company has $600,000 of cash on hand to pay the bonds maturing during the year 1863, and which are being now paid at the Corn Exchange Bank in New York when presented.

The Company has also an additional sum of $270,000 of money on hand, exclusive of dues from other companies on account of transportation arising from its current earnings, from which the foregoing dividend is to be paid. After payment of the dividend there will remain a balance of current earnings in hands of the Company of about $133,000, with six weeks' earnings yet to come in before the close of the current year, estimated at $75,000 net, making a surplus on the 30th of April of about $208,000 a portion of which it will be necessary to use the coming Summer in procuring additional locomotives and cars, and in putting in additional side-tracks, and in improving the general condition of the Company's property, so as to provide for the large increasing business coming upon the road during the Winter months.

The subject of consolidating the road of this Company with the line of road from Cleveland to Buffalo, which has been agitated in some newspaper articles, has not been brought to the notice of the Officers of this Company by any one connected with either of the roads east of Cleveland, and is a subject that would receive the attention which its importance demands whenever presented in any official shape.

The road of this Company possesses important advantages, both in location and charter, which cannot be overlooked. Situated as it is between two important and growing cities in Ohio, with radiating roads from each in nearly every direction, converging their traffic to those cities, which must pass over the road of this Company, it must be evident to even a casual observer that the earnings of this Company have not yet reached their maximum, but must continue to increase from year to year for some time to come. While this Company also possesses important privileges in its special charter, being unrestricted in the price it can charge on the transportation of passengers and property, "but may demand and receive from all persons and property such rates of toll as the corporation may think reasonable;" while most other roads in Ohio are limited by the general law of 1848 in the amount they can charge on the transportation of passengers and freight.

The present managers of the Company find, after three years, that they have paid off the large floating debt which was existing at that time, without increasing the bonded indebtedness for that purpose, that the construction account has been reduced $74,000, and that the Company is now in a condition to pay hereafter regular semi-annual dividends from its net earnings, and to meet its maturing bonds in cash, and with ample means on hand to improve the condition of the property and provide additional equipments to meet the future increasing business of the road.

The Sarnia Line of Transportation.

A tri-weekly line is announced in the Boston papers to connect, by steamers and rails, the Western and the Eastern States. Four steamers will ply between Chicago and Sarnia, at which point freight will be transferred to the Grand Trunk Railway and carried without breaking bulk to Portland.

Oil Creek Railway.

The Erie *Gazette* says the Oil Creek Railroad, twenty-seven miles long, is already doing a flourishing business. The gross earnings for February were $24,730 83, and the working expenses are under 25 per cent. The earnings for the week ending March 7th, were $5,470 67. The road will be extended ten miles further in a short time.

To Contractors.

Sealed proposals will be received by S. F. Miller, at McGregor, Iowa, for the grading and bridging, ready for the track, of the 1st division of twenty miles of the McGregor Western Railway.

Dover and Winnipisseogee Railroad.

This Company was organized on the 12th ult., by the choice of the following directors: William Hale, William Hill, John McDuffie, Samuel A. Walker, Edward C. Bates, Andrew Peirce, Jr., George M. Herring. The design of this corporation is to purchase the Cocheco Railroad; and by its charter it has the right to discontinue any part of this road, which it will do, we suppose, if it finds it necessary for the successful prosecution of its business.—*Dover Enquirer.*

Canal Boats.

The Albany *Argus* states that there are now building at various points in this State 214 boats, which will be ready for launching on the opening of navigation. These boats will average in capacity two hundred tons, thus adding forty-two thousand tons to the carrying capacity of the fleet.

There were 3,185 boats, good, bad and indifferent, afloat at the close of navigation last fall, and with the new will make a total of 3,339. Something over 2,000 of these boats are suitable for carrying grain—just how many is a matter of question.

Chicago Provision Trade.

The Beef and Pork packing season for 1862 and 1863, in Chicago, is now closed, and the results far exceed the most sanguine expectations of the trade.

The following table shows the amount of hogs packed in Chicago for eleven seasons:

Season.	No. Packed.
1852-'53	48,156
1853-'54	52,849
1854-'55	73,694
1855-'56	80,380
1856-'57	74,000
1857-'58	99,262
1858-'59	185,000
1859-'60	167,918
1860-'61	231,335
1861-'62	514,118
1862-'63	970,262

The following table shows the receipts and shipments of hogs during the packing season for eleven years:

Season.	Received.	Shipped.
1852-'53	65,158	10,000
1853-'54	83,980	10,628
1854-'55	138,565	52,881
1855-'56	308,588	187,753
1856-'57	220,702	103,074
1857-'58	213,216	88,546
1858-'59	251,102	46,434
1859-'60	255,384	71,266
1860-'61	354,684	119,886
1861-'62	746,697	228,682
1862-'63	1,236,645	846,881

In the above table no calculation is made for the large number brought in by teams from the country, and on the Michigan Central and Michigan Southern Railways. During the past season, long lines of farmer's wagons could have been seen coming into town, filled with dressed hogs, which they sold to the packers. This will account for the apparent discrepancy in our figures.

The following table shows the number of beeves packed in Chicago for twelve years:

Season.	No. Packed.
1851-'52	21,866
1852-'53	24,663
1853-'54	25,431
1854-'55	22,691
1855-'56	28,972
1856-'57	14,987
1857-'58	34,675
1858-'59	45,505
1859-'60	51,809
1860-'61	25,209
1861-'62	55,212
1862-'63	42,163

To give our readers some idea of the magnitude of the trade in beef cattle and hogs in this city, we append the following table, showing the receipts and shipments for a series of years:

	Hogs.		Beeves.	
Year.	Received.	Shipped.	Received.	Shipped.
1855	302,068	145,580	10,715	8,253
1856	293,625	281,540	21,950	22,502
1857	251,115	131,216	48,524	25,502
1858	530,009	176,368	113,151	43,149
1859	284,496	212,840	90,574	85,973
1860	355,851	156,284	155,753	104,122
1861	675,002	280,094	204,579	124,146
1862	1248,80	491,135	209,655	112,745

The following table will show the number of hogs packed at several points:

	1861-'2.	1862 '3.	Increase.
Chicago	514,118	970,262	456,144
Cincinnati	474,467	598,457	123,990
Milwaukee	99,471	182,365	83,704
Peoria, Ill.	35,325	80,000	44,675
Terre Haute, Ind.	60,268	80,593	20,325
Keokuk, Iowa	45,000	112,000	62,000
Burlington, Iowa	50,650	61,000	10,400
Lafayette, Ind	38,000	56,602	18,602
Beardstown, Ill.	9,365	14,660	5,295
St. Joseph, Mo.	4,000	8,000	4,000

—*Chicago Tribune.*

American Gold—Government Securities—Railroad Stocks.

Statement showing the daily fluctuations in the prices of Gold and Government Securities at the New York Stock Exchange for March, 1863:

Day of Month.	American Gold Coin.	Demand Notes.	7 3/10 Treas. Bonds.	6 p.c. Coup. Bonds, '81.	Debt (old) Certific.
Mo. 2...	171¼@171¾	171¼@171¾	104¾@105	100½@101¼	98¼@ 99
Tu. 3...	171 @171¾	171 @171¼	104¾@105	100½@101¼	98¼@ 99
W. 4...	165 @168	....@168	105 @105½	100½@101¼	98¼@ 99
Th. 5...	157 @158	....@157½	104¾@105½	100½@100¾	98½@ 99
Fri. 6...	150 @154	....@152	104½@105	100½@100¾	98¼@ 98½
S. 7...	154¾@155½	....@155½	....@105	100½@100¾	98½@ 98½
M. 9...	155½@157½	....@155	105 @105½	101 @101¼	98¼@ 99
Tu. 10...	160 @163	160 @162	104¾@105½	....@101¼	....@ 98½
W. 11...	157½@158½	....@158	105½@106	102 @102½	99¼@ 99½
Th. 12...	158½@160½	....@....	105½@106½	102½@103	99¼@100
Fri. 13...	159 @161½	....@160½	105½@106½	103 @103½	99¼@ 99½
S. 14...	157½@158½	....@....	105½@106	102½@103	99¼@100
M. 16...	154½@155½	....@....	105½@106	102½@103½	99½@ 99½
Tu. 17...	154½@155½	....@....	106 @106½	103½@104	99¼@ 99½
W. 18...	153½@155	....@....	106½@106¾	104 @104½	99½@ 99½
Th. 19...	154½@155½	....@....	106½@106½	104 @104½	99½@ 99½
Fri. 20...	154½@155	....@....	106½@107	....@104	99½@ 99½
S. 21...	153½@154½	....@....	106½@107	103½@104½	....@100
M. 28...	151 @153½	....@153½	107 @107½	104½@104¾	99½@100½
Tu. 24...	145½@149	....@....	106½@107½	104½@105½	....@100
W. 25...	139½@141½	....@141	105½@106½	104½@105½	....@100
Th. 26...	139 @140½	....@....	106½@106½	105 @105½	....@100
Fri. 27...	140 @140½	....@....	106½@106½	105 @105½	100 @100½
S. 28...	142½@143½	....@....	106½@106½	104½@105½	....@100
M. 30...	144½@147½	....@....	106½@107	....@105	99½@100½
Tu. 31...	148½@150	....@....	106½@107½	105½@105½	....@100
March ..	139 @171¾	141 @171¾	104¾@107½	100½@105½	98½@100½
Feb'y...	152½@172½	151½@171½	101½@105½	93½@102½	94 @ 99
Jan'y...	133½@160½	128 @165½	100 @103½	93½@ 99	94½@ 97½

The following is a comparison of the prices of the principal stocks sold at the Stock Exchange at the close of March, 1862 and 1863:

	1862.	1863.		1862.	1863.
American Gold	101½	150	N.Y. & Harl. R.R.	12½	46½
U.S. Demand Notes	100½	150	" " " pref.	30½	85½
U.S. 6s, 1881, coup.	93	105½	Panama R. R.	120	186
U.S. 5s, 1874, coup.	87½	97	Mich. Cent. R. R.	55½	100½
U.S. 7 3/10 Treas. notes	99½	107½	M. S. & N. Ind. R.R.	22½	56
U.S. D't Certificates	96½	100	" " " guar.	46	99½
Virginia 6s	57½	62	Ill. Centr. R.R. scrip	61½	89
Missouri 6s	57½	61½	Clev. & Pittsb. R. R.	17½	68½
Tennessee 6s	56½	61	Clev. & Toledo R. R.	45½	96½
California 7s	86	126½	Gal. & Chic. R. R.	67½	92½
N. Y. Central R. R.	82½	113½	Chic. & R. I. R. R.	55½	93
Erie R. R.	36½	77	Chic., B. & Q. R. R.	61½	108½
" " pref.	60½	97	Pacific Mail S. Ship.	97½	190
Hudson River R. R.	35½	101½	Del. & Huds. Canal.	89	123
Phil. & Read. R. R.	41½	88½	Penn. Coal	81	112

The annexed table extends the comparison of the principal railroad stocks to their aggregate amounts—the 1st column showing the amount issued, the 2d and 3d columns the market (currency) value, and the 4th and 5th the market value reduced to gold value:

Stocks.	Amount issued.	Market (curr.) value. 1862.	Market (curr.) value. 1863.	Value in gold 1862.	Value in gold 1863.
N. Y. Central	$24,000,000	$19,800,000	$27,189,000	$19,459,440	$18,120,000
Erie	11,000,000	4,028,800	8,470,000	3,959,504	5,846,666
" preferred	8,535,700	5,196,107	8,279,029	5,106,734	5,519,753
Hudson River	8,758,466	1,343,516	3,824,239	1,320,541	2,549,493
N. Y. & Harlem	5,717,100	714,637	2,658,451	702,315	1,772,301
" " pref.	1,500,000	461,250	1,282,500	452,416	855,000
Phila. & Reading	10,859,000	4,533,966	9,185,129	4,455,982	6,123,420
Panama	5,000,000	6,000,000	9,300,000	5,896,800	6,200,000
Michigan Centr.	7,899,489	4,384,216	7,928,986	4,308,808	5,285,990
M. S. & N. Ind.	6,857,707	1,568,700	3,840,316	1,541,718	2,560,211
" " guar.	2,983,000	1,372,218	2,968,085	1,348,578	1,978,723
Illinois Central	15,277,500	9,357,474	13,596,975	9,196,525	9,064,650
Clev. & Pittsb'g	3,832,712	661,843	2,634,989	650,459	1,756,662
Clev. & Toledo	3,343,800	1,521,429	3,226,767	1,495,260	2,151,178
Galena & Chic.	6,028,400	4,076,705	5,576,270	4,006,586	3,717,513
Chic. & Rock I.	5,603,000	3,095,660	5,210,790	3,042,414	3,473,860
Chic., B. & Qu'cy	4,791,540	2,946,767	5,210,800	2,896,949	3,473,867
March	$126,898,114	$71,063,318	$120,373,926	$69,841,029	$80,249,284
February*	126,898,114	71,593,512	123,049,412	70,918,454	71,544,643
January†	126,898,114	70,053,398	124,974,331	67,776,662	77,796,526
Movement Jan. to Feb. total		+1,510,114	—1,924,919	+2,241,792	—6,251,883
" Feb. to March "		—530,194	—3,675,486	—1,077,425	+8,704,641
Movement Jan. to Feb. p. ct.		+2.19848	—1.54025	+3.30762	—8.03620
" Feb. to March "		—0.74056	—2.98700	—1.51924	+12.16533
Movem't 1862 to 1863, March		+49,310,608=69.39 p.ct.		+10,408,258=14.90 p.ct.	
" " " Feb.		+51,455,900=71.87 "		+1,526,189= 2.18 "	
" " " Jan.		+54,920,933=78.39 "		+10,019,864=14.78 "	

* Detail in JOURNAL, 14th March. † Detail in JOURNAL, 7th Febr'y.

Commerce of New York.

The Custom House tables of the trade of New York for February present the following results:

	1861.	1862.	1863.
IMPORTS.			
Entered for consumption	$7,003,399	$7,058,174	$7,372,539
Entered for warehouse	3,752,678	3,370,486	3,657,775
Free goods	3,312,563	3,381,473	783,561
Specie	2,274,067	62,000	213,971
Total entered at the port	$16,341,697	$13,872,140	$12,027,846
Withdrawn from warehouse	5,781,728	3,466,641	2,499,127
Cash duties	2,528,736	3,565,063	3,590,713
EXPORTS.			
Domestic produce	$10,236,820	$10,078,101	$17,780,586
Foreign produce, dutiable	429,527	208,757	610,009
Foreign produce, free	137,950	49,066	43,889
Specie	1,102,926	3,776,919	3,965,664
Total exported from the port	$11,907,233	$14,112,843	$22,400,148
Total, exclusive of specie	10,804,307	10,335,924	18,434,484
Exchange on London, 60 days	108a109	113a115½	170½a190½

The following is a statement of the imports and exports for the first eight months of the fiscal year:

	Imports incl. specie.	Domestic Exports. Merch'dise.	Specie.	Total.	Exports of foreign merchandise, dutiable and free.
July, 1862	$20,353,202	$14,050,437	$8,067,337	$22,117,774	
Aug. "	14,304,843	13,046,389	3,713,572	16,759,921	
Sept. "	18,147,917	14,734,993	3,085,919	17,840,912	
Oct. "	13,413,906	19,476,947	6,707,519	26,184,466	
Nov. "	10,309,398	14,060,340	6,213,251	20,273,591	
Dec. "	13,073,618	14,805,112	3,673,112	18,478,224	
Jan'ry, 1863	15,739,576	14,329,398	4,264,574	18,953,972	
Feb'ry, "	12,027,846	17,780,586	3,965,664	21,746,250	
1862-'63	$117,369,306	123,284,202	40,050,908	163,335,110	6,281,976
1861-'62	85,402,885	91,890,134	7,422,025	99,312,159	2,669,624
1860-'61	163,711,492	77,427,209	21,773,249	99,200,458	4,645,395

Railroad Earnings—January.

Railroads.	Miles of Road operated.	Gross Earnings. 1862.	Gross Earnings. 1863.	Earn'gs p. mile. 1862.	Earn'gs p. mile. 1863.
Chicago, Burlington & Quincy	301	$187,772	$242,729	$624	$806
Chicago & Alton	281	67,610	96,306	241	342
Chicago & Rock Island	229	120,776	139,686	528	610
Chicago & Northwestern	213*	46,605	68,143	219	281
Clev., Columbus & Cincinnati	185	135,849	166,687	734	901
Cleveland & Toledo	173	106,263	145,950	614	844
Erie	633	699,097	885,453	1,104	1,320
Galena & Chicago	261	109,867	132,517	421	507
Hudson River	150	307,380	458,953	2,049	3,059
Illinois Central	708	190,130	267,061	268	377
Lacrosse & Milwaukee	200	61,055	66,699	305	333
Milwaukee & Prairie du Chien	234	63,903	67,135	273	287
Michigan Central	527	230,159	242,073	436	459
Mich. Southern & N. Indiana	329	163,152	248,784	499	756
New York & Harlem	154	100,604	129,775	653	843
Philadelphia & Reading	151	192,216	335,685	1,273	2,223
Pittsburg, Ft. Wayne & Chicago	467	293,420	338,752	628	725
Toledo & Wabash	244	82,235	86,321	337	354
Total 18 roads	5,440†	$3,158,043	$4,068,709	$580	$744

* In 1863, 242 miles. † In 1863, 5,469 miles.

The increase of earnings per mile for 1863 over 1862 as shown in the total is equal to 28.27 per centum.

Banks of Massachusetts.

Table showing the average monthly condition of all the banks in Massachusetts for the year ending 30th Sept. 1862:

		Capital.	Loans, etc.	Specie.	Deposits.	Circulation.
1861	Oct.	$67,331,700	$110,940,984	$8,707,616	$33,372,274	$19,790,375
	Nov.	67,344,200	109,482,624	8,999,700	32,447,235	19,547,367
	Dec.	67,344,200	111,862,145	10,824,820	36,327,606	18,987,502
1862	Jan.	67,344,200	109,911,273	10,537,113	34,379,006	19,510,687
	Feb.	67,344,200	108,204,946	9,313,451	31,310,372	19,717,194
	Mar.	67,644,200	108,469,092	10,317,122	28,941,225	20,063,616
	Apr.	67,644,200	108,201,305	10,891,997	30,184,341	20,966,446
	May	67,619,200	106,608,573	10,246,695	34,575,533	20,312,345
	June	67,544,200	109,634,842	9,363,465	36,079,403	21,391,873
	July	67,544,200	114,430,417	9,778,560	37,471,133	24,211,021
	Aug.	67,544,200	117,849,232	9,789,686	37,217,256	24,891,872
	Sept.	67,544,200	121,439,134	9,758,316	38,771,147	26,845,759
Aver. for y.		$67,482,742	$111,421,214	$9,852,363	$34,343,709	$21,352,649
Av. for 1860		67,065,118	108,911,716	7,041,434	27,082,871	20,719,151

The progress of banking in the State, as exhibited by the amount of capital, immediate liabilities and specie since 1815 at quinquennial periods has been as follows:

Years.	Capital Invested.	Deposits and Circulation.	Specie in vaults.	Specie to liabilities.
1815	$11,287,500	$5,658,502	$3,277,884	57.89 p. ct.
1820	10,600,000	5,759,420	1,304,600	22.65 "
1825	14,535,000	6,223,210	1,039,120	16.53 "
1830	19,295,000	8,699,047	1,258,444	14.46 "
1835	30,410,000	15,852,624	1,136,444	7.16 "
1840	38,750,000	16,370,293	2,991,804	18.22 "
1845	30,970,000	26,007,820	3,357,904	12.90 "
1850	36,925,050	28,182,654	2,993,178	10.62 "
1855	58,632,350	45,089,304	4,409,402	9.77 "
1860	66,482,050	55,259,288	6,567,888	11.88 "

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,342	6	1868	100
		6	1868	107
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	99½
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	96
		5	1874	97½
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1871	91
		6	1871	96½
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,000	6	1881	103½
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	104½
		6	1881	105½
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	139,993,000	7.3	1864	105½
		7.3	1864	105½
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,350	6	1882	103½
		6	1882	103½
Treasury Notes—				
Under Acts 28 June, '60, and 3 Feb. and 2 March, '61	2,750,250	6	2 y'rs	154½
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju. & 5 Au. '61 & 17 Ma. '62 — convert. into 20 y'r b'ds due '81	14,913,316	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	100½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	128½
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	110
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — "	2,073,750	6	'63-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	105½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	108
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,702,000	6	'60-'77	109
" —University Fund Interest Bonds of 1861	650,000	6	1879	110
" —War Fund Bonds of 1861	2,000,000	6	1879	102½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " "	2,054,298	2½	18...	55
" —Canal Preferred Certificates	4,079,500	5	18...	----
" — " " (special) Certificates	1,216,737	5	18...	----
" —Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	100
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	100
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	104
" — " " (banks)	800,000	5	18...	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	75
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	669,000	6	'63-'77	114
" —War Loan of 1861	800,000	6	1871	115½
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,000	5	'61-'72	134
" — " " of 1861 "	247,000	6	'68-'72	132
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	130
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	107
" —War Loan: Coupon Bonds 1861	565,500	7	1881	101½
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	60½
" — " "	100,000	6	1862	65
" — " " (loans to Railroads)	23,800,000	6	'72-'86	88½
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	184,750	6	Var.	----
" —War Loan of 1861	531,330	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — "	----------	6	65-'66	112
" — "	----------	6	'72-'75	121½
" — "	----------	6	1874	128
" — "	----------	5½	1865	----
" — "	----------	5	'66-'74	110
" — "	----------	6	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18...	74
Ohio—Inscribed Certificates	4,095,309	6	1881	115
" — " "	1,015,000	5	1865	103
" — " "	2,183,531	6	1870	120
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	118
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	103
" —War Loan (1861)	1,212,039	6	1868	----

State Loan	$6,756,654
Railroad Loan	339,000
Canal Debt—(old)	9,739,025
" " —(new)	13,200,000
" " —(misc.)	642,585
" " —(floating)	2,500,000

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates (1st January, 1862)	37,687,760	5	'61-'82	105½
		5	'61-'82	102
" — " "	400,630	6	1879	114½
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	60
—War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	110½
" —War Loan (1861)	----------	---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	66
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	120
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	120
" — " " (Bank Stock)	553,966	6	1870	118
" — " " (Improvement Stock)	4,963,215	6	1890	120
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	126½
" —Coupon Bonds (Water)	6,228,787	5	Var.	125
Chicago—Coupon Bonds (Municipal)	860,000	6	18...	98
" — " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18...	----
" — " " (Water Works)	1,133,000	7	18...	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,068,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'62-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,364,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,184,500	6	1888	----
Troy, N. Y —Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	97½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	105
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100
" " 2d " " "	3,980,670	6	1882	71½
" " Improvement " "	586,500	6	1870	61
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	42
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	23
West Branch & Susquehanna: 1st Mort. (S. F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,525,700	---	------	96
Housatonic Preferred	1,180,000	8	------	59½
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	100
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110
" " " 2d "	1,014,000	7	------	77
New York & Harlem, Preferred	1,020,000	---	------	85
Philadelphia & Reading, Preferred	1,551,300	7	------	55

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	121,272	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,517,612
1863	242,729	204,537	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	90,296	1,098,464
1862	72,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,689	119,409	115,201	111,955	1,225,001
1863	96,206	107,443	106,816	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,389	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,406	134,522	1,328,375
1863	139,686	126,521	119,836	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	23,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	961,157
1863	68,143	81,750	99,077	------	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,072	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,849	110,836	113,912	114,885	119,984	122,524	131,687	168,834	170,565	172,296	177,410	179,553	1,713,637
1863	166,687	152,435	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,852	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	75,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	104,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	147,487	164,845	------	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,857	328,047	461,495	557,985	473,366	384,379	383,322	389373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	411,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419 010	515,948	719,354	734,168	714,211	6,214,182
1862	699,097	601,595	633,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	965,859	8,400,334
1863	836,453	829,734	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	83,708	122,008	110,656	88,527	119,280	208 803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,565	93,449	80, 05	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,72 ,.96
1862	109,867	105,424	74,346	90,180	138,194	225,048	190,456	129,019	188,370	263,575	159,530	143,532	1,777,541
1863	132,517	121,161	124,097	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232 3	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	178,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	292,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	141,894	149,592	139,102	181,612	246,829	245,892	250,742	192,322	2,123,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,236	372,593	359,413	3,445,827
1863	267,061	269,198	265,773	------	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	63,673	137,157	164,809	122,863	63,771	1,095,049
1863	66,690	66,686	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	88,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,168,949
1863	67,135	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,491	134,685	127,273	196,821	233,851	273,722	203,492	134,972	2,068,898
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,064	279,589	2,663,569
1863	248,784	230,508	254,208	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	198,540	251,423	300,474	196,182	129,922	2,025 142
1861	142,324	119,764	151,471	172,614	149,550	133,620	123,377	144,982	236,843	307,333	242,089	200,134	2 124,814
1862	230,159	159,658	151,902	175,696	188,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	604,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	644,494	692,382	868,985	811,458	750,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,668	89,239	91,199	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,593	90,463	89,577	93,378	100 6 9	104,113	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,071	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	87,904	101,857	103,223	99,435	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,681	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,368	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,074	253,996	254,285	338,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	385,686	361,834	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	359,963	3,734,290
1863	387,350	361,852	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	39,007	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,839	46,340	757,155
1860	43,867	43,003	64,605	74.167	68,731	68,001	83,836	124,381	103,408	124,293	77,663	50,848	926,908
1861	59,804	47,045	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,086	92,574	1,172,103
1862	82,235	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,548	109,915	1,378,633
1863	86,321	91,970	103,066	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7			------	----
Mortgage	$109,500	7			------	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	----
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	----
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	535,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	----
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1888	----
Mortgage Coupon " 1853	2,500.000	6	April & Oct.	Baltimore.	1885	104
" " " 1850	700,000	6	Jan. & July.	"	1880	107
" " " 1855	1,128,500	6	Jan. & July.	"	1875	106
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	106½
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	112
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1860	101½
2d Mortgage	162,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	...
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	870	----
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	109
2d Mortgage coupon	380,000	7	May & Nov.	" "	------	86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200.000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	...	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104½
Mort. (chgd from Sterl'g)	885.000	5	"	London.	1889	104½
Mortgage	800,000	6	"	New York.	1863	----
Mortgage	1,700,000	6	"	"	1875	108½
Sterling (£210,000)	1,008,000	5	"	London.	1864	----
Sterling (£225,000)	1,080,000	6	"	"	1864	----
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of Georgia:						
Mortgage	86,067	7			1863	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	111
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	111
2d Mortgage	800,000	7	June & Dec.	New York.	1865	92
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	65
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	34
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	7			------	----
2d Mortgage	1,000,000	7			------	----
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	125
" " " inconvertible	2,690,000	8	" "	" "	1883	125
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	----
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	----
" " " Plain	28,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	109
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	----
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.	------	109½
1st Mortgage (general)	3,800,000	7	" "	" "	------	78½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	95½
2d Mortgage	2,000,000	6	" "	" "	------	48½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	------	98
Green Bay Extension Bonds	300.000	7	" "	" "	------	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mort age	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7			------	----
3d Mortgage	158,000	7			------	----
Income	250,500	7			------	----
Tunnel Right	1,000,000	7			------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	103
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	600,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	110
2d Mort. (M. L.) or 1st Extension	1,180,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	79
River Line Bonds	20,000	7			1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	----
Tol., Nor and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27.500	7	June & Dec.	" "	1862	----
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	----
C. and T. Income (convertible)	256.000	7	" "		1864	----
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1875	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900	...	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	----
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage	-------	7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000	...	April & Oct.	New York.	1871	116½
1st Mortgage (E. Extension)	1,499,000	...	" "	" "	1875	115
2d Mortgage	2,516,500	...	March & Sept.	" "	1891	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	560,000	8			------	----
Dubuque and Pacific:						
New Construction	800,000	...			------	----
Dubuque Western:						
1st Mortgage	344,000	†			------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	...			------	----
Endorsed by State of Tennessee	150,000	...			------	----
Mortgage (ordinary)	790,688	...			------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	...			------	----
Endorsed by State of Tennes.	200,000	...			------	----
1st Mortgage (after State)	100,000	...			------	----
Redeemable in Stock	66,950	...			------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	----
Free Land, 2d Mortgage	1,500,000	8			1891	----
Florida and Alabama:						
Internal Improvement (State)	-------	7			1891	----
Free Land, 2d Mortgage	-------	8			1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	62-'63	114½
1st Mortgage (Extended)	871,000	7	" "	" "	1882	116
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	111
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1848	115
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	88½
Land Security	5,000,000	7	April & Oct.	" "	1891	70
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1868	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	115
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	113
Convertible	1,002,000	7	" "	" "	1867	107
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	120
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			110
Income	281,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "		100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town).	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	112½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		32
2d Land Grant (Western Div.)	353,600	†	" "	"		32
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6				
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	109½
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7				
Louisville and Frankfort:						
Louisville Loan	174,000					
1st Mortgage	248,000	---				
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N Y. & Boston	1869	114
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	904,000	7	March & Sept.	" "	1861	107
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1868	88
Goshen Air Line	1,116,000	7	" "	" "	1868	104
Detroit and Toledo	684,000	7	" "	" "	1876	104½
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	113
2d General Mortgage	2,572,000	7	" "	" "	1877	104
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	105
1st Preferred stock	1,051,000	8				103
2d Preferred stock	1,014,000	7				90
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				56½
Mississippi and Tennessee:						
Tennessee State Loan	93,000	6			1895	----
Mississippi State Loan	202,799	6				----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				----
Tennessee State Loan	674,860	6				----
Alabama State Loan	389,410	6				----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				----
Montgomery and West Point:						
Alabama State Loan	122,622	---				----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	112
Muscogee:						
1st Mortgage	249,000	7				----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,800	---				----
Chat. and Clev. Subsc. (endors.)	231,000	---				----
***New Albany and Salem:**						
Crawfordsville	175,000	7				----
1st Mortgage	500,000	10				----
1st Mortgage	2,235,000	6				----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey:						
Company's (various)	668,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '65	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	113
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	118½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	113
Real Estate (S. F.) Bonds	185,000	6	" "	" "	1883	111
Real Estate Bonds	252,975	6	" "	" "	1883	106
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103½
Convertible Bonds	980,000	7	Feb. & Aug.	" "	1876	122
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	114
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	106
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	105½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	102
3d Mortgage	980,300	7	Jan. & July.	" "	1867	107½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	111½
Mortgage Bonds, Coupon	978,000	6	April & Oct.		1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1868	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	101
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	102
2d Mortgage	3,077,000	7†	" "	" "	1861	17½
North Missouri:						
State Loan (30 years)	4,350,000	6	----	----	----	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "	"	1857	110
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	----	----	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	----	----	----	90
State Loan (S. W. Branch)	1,268,000	6	----	----	----	----
Construction	3,235,000	6	----	----	----	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	114
2d Mortgage	2,421,000	6	April & Oct.	"	1875	110
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	106½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	158,800	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	600,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	104
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	109½
" 1844, (convertible)	863,000	6	" "	"	1880	114½
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	103
" 1856, "	1,475,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	139
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	----	----	----	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	78
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†	----	----	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1900	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	64
2d Mortgage	937,500	7	" "	"	1863	11½
3d Mortgage	435,950	7	" "	"	1863	1½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----	----	1856	----
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	122,083	7	----	----	1873	----
South Carolina:						
State Loan	167,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	8
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103
" " (series B)	1,100,000	7	April & Oct.	"	1894	103
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	89½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	89½
" " Income (series E)	1,700,000	7	" "	"	1894	81
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1868	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	103½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	103½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	91½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1890	91½
Interest Bonds	111,895	7	----	----	----	81
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	51
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	10½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	109½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's, endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenance.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,653	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,565	30,991	—	335,010	169,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	67.0	—	....	171.6	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61				209.5				*North East and South West*	.....	.....	—	.....	.....	.....	.....					—	.....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	.....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11½	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	199,358	225,292	25,565	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	283,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	696,827	66.0	156,906	151,731	38,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,800	808,060	301,979	....	123
30 Nov. '62	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	214,100	2,122,500	700,000	99,600	.....	66.4	.....	353,665	158,917	—	83
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6¼	.....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
— — '62	100.0	3.0	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	738,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,990,173	229.0	879 468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,186	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,475,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,522,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,058	281.0	976,381	1,225,001	457,784	....	63½
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,115	168.0	1,067,025	1,561,227	679,772	....	108
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	168,095	2,050,066	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,628	—	104½
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	766,949	1,054,704	415,971	3	90
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,389	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,641	814,605	6	92
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,528	....	.....
31 Dec. '62	454.8	252.8	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	88
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	ope.	by Chic.	& R. Is.	126,000	—	.....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '61	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper.by	Bur. &	Quincy	—	.....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	218.0	—	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	218.0	.....	1,117,603	566,020	—	32
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,210,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	138,009	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,367,284	140,689	3,458,106	110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,989	—	.....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	28	...	.....	Madison and Indianapolis	2,687,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	430,563	99,080	—	.....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40-	—	.....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	78.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,422	73 0	319,251	563,314	361,273	12	126
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,668	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	.....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Kook., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Kook., Mt. Pleasant and Musc.	745,703	*	—	548,216	414.000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	428,406	227,534	—	.....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	624,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	65
— — '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	604,444	71,000	—	.....	13 0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	....	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	180,000	—	736,312	29.0	.....	108,944	43,267	—	.....
30 Jun. '61	65.1	—	....	—				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	80
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,465,250	269 0	613,303	716,478	371,122	—	66
— — '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
— — —	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,865,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	556 434	—	.....
21 Aug '60	59.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2d Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,346,574	137.0	.....	318,505	94,088	—	6
31 Dec, '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec, '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,988	1,859,147	54.7	oper. by	An.&K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,476	245,388	115,732	6	115
31 May,'59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May,'61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	379.5	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	85½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec, '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	3½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	28.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	109
31 May,'62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,360	412,569	465,758	4,076,974	—	75,150	4,908,723	119.3	599,048	732,427	290,406	6	125
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	—	61.8	.....	588,871	272,429	8	131
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	136
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	18	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	260,836	122,956	6	108
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	104
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,054	6	114
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,525	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	99½
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	598,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H.&N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	383,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	43,542	8	135
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	95
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,093	133,585	.....	.....	.....	18,291	.....	—	60
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	125
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	109
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	134
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	110
30 Nov. '61	11.6	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,686	150,000	2,768	.....	11.5	.....	50,155	11,578	—	10½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	14.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	36
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.& W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	151
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.8	75½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,808	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May,'62	284.8	—	29.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	101½
31 Mar. '62	246.0	281.0	.....	—	83	104	935	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	627.0	1,775,728	2,250,518	1,137,548	—	58½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,003,000	402,193	19,550,960	189.0	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	—	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	28.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	42
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,781	63.6	.....	327,741	125,159	—	35½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	64½
30 Sep. '59	40.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	129
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	101
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	9	122½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	18	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	70
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 8	.....	241,503	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,918,858	*	6,000,000	2,710,800	7,166,000	—	12,171,200	124 2	.....	2,058,989	913,829	12	168
31 Dec. '61	60.2	—	.....	—	—	—	.....	Camden and Atlantic (Pref.)	1,833,935	*	—	899,383	1,037,376	92,211	2,028,950	60.2	.....	99,433	80,076	—	17
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	5,507,812	606,542	—	3,630,000	2,000,000	320,433	6,322,103	64.0	697,204	1,397,586	774,341	10	177
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	.....	Leased	to Erie	Co.	—	.....
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '62	33.8	—	.....	—	—	—	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	—	5,695,704	33.8	512,349	1,111,087	592,699	10	160
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,929	*	—	156,850	200,000	70,786	427,636	21.2	—	89,804	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	83,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	850,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec, '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	111
31 Dec '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	—	23,076	789,946	—	—	84,302	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,000	50,000	—	oper. by Rens. & Sarat.					—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,559	—	—	1,000,000	1,388,359	—	2,388,359	oper. by Western.					100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,450	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,084,289	284,337	—	1,300,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	276,486	—	85
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	105½
30 Sep. '62	144.0	4.0	115.0	—	65	117	638	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	298,424	15,193,890	259.0	—	2,780,386	707,592	—	36
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	85
30 Sep. '62	297.6	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782 580	24,000,000	14,279,583	—	41,866,835	654.9	5,268,772	9,356,828	3,749,077	64	116
31 Dec. '62	469.0	97.0	392.0	—	226	101	3,279	Erie	39,021,292	*	—	19,975,200	20,131,500	682,029	41,427,172	653.0	4,835,359	8,400,334	1,630,351	—	76
30 Sep. '61	8.6	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	180.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,759	650,864	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	49
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.			60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	726,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	99 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	5	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,558,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	658,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B., N. Y. & E.		4,996	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sackette Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,000	oper. by Rens. & Sar.				5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	65,102	193,687	70,919	327,708	13.3	—	16,543	8,594	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,163	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,988	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	oper. b. Hud's. River.				6	68½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	?10,000	oper. by other Co's.				—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	—	oper. by	Erie R. W. Co.		—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,905	327,304	—	1,499,000	730,500	102,947	2,330,947	107.7	216,435	353,441	164,672	6	80½
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,563	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	36,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,800	1,130,470	1,046,000	51,300	2,934,509	171.9	—	469 458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
25 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	—	404,533	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	17½
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	135
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	151.8	304,168	190,745	19,180	—	—
31 Dec. '61	135.4	5.8	—	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	—	5,917 359	141.2	707.160	1,263,253	704,819	10	160
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	99
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	20,000	4 888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,536,694	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	—	—	1,436,317	552,800	—	68½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	8	96½
31 Dec. '58	61.4	—	—	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. w. Lit. Miami.		177,371	8	150	
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,158	222,951	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,855	152,694	—	45.0	—	128,170	33,412	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	82.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	99,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,866	50,000	3,965	—	13.0	24.000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,256	500 524	442,002	2,981,267	1,400,000	—	4,960,780	138.0	814,900	1,336,991	632,114	8	156
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.5	—	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,649,429	192.3	—	—	829,432	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,908,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '62	158.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,128	5,277,418	205.9	401,452	438,153	107,038	—	—
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,808,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.				—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,060,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,360	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	51
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55,029	—	1
31 Aug '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,589	10	67
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	53,359	3,472,746	146.0	—	289,137	219,545	2,490	8
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,175 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,080	—	148
30 Nov. '61	35.8	—	2.3	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	—	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252.639	307,496	180,149	—	38
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	oper. b. Buf. & S. L.				10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn. R.R. Co.		144	66½
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,283	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	173,941	62,897	—	15
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114.774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,258,350	1,405,000	52,258	3,770,608	46.0	339,089	339,084	234,976	8	76
30 Nov. '61	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	oper. by Catawissa R.R Co.				—	45½
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	—	—	528,246	326,933	6	60
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,357	—	3,248,600	—	—	3,248,600	130.0	293,692	619,043	335,671	11	66
30 Nov. '62	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,485 476	408,187	—	3,147,250	2,860,000	—	6,447,780	65.7	273 334	397,186	218,980	—	114
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541.156	447 522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,559	423.0	4,413,036	7,300.001	3,646,938	6	67
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	150,000	—	20.0	—	1,637	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	235,489	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,966	110,287	7	58
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,431,451	645,170	11,548,929	12,411,600	—	25,225.48	151.4	1,795,927	2,906,838	1,412,906	—	44½
30 Nov. 61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	999,200	250,000	—	1,249,200	23.0	oper. by	Cam. & Amboy		8	160

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Equipment. Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
1 Oct. '61	98.0	6 0	—	—	32	109	565	PENNSYLVANIA, (*Continued.*) Phila., Wilmington and Balt.	7,021 713	741,425	142,840	5,600,000	2,475.500	140,993	8,742,000	290.5	439,780	1,516.935	675,484	6½	68
31 Oct. '61	59.0	13.0	5.0	38.5	8	5	59	Pittsburg and Connellsville	2.828.895	90,803	—	1.756,436	1,500,000	85,312	3,428,836	22.0	11,408	70,228	21.21?	—	.....
31 Dec. '62	467.5	—	68.7	—	104	80	1,261	Pitsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,591	12,935,173	—	19,451,677	467.5	.....	2,734,290	1,092,081	—	58½
30 Sep. '59	31.0	—	....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Nov. '61	9.2	15.3	4.9	—	.....	.....	.....	Schuylkill Valley	578,616	*	—	576,050	.....	.....	578,616	24.5	oper. by	Ph. & Reading.		5	.....
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	29,460	363,004	500,000	822,117	5,435	1,327 552	.....	.....	105,568	55,143	.....	40
30 Sep. '61	148.0	—	8.5	289.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,925	341,582	149,082	—	43½
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77.999	—	367,300	398,500	65,726	.....	29.6	68,543	101.499	64,270	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	6
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	—	.....	62.0	240,449	331.522	105,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	4.7,?17	*	—	4.7,?17	8,500	—	.....	13.6	.....	26,454	6,914	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,268	151,536	6	.....
— — '58	40.3	—	....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400.000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	325,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,588	8,527	—	.....
28 Feb. '59	102.0	—	....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	.....	.....	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	512,000	60,900	.....	30.0	29,345	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,636,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	516,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	66,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.6	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,586	.....	50.0	31,300	82,670	.....	—	.....
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	....	756 0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.5	8	5	153	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,386,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	.....	1,380,695	oper. by Vt. Central		.....	.....	—	149
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45 930	8,522	—	.....
31 Aug. '60	54.0	10.5	....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	oper. by Troy & Bost.		55,858	.....	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	186,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,158	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	.....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,068,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,500	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,436,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,728,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Fredericks & Potomac	1,985,579	*	52,800	1.041,880	643,960	96,828	.....	78.6	150,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,489,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541.197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 June '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	82.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,903,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	27.8	—	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60.066	.....	—	.....
31 Dec. '61	191.9	42.6	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,089	—	56
— — '57	50.0	—	35.0	—	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	38 8	—	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by Fox River Vall.		.....	.....	—	.....
								CANADA.													
31 July '62	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11.938.000	16.10	.....	235.420	55,495	—	.....
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	11
— — '62	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	924.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46.954.261	761.0	2,049,997	1,069,219	4,000	6	88
31 July, '62	229.0	128.0	....	—	52	126	1,686	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	26,104,72	357.0	.....	1,221,145	585,885	1½	.....
— — '62	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	.....
31 Dec. '61	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
— — '61	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	.....
— — '61	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '62	108.0	0.6	12 0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,610	20,005	—	...
1 July, '61	60.0	—	....	....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,330,000	13,100	136,000	1,799,232	60 0	.....	132,555	36,670	—	.....
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	....	1	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	.....
								NEW GRANADA.													
31 Dec. '62	48.7	—	....	—	11	22	120	Panama	9,000,000	*	615,658	5.000,000	3,375,000	—	10,763,723	48.7	.....	1,743,294	1,013,444	12	187½

New York Stock Exchange.

Actual Sale Prices for the week ending April 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
State Stocks:—						
California 7s	123	128	128½	----	----	----
Illinois War Loan	102½	102½	102½	----	----	102½
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	104	----	----	----
Louisiana 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	60½	61	60½	61	61	60½
Do. iss. to H.&St.J.R.	----	88	88½	----	----	----
North Carolina 6s	75	74	----	----	----	----
Ohio 6s, 1881	114	----	----	115	----	----
Tennessee 6s, 1890	60½	----	----	60	----	60
Virginia 6s	----	----	66	66	----	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	100	----	----
Chicago & Alton	----	----	60	61	63	63½
" " pref.	83	83	81	----	83	84
Chicago, Burl. & Q.	108½	----	----	----	108½	108½
Chic. & Northwest'n.	17	16½	16½	16½	16¾	16½
Chicago & Rock Isl.	93½	93	94	91⅝	90¾	90
Clev., Col. and Cin.	160	160	----	----	160	160
Clev. and Pittsburg.	69	68½	69½	69½	68½	68½
Clev. and Toledo	95½	97	97½	97½	96½	96¾
Del., Lack. & West.	142	----	----	----	148	----
Galena and Chicago	93	93½	93½	93	93	92
Hudson River	105½	107	106	107	107	105¾
Illinois Centr. (scrip)	90	----	90	90½	90¾	88
Michigan Central	102	101½	102	102½	101½	101½
M. S. and N. I.	57	55½	58½	63	61½	59½
M. S. & N. I. guar'd.	99½	99	98	103	102	100
Mil. and P. du Chien	----	36	----	37	36	----
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	----	----	----	----
New York Central	114½	112½	113½	113½	116½	115
Erie	77	77½	78	77¾	77½	76¾
Erie pref.	97	96½	97½	96½	97½	96
Norwich & Worcest'r	----	----	----	----	----	83
N. York & Harlem	59	59	62	58½	56	49
N. Y. & H. "pref."	86½	88½	92	89	85	85
Panama	187½	----	187½	187½	187½	187½
Phila. and Reading	----	----	88½	----	89½	----
Pitts. Ft. W. & Chicago	58½	58	59	59½	59	58½
St. L., Alton & T. H.	----	----	32	32	----	----
" " " pref.	67½	64	67	----	----	----
Toledo & Wabash	51	----	----	----	51	51
" " Pref.	----	70	----	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	109	----	----
Chicago & Alton, 1 M.	----	----	108	----	109	109
" " Inc. b'ds	----	----	----	----	----	----
Chic. & N. W. 1st M.	77½	79	78	----	78½	----
" " 2d M.	44	----	44½	----	45½	45½
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	98½	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	106	----	----
" 3 M.	----	----	----	103	----	----
" 4 M.	79½	79	----	----	----	----
Cl. & Tol. S. F. 7 p. c.	----	----	----	109	----	109
Chi., Bur. & Q. 8 p. c.	----	----	125	----	----	----
Chi. & R. I. 1st M. '70.	----	----	----	----	----	----
D. L. & W. 1 M. 8 p. '71-5.	----	----	----	----	----	----
" 2 M. 8 p. c. '81	112	----	----	----	----	----
Gal. & Ch. 1 M. 7 p. c. '63	----	----	----	----	----	----
" 2 M. 7 p. c. '75	----	----	----	----	111	114
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	----	70	----	----	----	----
Huds. R. 1 M. 7 p. c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	115	----	----	----	----
" 3 M. 7 p. c. '75	----	109	110	110½	112	112
" conv. bonds	106	----	----	107	----	----
Illinois Central bonds	120	----	120	----	120	----
La Crosse & Mil. L. G.	132	----	----	----	33	32
Mil. & P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S. F. 8 p. c. '82	----	----	120	----	120	----
" conv. 8 p. c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	112	112½	----	----	----	113
" " 2 M.	104	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p. c. certif. '83	----	113	----	113	----	113
" 1 M. 7 p. c. '64.	103½	----	----	----	----	----
" bonds 1876	----	----	----	118½	----	----
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	----	----	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7 p. c. '83	113	----	----	113½	114	114
" 4 M. 7 p. c. '80	106⅝	----	----	----	----	----
" 5 M. 7 p. c. '88	----	----	----	105½	----	----
N. Y. & H. 1 M. 7 p. c. '78	----	----	112	----	----	112½
" 2 M. 7 p. c. '64	----	----	103	----	----	103
" 3 M. 7 p. c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	110	----	----	110	----	----
" " " 2d M.	----	----	104	----	----	102
" " " 3d M.	----	----	----	----	----	----
St. L., Alt. & T. H. 1 M.	----	----	----	----	----	----
" " 2 M. pref.	----	----	----	----	90	89½
" " Inc. b'ds.	81	----	----	----	----	81
Toledo & Wab. 1 M.	----	----	103	103	103½	103½
" " 2 M.	92	----	----	----	91½	----
" " Int. b'ds	----	----	----	80	81	----
Miscellaneous:—						
Del. & Hud. Canal	124½	125	125	126	125½	127
Penn'a Coal Co.	115	----	----	----	----	115
Pacific Mail S.S. Co.	190½	189½	190½	196	192	189½

New York Stock Exchange.

Actual Sale Prices for the week ending April 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
Federal Stocks:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 6s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	97½	98	97½	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	104½	104½	105½	105	104½	104½
U. S. 6s, 1881, coup.	105½	105½	105½	105½	105	105½
U. S. 6s, '81, O.W.L.y.	103½	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	99½	----	107	----	----
U. S. 6s, 1 year certif.	100	99½	100	100	100½	100½
U. S. 6s, 5-20s, coupon	103½	103½	----	103½	----	103½
Treasury 7 3-10 Notes	104½	105½	105½	105½	----	105½
U. S. Demand Notes	----	153	----	----	----	----
American Gold	153½	153	154½	151	150	145½

Boston Stock Exchange.

Actual Sale Prices for the week ending April 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	124	----	125	----	125	----
Boston and Providence	----	131	131	----	131	----
Boston and Worcest	----	134	135	136	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	104	104	104	104½	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	114½	----	114	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	102	102	101
Northern, N. H.	----	69½	70	----	----	----
Old Colony and Fall R.	----	125	125	----	----	----
Ph., Wil. & Baltimore	----	----	69	68½	----	68
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	40	39	39	36½	36
Western	----	155	151	----	----	----
Cambridge (Horse)	----	----	124½	----	----	----
Metropolitan "	----	71	----	70	----	----
Middlesex "	----	107	----	----	----	106
Central Copper Co.	----	59½	----	----	58	----
Franklin Copper Co.	----	53½	54	----	52½	----
Isle Royale "	----	31	----	----	----	28
National "	----	32	----	32	30	----
Minnesota "	----	100	----	----	----	96½
Pewabic "	----	58½	59	58	57½	57½
Pittsburg "	----	----	88	88	87	----
Quincy "	----	85	85	----	85	84
Rockland "	----	----	----	29	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Beaver Meadow	----	----	67	67	----	----
Cattawissa	7½	----	----	----	7½	8
" preferred	24½	24	24½	23½	24½	25
Camden & Amboy	168	----	----	168	168	----
" " 6s, '67	----	----	108	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	103½	103
" " 6s, '89	----	----	----	----	----	----
Elmira & W'msport	----	----	38	----	38	----
" " pref.	----	----	52	----	52	----
" " 7s	----	109½	109½	----	----	----
" " 10s	----	----	----	----	75	----
Harrisburg	----	66	----	----	----	66½
Lehigh Navigation	----	----	----	56½	----	----
" " 6s	110	----	----	----	----	----
" " scrip	----	----	41	----	----	42
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	112½	----	----	----
Little Schuylkill R. R.	45½	45½	45½	----	45½	----
" " 7s	108½	----	----	----	----	----
Long Island	----	----	----	----	----	36
" " 6s	100½	----	----	----	----	----
Minehill	54	----	54½	----	56	56
North Pennsylvania	----	----	----	11½	----	----
" " 6s	----	89	89	89½	90	90
" " 10s	----	110	----	----	----	----
Pennsylvania R. R.	65½	66½	66	66	66½	67
" 1st m.	118½	----	----	----	----	114
" 2d m.	----	----	110	----	----	----
Penn. State, 5s	101	101½	101	101½	102	102
" " 5s, coupon	----	----	105	----	----	105½
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	104	----	104	1'5	105½	105½
" " new	110	----	110	109½	110	110
Philad., Germ. & Nor.	----	----	58	----	----	58
Phila. & Reading	44½	43½	44	44½	44	44½
" " 6s, '86	103	----	----	----	----	----
" " 6s, '70	103½	----	----	104	----	----
Philadelphia & Erie, 6s	----	103	----	103½	103½	104
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Arch street, (Horse)	28	----	----	----	28½	28½	29
Chestnut & Wal. "	----	----	28½	----	----	----	----
Girard College, "	43½	43	----	43	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	87	----	----
2d and 3d streets, "	----	----	----	----	----	16
Spruce & Pine, "	----	----	----	----	----	----
13th & 15th sts., "	37	----	----	38½	39½	----
West Philad., "	----	----	----	----	----	----
10th & 11th sts. "	----	----	----	----	43½	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 6.

	Tu.31.	W.1.	Th.2.	F.3.	Sat.4.	M.6.
Baltimore City 6s, 1875	----	112½	114½	113	113	110
" " 1886	----	109	109½	----	----	110
" " 1870	----	----	----	----	----	----
" " 1890	----	112½	113	113	113	110
Balt. and Ohio	84	84½	85	85	85½	86
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	100½	----	----	----
" " b'ds, '85	100½	100½	----	----	----	102
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 20th March:

Maryland 5s	73	to	75
United States 5s, 1874	56	"	58
Virginia State 6s	49	"	51
Do. 6 per cent.	43	"	45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	70	"	71
Do., Pennsylvania do. do.	71½	"	72½
Erie shares, $100 (all paid)	42½	"	43½
Do., 7s, preference	54	"	56
Do., 7s, 1st mort., 1867	70	"	80
Do., 7s, 2d mort., 1859	66	"	72
Do., 7s, 3d mort., 1883	65	"	70
Do., 7s, 4th mort. x. c.	60	"	64
Do., 7s, 5th mort.	58	"	62
Illinois Central 6s, 1875	80	"	81
Illinois Central 7s, 1875	73	"	75
Do. do. $100 shares, $90 paid, dis.	44½	"	43½
Do. do. $100 shares, all paid	49	"	51
Michigan Central 8s, Convertible, 1860	70	"	75
Do. do. S. F. 1st mort., do., '82. x. c.	72	"	76
Michigan S. and N. Indiana 7s, S. F., 1885	60	"	65
Do. do. do. $100 shares	25	"	30
New York Central 6s, S. F., 1883	63	"	68
Do. do. 7s, 1864	65	"	64
Do. do. 7s, S. F., 1876	65	"	70
Do. do. 7s, Convertible, 1876	60	"	70
Do. do. $100 shares	65	"	67
Panama, 1st mortgage 7s, 1865	103	"	105
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	66	"	70
Do. 2d mort., 6s, do.	88	"	90
Do. $50 shares	38½	"	39½
Philadelphia and Reading, $50 shares	24	"	26

American Railroad Journal.

Saturday, April 11, 1863.

Stock Exchange and Money Market.

The late excitement in the market has subsided into comparative quiet. There appears to be a growing conviction that the rebellion is dying out, and this idea induces increased caution among operators. We notice the auction sales of dry goods are not successful, that the prices in the retail shops have been reduced very considerably, that even cotton goods are lower, and bargains as they are called, are very frequently advertised, to attract the attention of buyers, who have been holding back for some weeks past. The Hudson river is again open, the canals of this and the neighboring states will be, in a few days more; the lakes are free from ice, and their fleets of steamers and sailing vessels are again in motion. Every where the hum of domestic commerce is beginning to be heard, as winter finally takes its departure. We look forward to a season of great activity.

Our foreign commerce is however affected unfavorably by the unchecked operations of the Alabama and Florida. These two vessels, to the great discredit of our navy department continue to make American bottoms an unsafe depository for our freights, and the consequence is that an unusual number of foreign vessels are now entering our port, and employed in business that has hitherto been almost exclusively our own. Our daily marine reports exhibit lists of ships under every European flag, coming here many of them the first time, to discharge and receive cargoes which should

naturally be in charge of American ship-masters.

The share market which is of the most capricious character and oftener takes its hue from the plans and combinations of cliques and corners, than the real value and condition of the properties represented, has also quieted down. The latest excitement has been witnessed in the Harlem Railroad shares, which within a year have risen nearly five hundred per cent, and are now falling off a little from previous quotations. The real condition and prospects of the Harlem Company may be briefly stated. Under the able management of Mr. Campbell, supported by the heavy capital of Messrs Vanderbilt and Drew, it has been saved from ruin, and the road been worked with great success; not enough however to secure regular dividends on the old or preferred stock. The future is however hopefully looked to, for the following reasons, viz. the construction of the city track to the Central Park, to be commenced as soon as the avenue grade will permit, will beyond all question produce an additional revenue to the Company of $500 per day. This will net a sum sufficient if strictly applied, to pay at least 2 per cent interest on the capital stock. Again it has the right of road way over the new bridge at Albany which is to be immediately commenced, as well as the other railways terminating there, and by extending its track from Chatham Four corners, can operate its own line free from all obligations to the Western, to which it now pays a large sum for the use of that part of its track. It has also extensive wharves and land property at Morrisania, with a branch road to them, where heavy freight is delivered and received cheaply and without difficulty. Here the Great Eastern is expected to lie, as the water is sufficiently deep, and all other vessels that may in the future look for their freights by this railway exclusively. This property at Morrisania is already become valuable. Besides this, is a reserved plan of extending the Harlem Road north so as to unite with the Champlain Roads, at a point already designated, by which a considerable traffic from Canada and Vermont is expected to be realized. This is however some way off in the programme, for there is a more immediate route at hand. Acts both of the Legislature of this State and Connecticut have been passed, permitting the construction of a short line of six miles between the Harlem Railroad at Dover and the Housatonic at Kent. By this connection the former will be virtually extended, one hundred miles over the existing road north to North Adams, and secure the traffic and business of the Berkshire Valley. This may be considered as equivalent to doubling the value of the Harlem Road.

And finally, if there should be an amalgamation of the Central with any other, it is thought it will be with the Harlem, as it is every way the best purchase for the Central and far more accommodating. The present rise in Harlem has therefore considerable "provocation." It may be owing to an honest belief in its increasing value; or it may be for account of the Central, so as to secure a Board which will consent to amalgamate, or it may be for the profit on the valuation at which the shares will be taken by the Central when the amalgation is perfected.

Yet pleasant as is this view of the subject, there is another; it is in the power of Messrs Vanderbilt and Drew to upset the whole of these calculations, and to put down the price of shares whenever they please. The sale of 20,000 shares by one house a few days since, shows that a steam hammer was at work, at least on that occasion.

The property and assets of the Company are returned at $8,036,543; the existing liabilities $6,080,769; the gross receipts the last six months from Oct. 1, to April 1, 1863, amount to $150,000 more than during the corresponding period the last year.

Among the steadiest of the Railway shares, are the Central, Hudson and Erie, this last wonderfully strengthened by the connection with the Atlantic and Great Western, the marvel of the day, for the rapidity, quiet and success attending its construction. The Erie, at first the child of disaster, is now enjoying the most vigorous manhood, and it is gathering strength with every day's existence, and will become the giant of the Railway system. The Western roads as a whole, are prosperous and in good credit in the market.

Government securities are in demand, and bear a good price. Gold is dull and heavy; at the last quotations on Wednesday standing at 145½ Exchange then ruled at 161 @ 162. The Sub-Treasury receipts continue large, specie coming in, in sufficient quantities to meet the wants of the Government for interest. Some clamor is raised at the action of the Legislature of this state in refusing payment of gold to other than foreign creditors, as a stigma on the fair fame of New York. The suspension of specie payments is equally a stigma, and we think that the Banks who are clamoring because the state has not paid them their interest in gold, should look into their mirrors and see with what face they ask from others, what they will not do themselves. S. Hallett's *Circular* of this week contains a copy of the Confederate Cotton bond. Judging from the large number of bales, recently captured from the rebels, marked C. S. A. we think the security of the loan will finally amount to just nothing at all.

The Supreme Court of the Northern District of New York, all four Judges concurring, has affirmed the constitutionality of the act of Congress making the National currency a legal tender for all debts, both those contracted before and after the passage of the law.

The Rome, Watertown and Ogdensburg Railroad Company are prepared to pay the Potsdam and Watertown Railroad bonds due in 1864, or give in exchange their sinking fund bonds, maturing in 1890, if presented on or before the 1st of June next.

The Treasurer of the Delaware and Raritan Canal, and Camden and Amboy Railroad Companies is now prepared to pay the bonds due at Princeton, August 1st, 1863, being the 5 per cent. converted sterling loan. The principal and also the last coupon will be paid on presentation to the treasurer or at the office of the joint companies in Philadelphia.

The Toledo and Wabash Railroad Company will extend until August, 1890, the payment of their First Mortgage bonds, if presented at the office for indorsement before the 1st of May.

The Lehigh Valley Railroad Company announces a quarterly dividend of two and a half per cent., clear of all taxes, payable at the office of the company, Philadelphia, on the 15th, 16th and 17th inst., and every Saturday thereafter.

The Chicago, Burlington and Quincy Railroad Company have declared a semi-annual dividend of 4 per cent. (free of government tax), payable on the 15th May.

The suits against the Cleveland and Toledo Railroad Company to compel them to run their trains over the entire length of the Northern Division Railroad, have been decided by the Supreme Court of Ohio in favor of the Railroad Company.

The Long Island Railroad Company has declared a dividend of $2 50 per share free of Government tax, and also a stock dividend of three shares on each 100 shares.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Detroit, Monroe and Toledo 1st mort., 104½; Ohio 6s, 1886, 118; Miss. and Mo. L. G., 56½; Ohio 5s, 1865, 103; New Jersey R. R., 160; Rome and Watertown, 30½; Illinois coupon bonds, 1877, 108; Illinois Central canceled bonds scrip, 70; N. Y. City 6s, 1887, 120; Brooklyn City Water Loan, 117½; Jersey City Water Loan, 115; Central American Transit Co., 37½; Canton Co., 24; Quicksilver, 42½; Cumberland Coal pref., 17.

Boston.—Northern Ogdensburg 1st mort., 102; do., 2d mort., 17¾; Rutland and Burlington 2d mort., 11¼; do., 3d mort., 1½; Vermont Central 1st mort., 51; do., 2d mort., 10¼; Connecticut and Passumpsic Rivers R. R. 6s, 100; Eastern R. R. 6s, 1874, 110; Cambridge R. R. 6s, 101; South Shore, R. R., 10¼; do., 6s, 101; Somerville R. R., 34; Suffolk R. R., 39¼; Concord, 64¼; Cheshire, preferred, 35¼; do., 6s, 105; Worcester and Nashua, 75¼; Bath City 6s, 105½; Worcester City 5s, 100; Brooklyn 7s, 101¾; Rhode Island 6s, 115; Vermont 6s, 110½; N. Hampshire 6s, 114¼; Chicago 7s, 115; Copper Falls Mining Co., 10¼; Hancock, 15; Manhattan, 5; South Side, 2⅛; Winthrop, 4; Pontiac, 4¼; Petherick, 4¼; North Cliff, 2; Mesnard, 11¾; Huron, 14¾; Wickam, 1; Toltec, 3¼; Columbian, 5; Superior, 11; St. Mary's, 7¼; North Western, 10½; Albany and Boston, 13; Hamilton, 1¼.

Philadelphia.—Camden and Amboy loan of 1864, 103@104½; Allegheny Co., 6s, 68; H. and Broad Top, 1st mort., 100; Philadelphia and Erie, 37@43½; Reading 6s, 1843–'80, 109½; Camden and Atlantic, 9½; do., pref., 17; Ridge Avenue, 17@18; N. Penn. scrip, 85; Schuylkill Nav., 7¼; do., pref., 17; do., 6s, 1882, 71¼; do., 1872, 100; do., 1876, 59; E. Brandywine 7s, 78; Chesapeake and Del. 6s, 97¼; Susq. Canal, 7; do., 6s, 42; do., scrip, 40¼; Morris Canal, pref., 135½; do., 1st mort., 105; 17th and 19th streets, 11⅝; 5th and 6th streets, 62; West Chester 7s, 107.

Baltimore.—N. Western Va. 2d mort., 101; Western Maryland bonds, 83¼; Central Ohio 1st mort., 91; do., Income bonds, 20.

Branch Track of the Grand Trunk Railway.

A meeting of the citizens of Three Rivers, C. E., has been called for the purpose of taking into consideration "such steps as may be thought conducive towards the early opening of the Three Rivers and Arthabaska branch of the Grand Trunk Railway." The road was completed last summer, but the Grand Trunk Company refuses to work it on the ground that it would not pay its working expenses. The Company also holds, we

believe, that though the road was built for it, it is not obliged to assume control.

Atlantic and Great Western Railway.

The track of this road is laid as far as Tallmadge, and cars ran to Franklin Mills last week. It is probable that the track will be laid to Akron during the present month, and cars run regularly to Salamanca thereafter. The length of the road from Akron to Salamanca is 200¼ miles. It is 99 miles from Akron to Meadville.

The trestle work at Old Forge is rapidly approaching completion. It is 55 feet high and more than 300 feet long.

The rolling stock of the road is spoken of by those who have seen it as of the most substantial quality. There are thirty locomotives burning coal, besides the locomotives for passenger trains which burn wood, to be used east of Akron.

The Directors held a meeting at Meadville, on the 7th, at which it was resolved to complete the road without delay to Cincinnati. A new track is to be built forthwith, all the way to the Queen City. This is a variation from the original intention, which was to connect with the Ohio and Mississippi Railroad at Cincinnati, by means of a third rail on the Cincinnati, Hamilton and Dayton Railroad. We understand that the financial affairs of the road are in a most healthy condition.

The two hundred miles of road completed speak louder than words of the silent, patient activity of the accomplished Engineer, Mr. T. W. Kennard, whose faithful and unpretending services have wrought such magnificent results.

Chicago and Alton Railroad.

The earnings of this road for the three months ending March 31, 1862 and 1863, have been as follows:

	1862.	1863.
Passengers	$84,756 76	$133,068 22
Freight	152,252 41	166,537 06
Sundries	10,355 92	12,909 14
	$217,365 09	$313,414 42
Military, Jan. & Feb.	38,285 61	31,454 65
Total	$255,650 70	$344,869 07
—increase in 1863	$89,218 37.	

Fitchburg Railroad Company.

A special meeting of the stockholders of this company was held in Boston on the 7th inst., to act upon the contract made by the directors with the Commonwealth in relation to the completion of the Troy and Greenfield Railroad and Hoosac Tunnel.

The President read the contract, which recites the efforts make by the Troy and Greenfield Railroad Company to complete their road and the tunnel, the importance to the rest of the railroads forming the line from Boston to Troy that they become a part of a through line to the West, and their willingness to pay a just proportion of their earnings from business which may pass over that road such as shall be an equitable return for the benefit received.

The Fitchburg Company, the Vermont and Massachusetts Railroad Company and the Troy and Boston Railroad Company, in consideration that the Commonwealth of Massachusetts shall complete the railroad and tunnel, agree to pay each twenty per cent. of its gross earnings upon such passenger and freight business as shall pass upon or over any part or the whole of such railroad, subject to numerous conditions.

On motion the act of the Directors was ratified and approved, a few votes being thrown against it.

On motion the Directors were authorized to execute any other agreement which might be thought necessary or proper or expedient in their judgment to carry out the agreement with the Commonwealth.

New York Central Railroad.

The directors of this company propose to replace the $3,000,000 seven per cent bonds to become due on the 15th of June, 1864, by an issue, having twenty-five years to run, of Five Per Cent, Coupon Bonds, to mature on the 15th of December, 1887, with interest from the 15th of December last, payable in New York semi-annually on the 15th of June and the 15th of December.

An allowance of Three Per Cent. for the difference in interest between the three Coupons yet to mature on the outstanding Bonds, and those of corresponding dates on the proposed issue, will be made to the holders of the former on the surrender of the Bonds held by them to be exchanged for the new Bonds.

The option of the new bonds now offered to the holders of those of 1864, will remain open until and including the 30th day of April next, unless withdrawn, before that time, by at least ten days' previous public notice.

The bonds will be of the denomination of $1,000, only, except that registered bonds, without coupons, of the denomination of $5,000, will be issued to parties applying for them.

A sinking fund of two per cent. per annum on the whole amount of the issue will be applied to its reduction or to providing means towards its payment, in such manner and under such regulations as the Directors may from time to time prescribe.

Pennsylvania Railroad.

During the year 1862, there were passed over the Pennsylvania Railroad and its branches 108,524 troops. The whole number of passengers passing westward was 490,009, and those coming eastward numbered 436,360. In addition to the above, 11,880 emigrant passengers passed over the road westward, of which only 828 were way passengers.

The cost of running locomotives on the Pennsylvania Railroad is as follows, counting the average per hundred miles:—Passenger engines on the eastern division, $5 34 for repairs; fuel, $5 92; stores, 88c.—making a total of $12 14. The cost of freight engines was $13 70. The total cost for passenger engines on the middle division was $10 77, and for freight engines $19 19; and on the western division, $15 04 for passenger and $15 59 for the freight engines, per 100 miles. The fuel for the engines on the western division is over $2 more the hundred miles than on the eastern.

Bear Gap and Tremont Railway.

A bill has been introduced into the Senate of Pennsylvania to incorporate the Bear Gap and Tremont Railroad Company. The corporators are J. Edgar Thomson, Wister Morris, A. J. Derbyshire, Jesse Cook, John E. Hoffman, R. A. Wilder, Adam Wolf, R. E. Green and C. Tower. They are empowered to construct a railroad from a suitable point at or near Bear Gap, in Dauphin county, to Tremont, in Schuylkill county, with the right to connect with any railroad in either Dauphin or Schuylkill counties. The capital stock is $500,000.

West Pennsylvania Railroad.

This road commences at Blairsville, where it connects with the Pennsylvania Road, and will run to Freeport, near which it will connect with the Allegheny Valley Road. The intention is to build a great oil depot at Freeport, and ship the oil thence East, instead of taking it to Pittsburg, as now. The road will be about fifty miles in length, and the cars, it is believed, will be running on it by the middle of next fall. It is an important work, more especially if the intention to make Freeport a great depot for the reception and shipment of oil be carried out as now proposed.

Cincinnati, Wilmington & Zanesville R. R.

The Columbus *State Journal* says that this road is to be offered for sale at public auction some time during this month. If so, we hope that it may fall into the hands of those who have the means and energy to push the western terminus of the same through to Cincinnati, and thus make it one of the best roads in the country.

Hudson River Railroad.

This company, having decided to extend its second track during the ensuing season from Poughkeepsie to Rhinebeck, and to provide for the cost of the same by an issue of stock, invites proposals at not less than par for 2,278 shares, being the whole of the capital stock authorized by the charter, yet remaining unissued. Terms of payment: Twenty-five per cent. at the time of the acceptance of the proposal, and the balance within 90 days from that date, interest being charged upon the same, at the rate of six per cent. per annum.

Chicago and Alton Railroad.

At a meeting of the Stockholders of the Chicago and Alton Railroad, held a day or two since, the following Directors were elected: James Robb, John B. Drake, John Crerar, Chicago; Virgil Hickox, Springfield; Isaac Sherman, George A. Robbins and Albert Havermeyer, New York.

Junction (Philadelphia) Railroad.

This road, which is now being constructed under the auspices of the Pennsylvania, Philadelphia and Reading, and Philadelphia, Wilmington and Baltimore Railroad Companies, on the west bank of the Schuylkill River, from Gray's Ferry to Columbia Bridge is rapidly approaching completion, and it is thought will be in full operation by midsummer. The work of grading is being carried rapidly forward. That portion of the road between the Wire Bridge and Belmont Cottage has been already graded, and the track will shortly be laid. The new road will extend a distance of five miles, and will unite the Reading with the Pennsylvania, and the Philadelphia, Wilmington and Baltimore roads, via the Media and West Chester road. It will cross the Pennsylvania road near the Wire Bridge, and passing under Market and Chestnut streets by tunnels, will terminate at Gray's Ferry. The object of the new enterprise is to enable freight intended to be transferred from one road to another to pass round the city and thus evade the present nuisance of transporting the same by horse power through the streets. When this road is completed the city will be surrounded by a locomotive railroad, and increased facilities will be afforded of transporting goods and at reduced expense. The cost of the new road will be in the neighborhood of $500,000

Peninsular Railroad of Michigan.

The people of Chicago are making an effort to establish direct railroad communication between that city and Lake Superior, by building a road from the head of Little Bay de Noque, on Lake Michigan, to the iron region, a distance of about 47 miles. In recommending this project, the Hon. Wm. B. Ogden, in his speech before the Chicago Board of Trade on the 27th ult., clearly defined the importance of its construction, not only to the interests of Chicago, but to those of the entire Northwest.

In illustrating the rapidly increasing trade of Lake Superior, Mr. Ogden gave the following statistics (compiled from the reports) exhibiting the trade through St. Mary's Ship Canal:

	1852.	1855.	1859.	1862.
Iron ore (tons)	...	1,447	65,579	115,721
Charcoal Pig Iron	...	....	7,268	8,500
Rough Copper	 887	3,196	6,041	10,000
Passengers through canal in 1862				8,468

The iron above alluded to is carried from the Iron Mines to Marquette, a distance of 16 miles, at $1.00 per ton of 2,000 lbs., or 6½ cents per mile, the shippers being required to load and unload it themselves. This is probably the highest railroad freight charged in this country. Yet, notwithstanding the disadvantages of deep grades and sharp curves, this road at its exorbitant rates, shows the following business of 1862:

Tons of ore carried	140,458
Merchandise to Iron Mines (tons)	1,268
Passengers over road	5,168

This road is now a monopoly, and furnishes the only outlet from the iron mines. The increasing popularity of the Lake Superior Iron is shown by the increasing demand. Several furnaces are months behind with their orders, and Juniatta iron is very nearly driven from market by the introduction of the Lake Superior iron. The demand for either iron or copper cannot now be satisfied for want of transportation facilities. Very few large ships now pass through the ship canal, as from five to six days' extra time is consumed by them in going to Marquette, over that required to go to Bay de Noc; hence, unless a very great advantage was secured in freights, to overbalance the difference in distance, etc., Bay de Noc presents superior claims. Besides the other advantages water communication can be maintained two months longer with Bay de Noc than through Lake Superior with Marquette.

Mr. Ogden explained the connection which would naturally be made with this road, extending into the very heart of the copper region, and gave the following statement of the seven leading copper mines:

	Cost of stock.	Market value.	Dividends.
Minnesota	$66,000	$2,050,000	$1,500,000
National	100,000	660,000	80,000
Cliff	118,000	1,800,000	1,300,000
Pewabic	120,000	1,100,000	80,000
Franklin	80,000	1,100,000	40,000
Quincy	160,000	1,800,000	80,000
Central	180,000	1,120,000	.....
Total 7 mines	$824,000	$9,630,000	$3,080,000

The maximum grade of the Peninsular Railroad from Lake Michigan to the iron mines, is forty feet both ways, and about the same as the maximum grades on the Northwestern Railroad. The facts given from actual survey, show this to be a very favorable route, cheaply constructed, and through a densely timbered country.

Atlantic and Great Western Railroad.

A meeting of the New York, Ohio and Pennsylvania Directors of the Atlantic and Great Western Railway was held at the office of the Company in Meadville, on the 7th ult. The object was chiefly to consolidate the three divisions of the road in order to facilitate transportation of passengers and freight. H. F. Sweetzer, Esq., was appointed General Superintendent of the whole line. Mr. Sweetzer has entitled himself to this important and responsible position by his signal success in the management of the Eastern Division of the Road, as well as by his previous career.

At a subsequent meeting of the Joint Executive Committee of the above Divisions of the road, J. C. Calhoun Esq., was appointed Auditor of the whole Line. This appointment is made in a proper and appreciative recognition of Mr. C.'s distinguished abilities in that department of Railroad science.

Railroad Extension.

The St. Louis *Democrat* says that arrangements are pending for the immediate extension of the Belleville branch of the Terre Haute, Alton and St. Louis Railway. It is contemplated to finish the road as speedily as possible to a point on the Illinois Central Road, near Carbondale, and ultimately extend it to Paducah. This extension would shorten the trip to Cairo fifty miles and enable cars to run from east St. Louis to the latter point without change.

Columbus and Piqua Railroad.

The Urbana *Citizen* states that the railroad now in course of construction from Covington on the Columbus and Piqua Road, to the State line near Richmond, Indiana, will be completed by the first of May next. The rails are now nearly all laid as far as Greenville. As soon as the spring opens a telegraph line will be constructed along this road between Columbus and Indianapolis.

Milwaukee & Northern Illinois Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Geo. Dyer, Wm. P. Young, Edward Roddis, O. E. Britt, C. G. Cotting, G. Pfister, P. Gardiner, P. Belden, and A. Cooper. President, Philo Belden. Vice-President, E. Roddis. Treasurer, Geo. Dyer. Secretary, W. G. Parsons.

Pennsylvania Railroad.

The recent election for directors of this company resulted in the choice of the following gentlemen: J. Edgar Thomson, Josiah Bacon, Thomas Mellon, John Hulme, G. D. Rosengarten, Wistar Morris, G. W. Cass, Pittsburg, Wm. H. Smith, Pittsburg, Samuel T. Bodine, Joseph B. Myers.

☞ An experimental trip has been made, on the Philadelphia, Wilmington and Baltimore Railroad, of a new passenger car, which is so constructed as to avoid the annoyance of dust and to insure good ventilation. It is known as "Ruttan's Patent," and has already been adopted on several roads. Beneath the floor of the car are water tanks, with large surface, over which the air is forced before being admitted into the car, and thus freed from dust and cinders. It is designed to introduce the improvement upon the through cars between New York and Washington, in which it or something similar is certainly needed.

The Atlantic Cable.

The subscriptions to the capital stock of the Atlantic Telegraph Company now exceed 50,000 pounds sterling among the bankers and leading merchants of this city, and additional subscriptions are being received daily. The amount already subscribed in this city and in London insures the success of the great enterprise next year beyond all reasonable doubt.

Railway Fares.

Editor Railroad Journal:

Sir—I notice that my communication on the subject of "Railway Fares" has attracted the attention of the *Railway Times*, and the proposition set forth by me for consideration is pronounced against. Without going into an argument, for there is no occasion for it, I have to say, that the principle I advocated is now actually in existence. A through passenger pays less fare in proportion than a way traveler, on all lines. What I suggest is that the same principle might also be applied to through travelers, by making a reduction in proportion to the whole distance traveled. I have no doubt it will be tried some future day, after the long lines become amalgamated, and the plan can be conveniently tested.

*

Philadelphia and Reading Railroad.

The Philadelphia and Reading Railroad Company has taken possession of the little Schuylkill and the East Mahanoy Railroads, under their lease with the Little Schuylkill Company. The passenger cars of the Reading Company will now make their connection with the Catawissa Company's cars at Tamaqua, instead of at Port Clinton, as heretofore. Coal and passenger trains over the Mahanoy road will now run from Tamaqua, via the Tunnel.

Railroad Earnings--Weekly.

The earnings of the Chicago and Alton Railroad for the 4th week of March, 1863, were:

Passengers	$13,230 12
Freight	17,671 87
Sundries	1,035 83
Total	$31,937 82
Same week last year	19'379 84
Increase	$12,557 98

The earnings of the Cleveland and Toledo Railroad for the 4th week of March, 1863, were $49,410 00
Same week, 1862 ..... 28,804 00
Increase $20,606 00

The earnings of the Galena and Chicago Union Railroad for the 4th week of March, 1863, were:

Freight	$23,603 18
Passengers	8,605 26
Mails	1,250 00
Total	$33,458 44
Same week, 1862	17,641 22
Increase	$15,817 22

The traffic of the Great Western Railroad for the week ending March 27, 1863, was as follows:

Passengers	$20,811 17
Freight and live stock	49,842 28
Mails and sundries	1,844 72
Total	$71,498 17
Corresponding week of 1862	56,467 28
Increase	$15,030 89

Indebtedness of the World.

The following sketch of the debts of the principal nations of the world to the year 1862, is taken from the recent speech of Mr. Spaulding in the House of Representatives of the United States:

Countries.	Public Debt in local coin.	Approximate amount in dollars.
Austria—florins..	2,661,568,836	1,200,000,000
Baden—florins...	75,000,000	33,750,000
Bavaria—florins .	342,903,514	155,000,000
Belgium—francs.	648,450,746	129,700,000
Bolivia—dollars..	100,000	100,000
Brazil—dollars...	68,137,067	68,137,067
Brunswick-thal'rs	11,251,219	8,000,000
Chili—dollars....	12,912,000	12,912,000
China—unknown.		
Denmark—rix dol.	100,217,574	100,000,000
France—francs...	8,840,000,000	1,768,000,000
Frankfort—florins	16,551,403	7,500,000
Great Britain—£.	801,808,607	4,364,590,000
East India—p'nds	98,107,460	
Greece—nahmes..	110,586,805	18,500,000
Hayti—dollars...	12,500,000	12,500,000
Hamburg—thal'rs	29,568,183	20,000,000
Hanover—thalers	46,344,836	31,000,000
Hesse, Elective—thalers.....	10,000,000	6,750,000
Hesse, Ducal—florins	18,812,300	8,500,000
Kingdom of Italy —francs.....	3,017,867,356	600,000,000
Mexico—dollars..	145,000,000	145,000,000
Nassau—florins..	28,755,500	13,000,000
New Granada—dollars.....	45,000,000	45,000,000
Oldenburg-florins	4,243,000	2,000,000
Netherlands—flo's	1,039,356,581	463,000,000
Peru—dollars ...	42,500,000	42,500,000
Portugal—reis...	137,997,000,000	165,000,000
Prussia—thalers..	274,342,365	186,000,000
Russia—roubles .	1,573,000,000	1,180,000,000
Rome—scudi	66,471,274	66,500,000
Saxe—thalers ...	62,563,638	42,000,000
Spain—reals.	13,485,099,105	774,250,000
Sweden and Norway—rix dolls.	45,000,000	45,000,000
Switzerland—none		
Turkey—piasters.	5,106,152,500	200,000,000
Venezuela—dolls.	3,658,400	3,658,400
Wurtemburg—florins.....	70,643,302	32,000,000

In the reduction of the several foreign values into dollars, fractions are omitted, so that the last column shows the public debts, in round numbers, in Spanish dollars. Of course, by calculating each country's money at its exact value, there will be some small difference.

Manhattan Mining Company.

This Company is now fully organized, and about to commence work on their location in the Keweenaw District, southwest of Eagle River. Some mining has been done on this location before, by way of exploration, which has disclosed veins of sufficient richness to warrant a large outlay in improving it. In sinking a shaft 70 feet, over four tons of copper were taken out, being sufficient to pay the expense of the work. This is more than can be said of most trial shafts.

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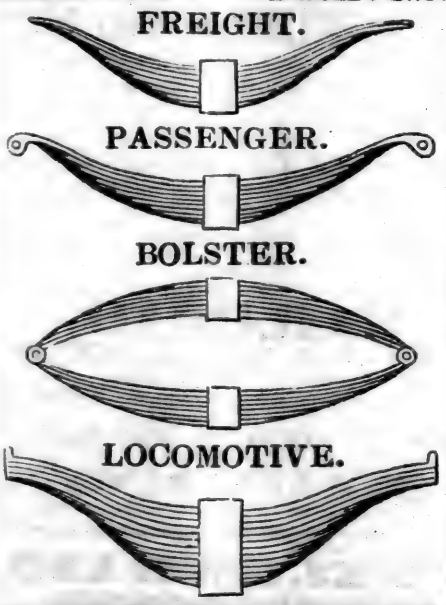
PROPOSALS will be received at the Company's office at Bordentown, New Jersey, until the 13th of April next for the GRADING of a Double Track Railway from Trenton to Dean's Pond, a distance of 17 miles, (where it intersects the Double Track to New Brunswick) on the Branch of the Camden and Amboy Railroad.

Plans, Profiles, and Specifications, can be seen at the office by the 9th of April, when the line will be ready for inspection.

WM. COOK,
Engineer Camden & Amboy Railroad.

BORDENTOWN, March 30th, 1863.

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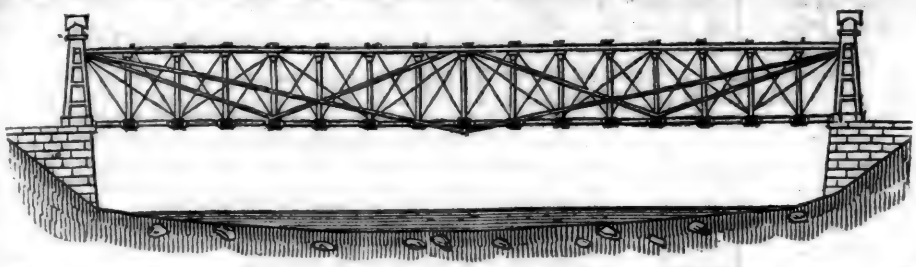
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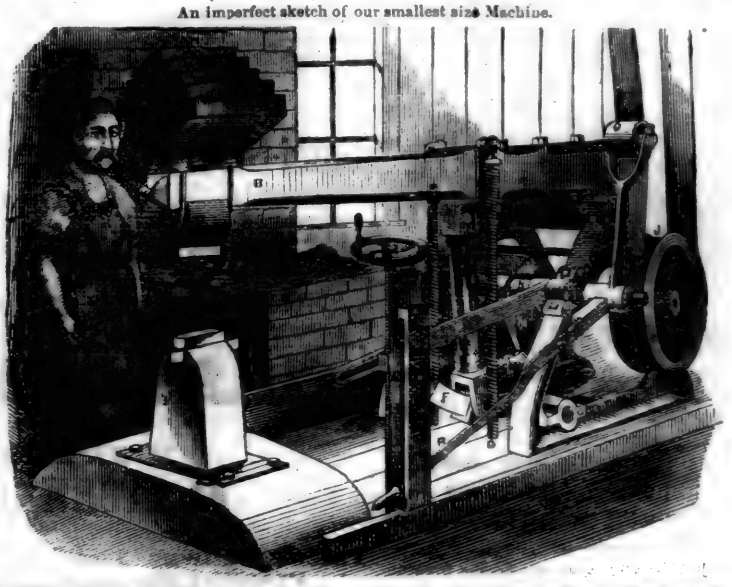
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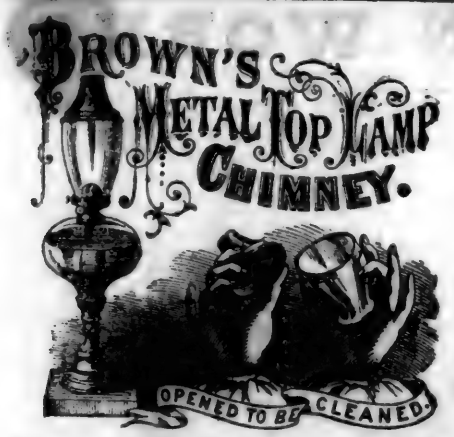
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AND WHICH

WILL NOT CRACK OR BREAK

FROM SUDDEN CHANGES OF

TEMPERATURE.

THE CHIMNEY in common use breaks from unequal expansion and contraction, caused by the upper portion becoming much more highly heated than the lower portion. This constant liability of the Chimney to be broken by being suddenly cooled or "over-heated," is entirely removed by a unique and beautiful invention, BROWN'S METAL TOP LAMP CHIMNEY, which, being made in accordance with the simple law of expansion and contraction, is found to be almost "fire-proof," as far as heating by the flame of the lamp is concerned.

The clear, positive superiorities of the NEW LAMP CHIMNEY over the old style, are—

1. It will not crack or break from sudden changes of temperature, or "over-heating."

2. The top can be instantly removed, and the glass wiped perfectly clean in a moment WITHOUT WETTING.

3. It is shorter than the common chimney, therefore less liable to accidents and more convenient for carrying about the house, it is of elegant proportions and a decided ornament to the lamp, which will be found to burn with a clear, steady and beautiful light.

It is really the ideal of perfection in a lamp chimney, and after using one for an evening you will wonder that you could tolerate the old expensive style.

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Price (with a small SHADE for common size,) Zinc-top, 25 cents, Brass, 31 cents, Silver-Plated, 50 cents.

Dealers will be furnished, per Express, with a SAMPLE BOX containing one-half dozen Chimneys, assorted styles and sizes, with circulars, colored show cards, Price list, etc., on receipt of $1.35.

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ROSENDALE CEMENT.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 16.] SATURDAY, APRIL 18, 1863. [WHOLE No. 1,409, VOL. XXXVI.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 18, 1863.

Inter-Oceanic Railways and Transits.

The discovery of gold on the Pacific, has not only added to the amount in circulation nearly one thousand millions of dollars, but has created commercial interests of new conditions and incalculable value. The State of California may consequently be said to dominate the commerce of that ocean, and to be the mistress of its shores. San Francisco has a further remarkable peculiarity hitherto exclusive with the city of New York, that of being a port at which an assorted cargo could always be made up. Indeed it has been said that it was the only one in the world affording that facility. San Francisco, a truly American city, in enterprise, ingenuity, resources, and self-confidence, offers to the ports on the Asiatic coast, to Japan, China, Russia, to the Oceanic islands, and to Australia and the other neighboring settlements, every supply which necessity, civilization, or luxury may demand. A trade is springing up in those directions which bids fair to equal anything yet carried on across the Atlantic.

The current of emigration thither was the first necessity to consider, and the Panama Railway was the result of the sagacity and enterprise of our countrymen. This great success had the effect to inspire similar enterprises of interoceanic railways and transits, and the Nicaragua route was next inaugurated, and for a time was a valuable and well supported avenue for American traffic and passengers. The Honduras scheme was then brought forward to the favorable notice of our own and foreign capitalists, with some show of final success. We now observe that the whole question has come up again in England, and that Capt. Pym of the Royal Navy, a well known Isthmus explorer, has been calling the attention of his countrymen to his plan of an "International transit route through Nicaragua." The following is a report of the substance of his remarks at a meeting of the Society of Arts, as late as the 11th ult.

"He pointed out the importance of the subject as bearing upon the political and commercial position of this country. He described the railroad that now exists across the Isthmus of Panama, which had now the monopoly of the traffic; the company charging rates of transit that were really most exorbitant. As showing the view taken by the American government of the importance of this means of transit to the United States, the author quoted from the state paper in which the Government aid asked for by the proprietors of the Panama line was granted. This document spoke of the advantages the United States would possess over all competitors for the commerce of the Pacific and the East when the line was completed, which would deprive Europeans of the decided superiority which they formerly possessed in their intercourse with nine-tenths of the world, and would place the States far ahead in the race for commercial supremacy."

The route projected by Capt. Pym extends from Gorgon Bay, on the Atlantic, traverses the intervening land as far as the Lake Nicaragua, then skirting the shores of that lake, crossing the river Tipitapa, and reaching the Pacific at the harbor of Realejo, a total distance of 225 miles.

It was strongly urged also, that the monetary interest of England was deeply concerned in a settled and expeditious transit between the mother country, and its possessions in the East, which should be "independent of the control of the United States."

We may thus perceive the natural tendency of the British mind, to strengthen and increase its connections with its dependencies, free from all foreign relations if possible, and in every way to enter upon a contest with the United States for the trade of the Pacific. As long as our routes thither are by the isthmus, the competition will be great. Victoria already plumes itself on rivalling San Francisco. Those isthmus routes are traversed however by the permission of Governments which are subject to change, affected by foreign influence, within the reach of monied speculators, and with but little commercial spirit of their own. All these lines of transit, therefore, are at the best uncertain. We have just seen that the Nicaragua route has been again violently closed against the American contractors. We know too that we have had no diplomatic relations with the Government of Colombia for two years, and have endangered its friendship by recently proposing an armed intervention, and a foreign interference in its domestic affairs. The Panama route is therefore subject to all the risks of a resentment, natural enough after our strange policy. These considerations, therefore, lead us to one foregone conclusion, and no other, that our transit to the Pacific must be over our own soil, and under our own control. The Pacific Railroad is the great remedy for all the disadvantages and delays of the foreign routes. Its construction will settle the question of the supremacy of our trade in the Pacific ocean, beyond all question.

We are happy to have it in our power to add that there is every assurance of an immediate organization of the Pacific Company, under advantages and with influence not deemed attainable a short time since. By the time that the first shovel is put into the ground at the 100° parallel, the public will be surprised to find an Eastern Company at work on a line, which is to form a junction there with the great trunk itself, and by the construction of which the completion of the whole work will be accomplished in three or four years!

The Ottawa Canal.

The Montreal papers continue to advocate the construction of the Ottawa Canal, as being the shortest route between that City and Chicago. It is now proposed to build it for barges, drawing four or five feet of water only, with the capacity of 15,000 bushels. The cost would not then be more than about $19,000 per mile, which was that of the Erie Canal, when it was first constructed, 40 feet wide and 4 feet deep. It is believed the lumber trade alone would produce a large revenue on the cost.



An Invention of Rare Merit.

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A Kerosene Lamp Chimney, Easily Cleaned

AND WHICH

WILL NOT CRACK OR BREAK

FROM SUDDEN CHANGES OF

TEMPERATURE.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, April 18, 1863.

Inter-Oceanic Railways and Transits.

The discovery of gold on the Pacific, has not only added to the amount in circulation nearly one thousand millions of dollars, but has created commercial interests of new conditions and incalculable value. The State of California may consequently be said to dominate the commerce of that ocean, and to be the mistress of its shores. San Francisco has a further remarkable peculiarity hitherto exclusive with the city of New York, that of being a port at which an assorted cargo could always be made up. Indeed it has been said that it was the only one in the world affording that facility. San Francisco, a truly American city, in enterprise, ingenuity, resources, and self-confidence, offers to the ports on the Asiatic coast, to Japan, China, Russia, to the Oceanic islands, and to Australia and the other neighboring settlements, every supply which necessity, civilization, or luxury may demand. A trade is springing up in those directions which bids fair to equal anything yet carried on across the Atlantic.

The current of emigration thither was the first necessity to consider, and the Panama Railway was the result of the sagacity and enterprise of our countrymen. This great success had the effect to inspire similar enterprises of interoceanic railways and transits, and the Nicaragua route was next inaugurated, and for a time was a valuable and well supported avenue for American traffic and passengers. The Honduras scheme was then brought forward to the favorable notice of our own and foreign capitalists, with some show of final success. We now observe that the whole question has come up again in England, and that Capt. Pym of the Royal Navy, a well known Isthmus explorer, has been calling the attention of his countrymen to his plan of an "International transit route through Nicaragua." The following is a report of the substance of his remarks at a meeting of the Society of Arts, as late as the 11th ult.

"He pointed out the importance of the subject as bearing upon the political and commercial position of this country. He described the railroad that now exists across the Isthmus of Panama, which had now the monopoly of the traffic; the company charging rates of transit that were really most exorbitant. As showing the view taken by the American government of the importance of this means of transit to the United States, the author quoted from the state paper in which the Government aid asked for by the proprietors of the Panama line was granted. This document spoke of the advantages the United States would possess over all competitors for the commerce of the Pacific and the East when the line was completed, which would deprive Europeans of the decided superiority which they formerly possessed in their intercourse with nine-tenths of the world, and would place the States far ahead in the race for commercial supremacy."

The route projected by Capt. Pym extends from Gorgon Bay, on the Atlantic, traverses the intervening land as far as the Lake Nicaragua, then skirting the shores of that lake, crossing the river Tipitapa, and reaching the Pacific at the harbor of Realejo, a total distance of 225 miles.

It was strongly urged also, that the monetary interest of England was deeply concerned in a settled and expeditious transit between the mother country, and its possessions in the East, which should be "independent of the control of the United States."

We may thus perceive the natural tendency of the British mind, to strengthen and increase its connections with its dependencies, free from all foreign relations if possible, and in every way to enter upon a contest with the United States for the trade of the Pacific. As long as our routes thither are by the isthmus, the competition will be great. Victoria already plumes itself on rivalling San Francisco. Those isthmus routes are traversed however by the permission of Governments which are subject to change, affected by foreign influence, within the reach of monied speculators, and with but little commercial spirit of their own. All these lines of transit, therefore, are at the best uncertain. We have just seen that the Nicaragua route has been again violently closed against the American contractors. We know too that we have had no diplomatic relations with the Government of Colombia for two years, and have endangered its friendship by recently proposing an armed intervention, and a foreign interference in its domestic affairs. The Panama route is therefore subject to all the risks of a resentment, natural enough after our strange policy. These considerations, therefore, lead us to one foregone conclusion, and no other, that our transit to the Pacific must be over our own soil, and under our own control. The Pacific Railroad is the great remedy for all the disadvantages and delays of the foreign routes. Its construction will settle the question of the supremacy of our trade in the Pacific ocean, beyond all question.

We are happy to have it in our power to add that there is every assurance of an immediate organization of the Pacific Company, under advantages and with influence not deemed attainable a short time since. By the time that the first shovel is put into the ground at the 100° parallel, the public will be surprised to find an Eastern Company at work on a line, which is to form a junction there with the great trunk itself, and by the construction of which the completion of the whole work will be accomplished in three or four years!

The Ottawa Canal.

The Montreal papers continue to advocate the construction of the Ottawa Canal, as being the shortest route between that City and Chicago. It is now proposed to build it for barges, drawing four or five feet of water only, with the capacity of 15,000 bushels. The cost would not then be more than about $19,000 per mile, which was that of the Erie Canal, when it was first constructed, 40 feet wide and 4 feet deep. It is believed the lumber trade alone would produce a large revenue on the cost.

Long Island Railroad.

The following gentlemen have been elected directors of this Company for the ensuing year: Oliver Charlick, Wm. F. Havemeyer, Albert Havemeyer, John M. Freeman, Jas. M. Waterbury, John P. Yelverton, Charles Christmas, of New York; Charles Camblos, E. N. Maitland, A. Hart, Chas. B. Wainwright, of Philadelphia; Stephen Tabor, D. R. Floyd-Jones, of Long Island.

At a subsequent meeting of the board, Oliver Charlick, Esq., was unanimously elected President.

Michigan Southern and Northern Indiana Railroad.

The following is a comparative statement of the earnings and expenses of this road for the fiscal years ending February 28, 1862 and 1863:

	1861-'62.	1862-'63.
Earnings—		
From freight	$1,419,497 94	$1,804,581 78
" passengers	710,417 28	892,138 31
" mails	53,966 00	53,966 00
" express	28,753 85	31,210 21
" rents	23,219 18	18,918 92
" divid'd on assets	1,000 00	1,000 00
" all other sources	13,663 66	12,016 18
Total	$2,250,517 91	$2,813,831 40
Expenses—		
Repairs of road	$291,558 90	$379,956 09
" buildings	22,558 58	41,983 14
" engines	100,498 71	121,149 21
" cars	84,932 11	111,132 49
" mach'y etc.	25,215 08	21,640 18
" telegraph	2,126 33	4,502 91
Fuel	110,502 83	116,796 99
Oil and waste	18,918 69	24,258 23
Gen'l superintendence	26,953 96	28,749 59
Agents and clerks	69,005 60	77,488 53
Foreign agencies	24,691 89	35,197 78
Telegraph operators	9,088 81	10,913 30
Stationmen	107,521 41	129,426 07
Conductors and trainmen	52,884 20	62,432 09
Enginemen & firemen	78,229 74	89,348 43
Switch and flagmen	3,916 92	5,487 54
Supplies	11,115 40	11,641 31
Station service	11,680 02	13,678 89
Law expenses	10,507 92	8,426 84
Loss and damage	8,107 38	9,383 46
Expenses N. Y. office	9,538 78	14,628 18
New buildings, etc.	14,489 57	11,480 12
All other expenses	19,077 28	22,863 45
Total	$1,112,970 11	$1,352,555 61
Net earnings	$1,137,547 80	$1,461,275 79

Disposition of same—		
Interest on funded debt	$654,761 73	
" floating "	22,598 84	
Rent Erie and Kal. R. R.	30,000 00	
Taxes—State, Co., & town	57,679 77	
" Federal (6 m'ths).	15,901 05	
		780,941 39
Surplus		$680,334 40
Add proceeds of sale of—		
Three steamboats and furniture		65,084 54
Stocks and bonds of other companies.		70,655 96
Other assets		11,787 65
		$827,862 55
Thus accounted for—		
Contributions to Sinking Fund, Reduction of floating debt, D., M. & T. stock retired		$600,231 59
Paid for 173 new cars		105,175 00
" for new grain elevator		32,946 21
" old claims and judgments		23,742 00
" old building at White Pidgeon		3,000 00
" old construction items		2,070 59
Balance, in increased assets		60,697 16
		$827,862 55

Compared with the previous year, the gross earnings show an increase of $563,313 49; with an increase in expenses of $239,585 50—making the increase in net earnings, $323,727 99. The Report says:

So profitable a business and the sums realized from the sales of assets, combined with the operation of the sinking fund, and with the well organized economy practised in the management, have yielded the following general results. They have enabled the Company to substantially extinguish the floating debt, to make up the arrearages due to the sinking fund, to reimburse the trustee for the sinking fund bonds in the amount of a deficit for an over issue made prior to 1860, to materially reduce the funded debt, and to make much-needed additions to the equipment of the road.

The balance of floating debt, including coupons reported last year as fundable into bonds, and also including recently ascertained and adjusted old liabilities, amounted to $528,900 16.

The arrearages due to the sinking fund, together with the current year's contribution, consumed $278,000 of the earnings.

The return to the trustee and cancelling of 90 bonds permitted by him to be overissued prior to 1860, was necessary in order to prevent the total issue of sinking fund bonds from exceeding the limits guaranteed to the stock and bondholders on the creation of the mortgage and the adoption of the sinking fund policy for the extinguishment of the funded debt.

The expenditures for a grain elevator and 173 new cars amounted to $138,121 21.

Including the $278,000 of bonds contributed during the past year, the commissioners of the sinking fund now hold $650,000 of the sinking fund bonds cancelled. This makes the contribution full to the close of the fiscal year, the first time the contribution has been complete in many years.

Its favorable operation during the past year is exemplified in a reduction of $223,629 18 in the funded debt, notwithstanding the issues of bonds on the settlements of old claims, the payments of accrued interest, and in the retirement of Detroit, Monroe and Toledo Railroad stock. The liabilities of this Company on account of the last-named item having been reduced $122,200.

The overdue first mortgage bonds outstanding at the beginning of the fiscal year, have, save an inconsiderable fraction not yet presented, been paid off and converted into the sinking fund bonds. As but about one-third of the overdue bonds were converted by holders, it was necessary, in order to accomplish the complete conversion, to sell sinking fund bonds, and with the proceeds redeem the overdue bonds. As none of the sinking fund bonds were sold below par and interest, and many of them at a premium, the result was more profitable to the Company than if all the holders of the overdue bonds had converted them when requested to do so.

The successful accomplishment of this important financial measure has placed the sinking fund bonds in the perfected condition of a first mortgage security, and realized the anticipations indulged in our last report of their value as a first class security.

The outstanding plain bonds that fell due on February 1st and March 1st, 1863, have in like manner been paid off, save only a few as yet unpresented for payment.

The Erie and Kalamazoo bonds, which fell due on March 1st, 1862, but which were not, like the first mortgage and the plain bonds, convertible into sinking fund bonds and not eligible to the same provision for payment, have been paid off so far as presented by an exchange for assets of the Company or by the proceeds of the sale of such assets. Interest is no longer accruing on these bonds.

Early in the year the Company disposed of its steamboat property on the best attainable terms, realizing cash therefor. This was necessary, as this property was found by experience to be a source of expense without profit. It was necessary to realize before property so perishable became entirely valueless.

It is apparent that the financial condition of the Company at the beginning of the new fiscal year is free from those heavy embarrassments of arrearages which in previous years have been impending to operate as a sponge, absorbing future earnings. There is, however, no accumulated surplus of earnings on hand, and therefore no moneys in the treasury applicable to a dividend on the business of the past. None could be paid without contracting a floating debt or increasing the funded debt, either of which would be as inconsistent with the financial policy of the management and the good faith they have considered it their duty to observe with all classes of the stock and bondholders as they would be inconsistent with the permanent interests of stockholders.

The question of dividends is strictly a question of future earnings, and not one of past earnings.

The additions during the past year of a new elevator and 173 new cars gave the Company much-needed facilities, which, under the capable management, characterized by untiring energy and faithfulness, of the Vice President and General Superintendent, added largely to the capacity of the road, and fully realized the expectations indulged in our last report of benefits to be derived from the construction.

The soundness of the policy of reducing debt and adding to the capacity of the road have thus been illustrated during the past year by the favorable results of diminished interest charge, and greatly increased earnings.

On the 25th of February last, just at the close of our fiscal year, our new grain elevator, at Toledo, was destroyed by fire. The cost of the building was partially covered by an insurance to the extent of $10,000.

We have again to refer to the detention, of which we had reason to complain in our last report, of eastward bound freight at Toledo and Detroit. Our easterly connections not taking through freight as fast as we are prepared to deliver it, has constantly thrown back upon us an accumulation of freight which has repeatedly obliged us to issue circulars declining for a stated period to receive through freight at any of our stations.

These facts plainly indicate the necessity for additional outlets eastward during the recess of navigation for the increasing products of the great and growing West.

As regards the coming year, it is believed that the same policy which has guided the action of the company in the past year can be most profitably employed in the future.

To this end steps have been promptly taken for the reconstruction of the new grain elevator. It is believed that its prompt re-erection will be in season to enable us to reap the same benefit from its use that we derived last season, and that in the interim the volume of business will not be materially lessened at Toledo.

To this end, also, it is deemed advisable to provide increased depot facilities at other important points on the line.

Also, certain portions of the track which have not heretofore required renewal, will necessarily require relaying during the coming year.

What expenditures these necessary improvements and renewals will require, is at present a matter of indefinite estimate, subject to the conditions of currency, labor, and prices of material and property, except in the case of the new elevator, which has been contracted to be rebuilt at a cost about 30 per cent. above the cost of its erection last year.

From the earnings of the coming year, $114,000 will be required for the sinking fund contribution and interest accruing on the fund, which will swell that fund at the close of the year to $764,000. This material diminution of the funded debt burdening the stock will, in the growing ratio of its operation hereafter, assume proportions that will affect very favorably the intrinsic value of the stockholders' property.

In considering the future, it must be borne in mind that peculiar causes have operated to swell the earnings during the past year. These were the large grain crop and demand therefor abroad,

the closing of the Mississippi, and stimulating effect of the inflation of the currency upon business generally. The last named of these causes has also contributed to swell the operating expenses and the cost of material. How far the existence of these causes will continue to operate hereafter in swelling, or their absence in reducing expenditures, is of course uncertain.

Since our last annual report, the suits then pending between this Company and the Corn Exchange Bank have been settled on terms that insured to this Company all it had claimed in the controversy.

During the past year several suits have been brought against the Company by Elisha C. Litchfield. His alleged claims are of a mixed character, amounting in the aggregate to a considerable sum. Among these claims are charges for commissions for indorsing paper of the Company, and other compensations for pretended services.

The Company has defended these suits, and is prosecuting counter claims against him.

The complicated character of these claims and counter claims promises a protracted litigation.

This Company having refused to acknowledge its liability on an alleged old guarantee of $200,000 of bonds of the Cincinnati, Peru and Chicago Railroad Company, several parties holding these bonds have instituted suits against this Company to test the question of its liability. No decision has yet been reached in any of these cases. We are confident that our Company is not legally nor equitably liable on this claim.

Aside from the above no litigation exists, and the great number of suits found existing three years since have been extinguished.

The following is a comparative statement of the assets and floating liabilities of the company, February 28, 1862 and 1863:

Assets:	1862.	1863.
Cash	$31,440 15	$33,393 31
Bills receivable	2,257 99	2,091 24
Uncollected earnings	155,651 22	218,187 88
Materials on hand	197,331 95	196,999 20
Due from other compan's	11,839 83	14,898 53
P. Morehous, trustee	18,325 34	6,683 40
Individual accounts	4,857 83	5,889 17
Detroit store, less mort.	5,500 00	5,500 00
Claim against A., L. & T. R. R.	.....	3,000 00
U. S. Express Co	.....	1,258 74
	$427,204 31	$487,901 47
Liabilities:		
Bills payable	$252,528 76	$82,236 16
Coupons and bonded interest	80,180 70	22,592 29
Blake judgment	5,684 87	.....
Pay rolls and vouchers, Feb.	156,696 27	140,218 31
State of Michigan—tax	33,809 56	.....
	$528,900 16	$245,046 76
Excess of liabilities	$101,695 85	.....
Excess of assets	.....	$242,854 71

Increase of assets $60,697 16; reduction of liabilities, $283,853 40.

The apportionment of freight and passenger earnings of Main Line and Branches for the year 1862–'63 was as follows:

	Passenger.	Freight.
Main Line	$591,460 36	$1,413,979 77
Air Line	63,916 84	192,215 13
Det., Mon. & Toledo.	76,795 75	87,402 58
Adrian & Monroe Br.	19,085 51	40,984 42
Jackson Branch	27,614 42	26,834 71
Three Rivers Branch.	2,099 47	4,718 03
Storage	.....	38,447 14
Military transp'rt'tion	111,165 96	.....
	$892,138 81	$1,804,581 78
Previous year	710,417 28	1,419,497 94
Increase	$181,721 03	$385,083 84

The total number of passengers carried was 396,723; of which 66,138 were through, and 330,585 way. Of the through passengers, 42,863 were 1st class, 14,075 2d class, and 9,200 emigrant—yielding $359,185 92. Of the way passengers, 338,707 were 1st class, 838 2d class, and 1,040 emigrant—yielding $421,786 48. The number of miles traveled by through passengers was 16,544,660; by way passengers, 12,933 716—total, 29,478,376. The average number of miles traveled by each through passenger was 250.15; by each way passenger, 39.12. The average amount received from each through passenger was $5.43; from each way passenger, $1.27. The average amount received from each through passenger per mile was 2.17 cents; from each way passenger, 3.26 cents.

The number of tons of through freight moved eastward was 103,262; do., westward, 53,370—total through 246,632, yielding $933,561 59. Way freight moved eastward, 213,664; do., westward, 83,330—total way, 296,994, yielding $832,573 05. Total tons through and way freight eastward, 406,926, or 74.9 per cent.; yielding $1,313,341 20, or 74.35 per cent.; do., westward, 136,700, or 25.1 per cent., yielding $452,793 44, or 25.65 per cent—the total tonnage being 543,626, against 452,708 the previous year; and the revenue therefrom, as above, exclusive of storage, $1,766,134 64, against $1,390,512 75 the previous year: a gain of 90,918 tons, and $375,621 89, or 27 per cent.

CONDENSED BALANCE SHEET.

Railroad		$13,613,623 71
Equipment		1,644,258 90
Detroit, Monroe and Toledo R. R.		1,285,182 28
D., M. & T. stock at par		368,200 00
Outside property, acquired by foreclosure of mortgages		67,061 24
Materials on hand		196,999 20
Insurance on Elevator, paid since March 1st		10,000 00
Other available assets, viz:		
Cash	$33,393 31	
Bills receivable	2,091 24	
Uncollected earnings	218,187 88	
Individual accounts	5,889 17	
P. Morehous, trustee	6,683 40	
Due from other comp's	14,898 53	
U. S. Express Co	1,258 74	
	$282,402 27	
Less floating liabilities	245,046 76	
		37,355 51
Nominal assets		324,767 53
Profit and loss		997,829 96
		$18,545,278 33
Capital stock—common		$6,124,000 00
" " guaranteed		2,893,600 00
		$9,018,200 00
Funded debt, $9,527,078 33, viz:		
Sinking Fund, First General Mortgage bonds	$5,723,000	
Less held by Sinking Fund	650,000	
		5,073,000 00
Second General Mortgage bonds		2,656,500 00
Goshen Line bonds		701,000 00
Jackson Branch bonds		81,000 00
Detroit, Monroe and Toledo bonds		812,000 00
Overdue bonds not yet presented—		
Michigan Southern 1st	$14,000	
Northern Indiana 1st	42,000	
Michigan Southern, plain	16,000	
Northern Indiana, plain	20,000	
Erie and Kalamazoo	103,000	
		195,000 00
Scrip outstanding		8,578 33
		$18,545,278 33

The whole number of locomotives owned by the Company is 83, of which 59 are in good order, 11 wanting slight repairs, 6 general repairs, 5 rebuilding, and 2 not in use. The total number of miles run by engines has been 2,060,637, viz: with passenger trains, 682,382; with freight trains, 1,187,909; with other trains, 190,346. Cost of repairs per mile run, 5.73 cents.

The rolling stock consists of 3 twelve-wheel and 57 eight-wheel passenger cars, 8 second class, 7 emigrant, and 22 baggage, mail and express cars; 13 drovers', 1 paymaster's, 2 wrecking, 20 gravel, 150 stock, and 935 freight cars.

President—E. M. GILBERT, New York.

Directors—E. M. Gilbert, Henry Keep, Allan Campbell, Albert Havemeyer, Milton Courtright, Hamilton White, Nelson Beardsley, William Keep, William Williams, Stillman Witt, John S. Barry, Philo Morehous, M. L. Sykes, Jr.

Vice President—M. L. SYKES, JR., Toledo, O.

Treasurer—HENRY KEEP, New York.

Secretary—D. P. BARHYDT, New York.

General Sup't—JOHN D. CAMPBELL, Toledo.

Cashier—W. F. STAUNTON, Toledo.

Auditor—JOHN J. ADAM, Toledo.

Cleveland and Toledo Railroad.

Annexed is the decision of the Supreme Court of Ohio in the case of the Cleveland and Toledo Railroad to which allusion was made in our last issue:

SUPREME COURT OF OHIO.

The Hon. William W. Peck, Chief Justice, and the Hons. William V. Gholson, Jacob Brinkerhoff, Josiah Scott, and Rufus P. Ranney, Judges, L. Critchfield, Esq., Reporter.

TUESDAY, March 31, 1863.

75. The Port Clinton Railroad Company agt. The Cleveland and Toledo Railroad Company.

142. The Trustees of Portland Township agt. The Cleveland and Toledo Railroad Company.

Reserved in District Court of Ottawa.

GHOLSON, J.—1. If in any case it would be competent for a Court to decree the specific performance of a contract to operate a railroad, requiring, as it would, personal acts, involving the continuous exercise of skill and judgment under varying circumstances and emergencies, it ought only be in a case where the demand for the exercise of such a power was stringent, and to circumstances such as to authorize the Court in making an order to limit its duration as to time, and to define to some proper and reasonable extent the mode and manner in which it should be obeyed.

2. The P. C. Railroad Company leased its franchise and road for the term of ninety-nine years, renewable forever, to the C. and T. Railroad Company, which was a Company created by the consolidation of the T. N. and C. Railroad Company and the Junction Railroad Company. The consideration was in the form of covenants—to pay taxes, to assume debts, to finish the road, and to operate and manage the road in such a manner as would not forfeit or endanger the franchises and corporate rights to the lessor. It appeared that only a small sum of money had ever been paid in by the stockholders of the P. C. Company, which had never been expended; that the cost of any work on the road previous to the lease had been defrayed by the Junction Company, and that this work had been done, and the organization of the P. C. Company made, under the general law of the State, to enable the Junction Company to extend its line in a manner its charter did not permit, Held: That the P. C. Company was not entitled to a specific peformance of the covenant in its lease to operate the road.

3. Where a township through which a railroad might be located was, by a statute, "authorized to subscribe to the stock of said railroad," Held: That, while under such authority, the contract of subscription might contain terms and condition

Long Island Railroad.

The following gentlemen have been elected directors of this Company for the ensuing year: Oliver Charlick, Wm. F. Havemeyer, Albert Havemeyer, John M. Freeman, Jas. M. Waterbury, John P. Yelverton, Charles Christmas, of New York; Charles Cambios, E. N. Maitland, A. Hart, Chas. B. Wainwright, of Philadelphia; Stephen Tabor, D. R. Floyd-Jones, of Long Island.

At a subsequent meeting of the board, Oliver Charlick, Esq., was unanimously elected President.

Michigan Southern and Northern Indiana Railroad.

The following is a comparative statement of the earnings and expenses of this road for the fiscal years ending February 28, 1862 and 1863:

Earnings—	1861–'62.	1862–'63.
From freight	$1,419,497 94	$1,804,581 78
" passengers	710,417 28	892,138 31
" mails	53,966 00	53,966 00
" express	28,753 85	31,210 21
" rents	23,219 18	18,918 92
" divid'd on assets	1,000 00	1,000 00
" all other sources	13,663 66	12,016 18
Total	$2,250,517 91	$2,813,831 40
Expenses—		
Repairs of road	$291,558 90	$379,956 09
" buildings	22,558 58	41,983 14
" engines	100,498 71	121,149 21
" cars	84,932 11	111,132 43
" mach'y etc.	25,215 08	21,640 13
" telegraph	2,126 33	4,502 91
Fuel	110,502 83	116,796 99
Oil and waste	18,918 69	24,258 23
Gen'l superintendence	26,953 96	28,749 59
Agents and clerks	69,005 60	77,468 53
Foreign agencies	24,691 89	35,197 78
Telegraph operators	9,088 81	10,913 30
Stationmen	107,521 41	129,426 07
Conductors and trainmen	52,884 20	62,432 09
Enginemen & firemen	78,229 74	89,348 43
Switch and flagmen	3,916 92	5,487 54
Supplies	11,115 40	11,641 31
Station service	11,680 02	13,678 89
Law expenses	10,507 92	8,426 84
Loss and damage	8,107 38	9,383 46
Expenses N. Y. office	9,538 78	14,628 18
New buildings, etc.	14,439 57	11,430 12
All other expenses	19,077 28	22,863 45
Total	$1,112,970 11	$1,352,555 61
Net earnings	$1,137,547 80	$1,461,275 79
Disposition of same—		
Interest on funded debt	$654,761 73	
" floating "	22,598 84	
Rent Erie and Kal. R. R.	30,000 00	
Taxes—State, Co., & town	57,679 77	
" Federal (6 m'ths)	15,901 05	
		780,941 39
Surplus		$680,334 40
Add proceeds of sale of—		
Three steamboats and furniture		65,084 54
Stocks and bonds of other companies		70,655 96
Other assets		11,787 65
		$827,862 55
Thus accounted for—		
Contributions to Sinking Fund, Reduction of floating debt, D., M. & T. stock retired		$600,231 59
Paid for 173 new cars		105,175 00
" for new grain elevator		32,946 21
" old claims and judgments		23,742 00
" old building at White Pidgeon		3,000 00
" old construction items		2,070 59
Balance, in increased assets		60,697 16
		$827,862 55

Compared with the previous year, the gross earnings show an increase of $563,313 49; with an increase in expenses of $239,585 50—making the increase in net earnings, $323,727 99. The Report says:

So profitable a business and the sums realized from the sales of assets, combined with the operation of the sinking fund, and with the well organized economy practised in the management, have yielded the following general results. They have enabled the Company to substantially extinguish the floating debt, to make up the arrearages due to the sinking fund, to reimburse the trustee for the sinking fund bonds in the amount of a deficit for an over issue made prior to 1860, to materially reduce the funded debt, and to make much-needed additions to the equipment of the road.

The balance of floating debt, including coupons reported last year as fundable into bonds, and also including recently ascertained and adjusted old liabilities, amounted to $528,900 16.

The arrearages due to the sinking fund, together with the current year's contribution, consumed $278,000 of the earnings.

The return to the trustee and cancelling of 90 bonds permitted by him to be overissued prior to 1860, was necessary in order to prevent the total issue of sinking fund bonds from exceeding the limits guaranteed to the stock and bondholders on the creation of the mortgage and the adoption of the sinking fund policy for the extinguishment of the funded debt.

The expenditures for a grain elevator and 173 new cars amounted to $138,121 21.

Including the $278,000 of bonds contributed during the past year, the commissioners of the sinking fund now hold $650,000 of the sinking fund bonds cancelled. This makes the contribution full to the close of the fiscal year, the first time the contribution has been complete in many years.

Its favorable operation during the past year is exemplified in a reduction of $223,629 18 in the funded debt, notwithstanding the issues of bonds on the settlements of old claims, the payments of accrued interest, and in the retirement of Detroit, Monroe and Toledo Railroad stock. The liabilities of this Company on account of the last-named item having been reduced $122,200.

The overdue first mortgage bonds outstanding at the beginning of the fiscal year, have, save an inconsiderable fraction not yet presented, been paid off and converted into the sinking fund bonds. As but about one-third of the overdue bonds were converted by holders, it was necessary, in order to accomplish the complete conversion, to sell sinking fund bonds, and with the proceeds redeem the overdue bonds. As none of the sinking fund bonds were sold below par and interest, and many of them at a premium, the result was more profitable to the Company than if all the holders of the overdue bonds had converted them when requested to do so.

The successful accomplishment of this important financial measure has placed the sinking fund bonds in the perfected condition of a first mortgage security, and realized the anticipations indulged in our last report of their value as a first class security.

The outstanding plain bonds that fell due on February 1st and March 1st, 1863, have in like manner been paid off, save only a few as yet unpresented for payment.

The Erie and Kalamazoo bonds, which fell due on March 1st, 1862, but which were not, like the first mortgage and the plain bonds, convertible into sinking fund bonds and not eligible to the same provision for payment, have been paid off so far as presented by an exchange for assets of the Company or by the proceeds of the sale of such assets. Interest is no longer accruing on these bonds.

Early in the year the Company disposed of its steamboat property on the best attainable terms, realizing cash therefor. This was necessary, as this property was found by experience to be a source of expense without profit. It was necessary to realize before property so perishable became entirely vaiueless.

It is apparent that the financial condition of the Company at the beginning of the new fiscal year is free from those heavy embarrassments of arrearages which in previous years have been impending to operate as a sponge, absorbing future earnings. There is, however, no accumulated surplus of earnings on hand, and therefore no moneys in the treasury applicable to a dividend on the business of the past. None could be paid without contracting a floating debt or increasing the funded debt, either of which would be as inconsistent with the financial policy of the management and the good faith they have considered it their duty to observe with all classes of the stock and bondholders as they would be inconsistent with the permanent interests of stockholders.

The question of dividends is strictly a question of future earnings, and not one of past earnings.

The additions during the past year of a new elevator and 173 new cars gave the Company much-needed facilities, which, under the capable management, characterized by untiring energy and faithfulness, of the Vice President and General Superintendent, added largely to the capacity of the road, and fully realized the expectations indulged in our last report of benefits to be derived from the construction.

The soundness of the policy of reducing debt and adding to the capacity of the road have thus been illustrated during the past year by the favorable results of diminished interest charge, and greatly increased earnings.

On the 25th of February last, just at the close of our fiscal year, our new grain elevator, at Toledo, was destroyed by fire. The cost of the building was partially covered by an insurance to the extent of $10,000.

We have again to refer to the detention, of which we had reason to complain in our last report, of eastward bound freight at Toledo and Detroit. Our easterly connections not taking through freight as fast as we are prepared to deliver it, has constantly thrown back upon us an accumulation of freight which has repeatedly obliged us to issue circulars declining for a stated period to receive through freight at any of our stations.

These facts plainly indicate the necessity for additional outlets eastward during the recess of navigation for the increasing products of the great and growing West.

As regards the coming year, it is believed that the same policy which has guided the action of the company in the past year can be most profitably employed in the future.

To this end steps have been promptly taken for the reconstruction of the new grain elevator. It is believed that its prompt re-erection will be in season to enable us to reap the same benefit from its use that we derived last season, and that in the interim the volume of business will not be materially lessened at Toledo,

To this end, also, it is deemed advisable to provide increased depot facilities at other important points on the line.

Also, certain portions of the track which have not heretofore required renewal, will necessarily require relaying during the coming year.

What expenditures these necessary improvements and renewals will require, is at present a matter of indefinite estimate, subject to the conditions of currency, labor, and prices of material and property, except in the case of the new elevator, which has been contracted to be rebuilt at a cost about 30 per cent. above the cost of its erection last year.

From the earnings of the coming year, $114,000 will be required for the sinking fund contribution and interest accruing on the fund, which will swell that fund at the close of the year to $764,000. This material diminution of the funded debt burdening the stock will, in the growing ratio of its operation hereafter, assume proportions that will affect very favorably the intrinsic value of the stockholders' property.

In considering the future, it must be borne in mind that peculiar causes have operated to swell the earnings during the past year. These were the large grain crop and demand therefor abroad,

the closing of the Mississippi, and stimulating effect of the inflation of the currency upon business generally. The last named of these causes has also contributed to swell the operating expenses and the cost of material. How far the existence of these causes will continue to operate hereafter in swelling, or their absence in reducing expenditures, is of course uncertain.

Since our last annual report, the suits then pending between this Company and the Corn Exchange Bank have been settled on terms that insured to this Company all it had claimed in the controversy.

During the past year several suits have been brought against the Company by Elisha C. Litchfield. His alleged claims are of a mixed character, amounting in the aggregate to a considerable sum. Among these claims are charges for commissions for indorsing paper of the Company, and other compensations for pretended services.

The Company has defended these suits, and is prosecuting counter claims against him.

The complicated character of these claims and counter claims promises a protracted litigation.

This Company having refused to acknowledge its liability on an alleged old guarantee of $200,000 of bonds of the Cincinnati, Peru and Chicago Railroad Company, several parties holding these bonds have instituted suits against this Company to test the question of its liability. No decision has yet been reached in any of these cases. We are confident that our Company is not legally nor equitably liable on this claim.

Aside from the above no litigation exists, and the great number of suits found existing three years since have been extinguished.

The following is a comparative statement of the assets and floating liabilities of the company, February 28, 1862 and 1863:

Assets:	1862.	1863.
Cash	$31,440 15	$33,393 31
Bills receivable	2,257 99	2,091 24
Uncollected earnings	155,651 22	218,187 88
Materials on hand	197,331 95	196,999 20
Due from other compan's	11,839 83	14,898 53
P. Morehous, trustee	18,325 34	6,683 40
Individual accounts	4,857 83	5,889 17
Detroit store, less mort.	5,500 00	5,500 00
Claim against A., L. & T. R. R.	.....	3,000 00
U. S. Express Co	.....	1,258 74
	$427,204 31	$487,901 47
Liabilities:		
Bills payable	$252,528 76	$82,236 16
Coupons and bonded interest	80,180 70	22,592 29
Blake judgment	5,684 87	.....
Pay rolls and vouchers, Feb.	156,696 27	140,218 31
State of Michigan—tax	33,809 56	.....
	$528,900 16	$245,046 76
Excess of liabilities	$101,695 85	.....
Excess of assets	.....	$242,854 71

Increase of assets $60,697 16; reduction of liabilities, $283,853 40.

The apportionment of freight and passenger earnings of Main Line and Branches for the year 1862-'63 was as follows:

	Passenger.	Freight.
Main Line	$591,460 36	$1,413,979 77
Air Line	63,916 84	192,215 13
Det., Mon. & Toledo.	76,795 75	87,402 58
Adrian & Monroe Br.	19,085 51	40,984 42
Jackson Branch	27,614 42	26,834 71
Three Rivers Branch.	2,099 47	4,718 03
Storage	.....	38,447 14
Military transp'rt'tion	111,165 96	.....
	$892,138 31	$1,804,581 78
Previous year	710,417 28	1,419,497 94
Increase	$181,721 03	$385,083 84

The total number of passengers carried was 396,723; of which 66,138 were through, and 330,585 way. Of the through passengers, 42,863 were 1st class, 14,075 2d class, and 9,200 emigrant—yielding $359,185 92. Of the way passengers, 338,707 were 1st class, 838 2d class, and 1,040 emigrant—yielding $421,786 43. The number of miles traveled by through passengers was 16,544,660; by way passengers, 12,933 716—total, 29,478,376. The average number of miles traveled by each through passenger was 250.15; by each way passenger, 39.12. The average amount received from each through passenger was $5.43; from each way passenger, $1.27. The average amount received from each through passenger per mile was 2.17 cents; from each way passenger, 3.26 cents.

The number of tons of through freight moved eastward was 103,262; do., westward, 53,370—total through 246,632, yielding $933,561 59. Way freight moved eastward, 213,664; do., westward, 83,330—total way, 296,994, yielding $832,573 05. Total tons through and way freight eastward, 406,926, or 74.9 per cent.; yielding $1,313,341 20, or 74.35 per cent.; do., westward, 136,700, or 25.1 per cent., yielding $452,793 44, or 25.65 per cent—the total tonnage being 543,626, against 452,708 the previous year; and the revenue therefrom, as above, exclusive of storage, $1,766,134 64, against $1,390,512 75 the previous year: a gain of 90,918 tons, and $375,621 89, or 27 per cent.

CONDENSED BALANCE SHEET.

Railroad		$13,613,623 71
Equipment		1,644,258 90
Detroit, Monroe and Toledo R. R.		1,285,182 28
D., M. & T. stock at par		368,200 00
Outside property, acquired by foreclosure of mortgages		67,061 24
Materials on hand		196,999 20
Insurance on Elevator, paid since March 1st		10,000 00
Other available assets, viz:		
Cash	$33,393 31	
Bills receivable	2,091 24	
Uncollected earnings	218,187 88	
Individual accounts	5,889 17	
P. Morehous, trustee	6,683 40	
Due from other comp's	14,898 53	
U. S. Express Co	1,258 74	
	$282,402 27	
Less floating liabilities	245,046 76	
		37,355 51
Nominal assets		324,767 53
Profit and loss		997,829 96
		$18,545,278 33
Capital stock—common		$6,124,000 00
" " guaranteed		2,893,600 00
		$9,018,200 00
Funded debt, $9,527,078 33, viz:		
Sinking Fund, First General Mortgage bonds	$5,723,000	
Less held by Sinking Fund	650,000	
		5,073,000 00
Second General Mortgage bonds		2,656,500 00
Goshen Line bonds		701,000 00
Jackson Branch bonds		81,000 00
Detroit, Monroe and Toledo bonds		812,000 00
Overdue bonds not yet presented—		
Michigan Southern 1st	$14,000	
Northern Indiana 1st	42,000	
Michigan Southern, plain	16,000	
Northern Indiana, plain	20,000	
Erie and Kalamazoo	103,000	
		195,000 00
Scrip outstanding		8,578 33
		$18,545,278 33

The whole number of locomotives owned by the Company is 83, of which 59 are in good order, 11 wanting slight repairs, 6 general repairs, 5 rebuilding, and 2 not in use. The total number of miles run by engines has been 2,060,637, viz: with passenger trains, 682,382; with freight trains, 1,187,909; with other trains, 190,346. Cost of repairs per mile run, 5.73 cents.

The rolling stock consists of 3 twelve-wheel and 57 eight-wheel passenger cars, 8 second class, 7 emigrant, and 22 baggage, mail and express cars; 13 drovers', 1 paymaster's, 2 wrecking, 20 gravel, 150 stock, and 935 freight cars.

President—E. M. GILBERT, New York.

Directors—E. M. Gilbert, Henry Keep, Allan Campbell, Albert Havemeyer, Milton Courtright, Hamilton White, Nelson Beardsley, William Keep, William Williams, Stillman Witt, John S. Barry, Philo Morehous, M. L. Sykes, Jr.

Vice President—M. L. SYKES, JR., Toledo, O.

Treasurer—HENRY KEEP, New York.

Secretary—D. P. BARHYDT, New York.

General Sup't—JOHN D. CAMPBELL, Toledo.

Cashier—W. F. STAUNTON, Toledo.

Auditor—JOHN J. ADAM, Toledo.

Cleveland and Toledo Railroad.

Annexed is the decision of the Supreme Court of Ohio in the case of the Cleveland and Toledo Railroad to which allusion was made in our last issue:

SUPREME COURT OF OHIO.

The Hon. William W. Peck, Chief Justice, and the Hons. William V. Gholson, Jacob Brinkerhoff, Josiah Scott, and Rufus P. Ranney, Judges, L. Critchfield, Esq., Reporter.

TUESDAY, March 31, 1863.

75. The Port Clinton Railroad Company agt. The Cleveland and Toledo Railroad Company.

142. The Trustees of Portland Township agt. The Cleveland and Toledo Railroad Company.

Reserved in District Court of Ottawa.

GHOLSON, J.—1. If in any case it would be competent for a Court to decree the specific performance of a contract to operate a railroad, requiring, as it would, personal acts, involving the continuous exercise of skill and judgment under varying circumstances and emergencies, it ought only be in a case where the demand for the exercise of such a power was stringent, and to circumstances such as to authorize the Court in making an order to limit its duration as to time, and to define to some proper and reasonable extent the mode and manner in which it should be obeyed.

2. The P. C. Railroad Company leased its franchise and road for the term of ninety nine years, renewable forever, to the C. and T. Railroad Company, which was a Company created by the consolidation of the T. N. and C. Railroad Company and the Junction Railroad Company. The consideration was in the form of covenants—to pay taxes, to assume debts, to finish the road, and to operate and manage the road in such a manner as would not forfeit or endanger the franchises and corporate rights to the lessor. It appeared that only a small sum of money had ever been paid in by the stockholders of the P. C. Company, which had never been expended; that the cost of any work on the road previous to the lease had been defrayed by the Junction Company, and that this work had been done, and the organization of the P. C. Company made, under the general law of the State, to enable the Junction Company to extend its line in a manner its charter did not permit, Held: That the P. C. Company was not entitled to a specific peformance of the covenant in its lease to operate the road.

3. Where a township through which a railroad might be located was, by a statute, "authorized to subscribe to the stock of said railroad," Held: That, while under such authority, the contract of subscription might contain terms and conditions

affecting its subject matter, and the consideration to be paid and received, the making a subscription and paying money for stock could not be made a consideration to sustain a contract giving the township a claim to control the general conduct and discretion of the directors of the railroad company, in matters involving the pecuniary interests of the company and its stockholders, to an amount far exceeding the subscription of the township. It was not the intention of the Legislature to authorize the township to obtain by its contract such a claim, or the directors of the company for the time being so to limit the power and discretion of future boards of directors.

4. Where two railroad companies, in their agreement for consolidation, inserted an article to provide for the completion and running of the route of one of the companies, and the directors of the consolidated company failed to comply with such provisions: Held, That if the duty thus created was owing to all the stockholders, one of the stockholders could not sustain an action against the directors to enforce compliance therewith; and, that if the duty was owing to a class of stockholders, having in respect to the matter an interest or right distinct from another class, any proceeding to obtain relief, for a refusal or neglect on the part of the directors to discharge the duty, must bring before the Court not only the directors of the company, but the two classes of stockholders.

Judgment in each case for defendant.

No. 48. The Trustees of Perrysburg Township agt. Cleveland and Toledo Railroad Company.—The principles upon which Nos. 75 and 142 were decided, apply to this case.

Judgment for defendant.

The Supreme Court is the Court of last resort in Ohio, and the decisions, it will be seen, are all in favor of the railroad company.

The New York Canal Tolls Imposed upon Railroads; their Repeal Declared Constitutional.

THE TOLLS UPON FREIGHT, EXISTING AT THE TIME OF THE ADOPTION OF THE CONSTITUTION IN 1846, WERE NOT A PART OF THE REVENUES OF THE STATE CANALS. THE ACT OF 1861 REPEALING THE LAWS IMPOSING SUCH TOLLS, IS THEREFORE VALID.

This action was brought in behalf of the People of the State of New York against the New York Central Railroad Co. in order to recover the tolls which would have accrued and become payable to the state from the defendant, and the several corporations which were consolidated, and merged in the defendant at its organization, under the laws in force when the present constitution of the state was adopted, had these laws remained in force.

The defendant came into existence in 1853, by the consolidation of several railroad corporations, under the provisions of chapter 76 of the laws of that year. The provisions of the charters of the several companies merged in the defendant concerning the carriage of merchandise and freight other than the baggage of passengers, and the toll or tax to be paid upon the merchandise and freight carried, when the right existed, were not uniform; the right to carry such freight not being conferred upon some of the corporations, while to some the right was granted during parts of the year; some being compelled to pay toll upon the property transported, from which other companies were exempt. In 1844, by statute, the right was conferred upon all the roads to carry freight during the suspension of canal navigation, and the companies were required to report to the commissioners of the canal fund as they should direct, and, with certain exceptions as to local freight on the same roads, to pay to said commissioners "the same tolls per mile on all the goods, chattles and other property so transported, as would have been paid on them had they been transported on the Erie Canal." This law was in force when the constitution of 1846 was adopted. In 1847 the law was amended and in 1851 it was repealed, and the right to carry freight without the payment of toll granted to the several railroad companies. It was claimed by the plaintiffs that the last mentioned act is in contravention of the constitution, and, hence that the defendant, as the successor in interest and liability of the several consolidated companies, is indebted to the state for the tolls, under the acts of 1844 and 1847, upon all the goods transported by the several roads after December 1851, when the repealing act took effect, and before the organization of the defendant, and by the defendant since the consolidation.

The complaint was dismissed by the Circuit judge; his judgment was affirmed by a General Term of the Supreme Court; and the judgment of the General Term is now affirmed by the Court of Appeals, which holds that the tolls imposed at the adoption of the constitution of 1846 were not, within the meaning of that instrument, part of the revenues of the State Canals, though payable to the commissioners of the canal fund; and the act (ch 497 of 1851) repealing the laws imposing such tolls is therefore, consistent with article 7 of the constitution, which irrevocably pledges the revenues of the canals to the payment of certain debts, and to their completion. The following are portions of the opinion rendered at the decision of the case.

ALLEN, J.—A constitution is an instrument of government, made and adopted by the people for practical purposes, connected with the common business and wants of human life. For this reason, pre-eminently, every word in it should be expounded in its plain, obvious, and common sense.

* * * * * *

Seeking the meaning of the framers of the instrument only from the words they have used, and giving these words their ordinary signification, the sense in which they are popularly used, and in which they would be understood by the people who adopted, and for who's government the constitution was intended, the "revenues" of the canals would include only the income derived from the "state canals." This would include tolls, penalties, and rents of surplus water, and any other return which the state might receive from the capital invested in the canals. * * * *

The canals as the property of the state were a source of income to it; and "the revenues of the canals" was significant as denoting that income. There is no ambiguity in the words, and therefore no occasion for resorting to other aids allowable to the interpretation of doubtful or ambiguous phrases. In other parts of the sections quoted, the same form of expression is used to describe the receipts from a given fund or capital; as where, in sections one and two, the principal and income of the sinking funds are mentioned. The framers distinguished very clearly between the annual payments or contributions to those funds, and the profits arising from their investments, and did not deem it necessary to mention the latter as the "income from" the capital, but used the same preposition "of" as when giving directions concerning the "revenues of the canals." The other parts of the sections, embracing the provisions under consideration, give no countenance to the claim, that anything but receipts from the canals were intended by "the revenues of the state canals." The "expenses of collection, superintendence and ordinary repairs," in the first and third sections, can refer to nothing but the canals, and cannot by any latitude of interpretation, embrace railroads or any other subject; and yet, they have no more intimate connection, but precisely the same in the section with "state canals" that "revenues" have. To suppose that in the one phrase the framers intended just what they said—the expenses attendent upon the management of the canals—and in the other they meant contributions of all kinds for canal purposes, and all restrictions and impositions upon commerce for the benefit of the canals or to increase their trade, would be to convict them of a carelessness and a want of appreciation of the importance of giving clear and distinct expression to their meaning, which would be unjust, and a violation of the rule which implies care and deliberation in such a transaction. The direction in the fifth section for the repayment from the canal revenues of every contribution or advance to the canals or their debt, from any service other than direct revenues, is in harmony with and supports the interpretation given to "canal revenues." In the preceding paragraph of the section, the legislature were enjoined to increase the revenues of the sinking funds, for which provision had been made in the sections immediately preceding, with a view to sustain the public credit and preserve the public faith, by equitable taxes, if the funds or either of them should at any time prove insufficient to satisfy the claims of creditors as they became payable. One of these sinking funds was for the payment of the canal debt; and hence the provision referred to, that every contribution or advance from any source, other than direct revenues, was to be a charge upon the canal revenues. Had it been contemplated that the sinking fund for the canal debt was to be made up in part of taxes upon commerce, tolls upon railroad freights, or other auxiliary or indirect contributions, the framers of this section would not have been so careful to indicate that all contributions and advances, other than from direct revenues of the canals, should be repaid from such revenues. The provision for a repayment of the advances was intended as an equitable adjustment of the accounts between the direct revenues of the canals, which had been appropriated in the preceding sections, and the other funds and revenues of the state which might be used in their aid in an emergency and to meet demands upon them.

The words in question, as used by the framers of the constitution, have a clear, distinct, and definite meaning, well understood and easy of application, in the sense in which they are popularly used, and as they would be understood by the people adopting the instrument, and are used with propriety in that sense in the places in which they occur, and convey to the reader an intelligent, clear and practical idea upon the subject to which they relate. By themselves, the sections in which they occur are perfect, establishing a complete, permanent system as connected with the canals, and giving permanent direction to the revenue to be derived from the canals, and adjusting the

claim of the general fund upon them and providing for its payment. There being no ambiguity in the terms employed, or doubt growing out of the language, there is no room for interpretation or occasion or propriety to resort to those extrinsic aids which are sometimes necessary, when the instrument is not, by its directness and clearness of expression, its own interpeter. It is only when the language is not thus distinct and free from doubt that the intention and meaning of an instrument may be sought from other sources. It is a pregnant fact that it was only after twelve years of administration of the government under the constitution—a period extending over more than one-half the contemplated existence of the instrument—that it was first suggested that, possibly, "canal revenues" meant something more than was indicated by the term, and included other sources of the state revenue and other subjects of taxation; and this suggestion was not based upon the language of the instrument, but upon extrinsic facts, and in disregard of the primary rule of interpretation, by seeking to create a doubt rather than to remove it, which is the office of extrinsic facts, when brought in as aids of interpretation.

* * * * * *

The learned Justice here discusses the question at length, in the light of its context, the subject matter, the past legislation and financial history of the state, and the reason and spirit of the requirement, and concludes that no other meaning can be given to the language than that which it evidently imparts. He concludes as follows:

Most certainly, there is no reason to infer, in this case above all others, that it was the intent of the framers of the instrument to deprive the legislature of any of its ordinary and legitimate power to legislate for the advancement of the prosperity of the state, by opening new means and facilities for trade, and new and improved sources of wealth, although the aggregate of canal tolls might be diminished.

I find no provision in the constitution which directly or indirectly, expressly or impliedly, forbids the legislature from releasing the tax upon merchandise transported upon the railways. The act of 1851, repealing the laws imposing the tolls upon goods so carried, was therefore, within the legislative power, and is valid; and the judgment must be affirmed with costs. All the judges concurring.

Judgment affirmed.

Important Decision of the Tax Commissioner.

The Commissioner of Internal Revenue has made the following decision concrning coupons of bonds issued in aid of a railroad company:

When bonds are issued by a State, county, city or town, in aid of a railroad company, whereof the interest is to be paid by the company, the government tax of three per cent. must be withheld, althongh neither bond nor coupon may express the liability of the company, such an arrangement being virtually an indorsement of the company's bonds by the said State, city or town; whether the interest is paid by the State, county, city or town, and received from the railroad company, or paid by the company directly to the bondholders, is immaterial. In either case the managers of the company must account to the government for the tax. Where bonds are issued by or in aid of a railroad company, the interest of which is made payable in a foreign country, such est will not be subject to taxation under the eighteenth section of the excise law.

Detroit and Milwaukee Railway.

A statement of the position of the affairs of the Detroit and Milwaukee has been issued by the board of that company, is being sent to the bondholders by the Great Western Board, with an abstract of the receipts and expenditure up to 31st October, 1862; an estimate of the future results of the line to May 31, 1864; and a proposal for the first and second mortgage bondholders to consent to a further funding of their interest coupons from November 15, 1862, to May 15, 1864, to enable the company to pay off the balance of the liabilities recognized as obligatory by the funded coupon mortgage. The London committee of bondholders, it would appear, do not agree to the proposal of the Detroit and Milwaukee board for a further funding, except upon conditions to which the Great Western of Canada board cannot assent. Under these circumstances it has been suggested that if the interest coupons due on 15th November last, were funded with the others, and a sum of say $250,000 were raised on sufficient security, this balance of liabilities could be at once liquidated, and payment of the 1st and 2nd mortgage bond interest be resumed, provided the net future earnings of the line come up to the moderate estimate formed. The Great Western board would not be indisposed to recommend their shareholders to aid in raising a portion of this sum at the present advantageous rate of exchange, and the London committee of bondholders approve of the suggestion. In order, however, to carry this suggestion, it is necessary that the consent of the first and second mortgage bondholders should be obtained to make the interest of 8 per cent. per annum on this new loan rank as a prior charge to that extent over their respective bonds. The amount of this new capital will not exceed £40,000 sterling, and a circular has accordingly been addressed to the shareholders with a view to ascertain their opinions on the subject.

The circular, which is signed by Messrs. Swinyard and Trowbridge, is as follows:—

The company being unable to meet the interest upon the whole of its funded debt, and also to pay the balance remaining due of the liabilities recognized as obligatory in the funded coupon mortgage of November 15, 1860, the undersigned have been appointed a committee by the board, to confer with the bondholders with respect to the funding of additional coupons. They think the following brief history and accompanying statements will secure the acquiescence of all in the plan submitted.

Anterior to 1860, when the former coupons were funded, there existed upon the property of the company eight mortgages, amounting in the aggregate to about $5,500,000. At the periods of their respective dates, the road was in different stages of completion; some were executed before, and some after the amalgamation of the lines forming the Detroit and Milwaukee; part of them covered the then existing property, while others attempted to extend their liens over futuro acquisitions. When the last loans were made in 1857 and 1858, for which the mortgages now represented by preference shares, were given, little more than two-thirds of the line was completed—viz., from Detroit to Lowell, 124 miles out of 188. Such was the very low value of its bonds, and so large a sum was necessary to complete the line and enable it to earn anything beyond its expenses, that it was impossible to procure, upon the credit of the company, the requisite equipments to run it. The only mode in which this could be effected was to procure third parties to purchase it, who, retaining the title, suffered the company temporarily to use it.

In the summer of 1860, it was found that large sums were due which were liens upon the iron rails. Other sums were due for arrears of wages, and for taxes to the State, and these when added to the value of the rolling stock and property owned by others, and necessary to conduct the traffic of the company, amounted to $500,371 75, exclusive of interest in arrears.

This sum it became the common interest of all those holding the last four mortgages to pay at once. From it there was no escape. Consultations were accordingly held between them. After much deliberation the funding arrangement of 1860 was concluded. By this salutary compromise it was substantially agreed that the last two mortgages should be foreclosed, and the bonds turned into preference shares in a new organization. The entire net income of the road was to be applied to the payment of this debt, which was a lien on the road, and to the purchase of the property used, but not owned by the corporation. To admit of this application of the income, the first and second bondholders of the Detroit and Milwaukee funded five coupons, and third and fourth by accepting shares for bonds, deferred all claim for payment of interest until this debt should be discharged. This, it was expected, would enable the company to pay the debt in full.

Notwithstanding the most strenuous efforts to pay out of the net income the whole of this prior claim, there remains undischarged, as will appear by the accompanying statement, the sum of $186,449 60, besides the interest which has accrued.

But it will be recollected by the bondholders that when this arrangement was entered into, one coupon had been overdue nearly six months, one more was about to fall due, and the time covered by three coupons only, entered into the estimate of traffic necessary to pay the debt. The net traffic in the period between 1st October, 1860, and 31st October, 1862, and its application and results, are set forth in a subjoined statement. Had it been equal to the estimate the debt would now have been paid, and the payment of coupons would have been resumed. The causes of the failure to realize the estimated traffic are fully set forth in the report which accompanied the statement of accounts to 31st December, 1861.

To secure the important advantages contemplated by the adjustment of 1860, it became indispensable to suffer this indebtedness to retain its priority, and it still remains in a condition which enables its holders to enforce its collection in advance of all other securities.

In order to remove this incumbrance from our common property, it is necessary for the bondholders under the first and second mortgages, again to consent to a temporary postponement of interest, by funding four half-yearly coupons—viz., that which fell due 15th November, 1862, and those payable in May and November, 1863, and May, 1864.

It should not be overlooked that the funding proposed is temporary only, and that the principal of the coupons to be funded is to be discharged before any application of income is made to the payment of dividends upon the preference shares. The amount of interest, too, upon all such funded coupons, is fully covered by the very moderate and careful estimate by which it seems clear that at the close of May, 1864, the whole of the remaining debt provided for in October, 1860, will be entirely paid, and thenceforward, if no unforeseen circumstances occur, the company will be able to meet the interest on the whole of its funded debt with regularity and promptitude.

It may increase the cheerfulness and confidence with which bondholders will acquiesce in the present necessity, to call their attention to the familiar fact that since 1857, when the present management became interested in this road, the security for their claims has been fully doubled, and that without the large expenditures subsequently made, and which by the arrangements of 1860, were all devoted to the additional security of these bonds, they could by no possibility ever be worth their par value.

It will be satisfactory to know that the company has regularly paid the interest on the prior mortgages, on the bonds issued for the surrendered coupons, and on the river front mortgages, excepting one of the latter, heretofore held in abeyance.

The company's representatives have just closed a series of interviews with the trustees of the funded coupon mortgage of 15th November, 1860, with the principal bondholders in the United States and Canada, and with the agents of large bondholders in England, representing in the aggregate

a very large portion of the bonds. At these interviews the foregoing facts and estimate have passed in review, and all parties are fully agreed as to the necessity of at once adopting the course herein indicated.

Ample guarantees for the faithful application of the entire net income of the road to the purposes proposed will be given in the mortgage to be settled by counsel for the company and the trustees.

Holders of the first and second Detroit and Milwaukee bonds are requested to give their coupons either to the Secretary in Detroit, Mr. W. C. Stephens, or to Mr. Brackstone Baker, the Secretary of the agency in London, at 126 Gresham House, Old Broad street. Receipts will be given in exchange for the coupons, and on the delivery of those receipts at the offices in Detroit, or at the agency in London, proper bonds, bearing 7 per cent. per annum, with interest coupons attached, which are in course of preparation, will be issued.

It is intended, as on the former occasion, that the coupons shall not be cancelled, but be held in trust for the owners thereof, by the trustees to the mortgage, and that the said mortgage and coupon bonds shall be made payable, as in the former case, on 1st January, 1866, and the interest thereon half-yearly.—*London Railway Times.*

United States Loan and Banking Bill.

The following is the act generally known as the Loan and Banking bill, which passed Congress at the close of the session:

AN ACT TO PROVIDE WAYS AND MEANS FOR THE SUPPORT OF THE GOVERNMENT.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be and he is hereby authorized to borrow, from time to time, on the credit of the United States, a sum not exceeding three hundred millions of dollars for the current fiscal year, and six hundred millions for the next fiscal year, and to issue therefor coupon or registered bonds, payable at the pleasure of the government after such periods as may be fixed by the Secretary, not less than ten nor more than forty years from date, in coin, and of such denominations not less than fifty dollars as he may deem expedient, bearing interest at a rate not exceeding six per centum per annum, payable on bonds not exceeding one hundred dollars, annually, and on all other bonds semi-annually, in coin; and he may in his discretion dispose of such bonds at any time, upon such terms as he may deem most advisable, for lawful money of the United States, or for any of the certificates of indebtedness or deposit that may at any time be unpaid, or for any of the treasury notes heretofore issued or which may be issued under the provisions of this act. And all the bonds and treasury notes or United States notes issued under the provisions of this act shall be exempt from taxation by or under State or municipal authority: *Provided*, That there shall be outstanding of bonds, treasury notes, and United States notes, at any time, issued under the provisions of this act, no greater amount altogether than the sum of nine hundred millions of dollars.

SEC. 2. *And be it further enacted*, That the Secretary of the Treasury be and he is hereby authorized to issue, on the credit of the United States, four hundred millions of dollars in treasury notes, payable at the pleasure of the United States, or at such time or times not exceeding three years from date as may be found most beneficial to the public interest, and bearing interest at a rate not exceeding six per centum per annum, payable at periods expressed on the face of said treasury notes; and the interest on the said treasury notes and on certificates of indebtedness and deposit hereafter issued shall be paid in lawful money. The treasury notes thus issued shall be of such denomination as the Secretary may direct, not less than ten dollars, and may be disposed of on the best terms that can be obtained, or may be paid to any creditor of the United States willing to receive the same at par. And said treasury notes may be made a legal tender to the same extent as United States notes, for their face value, excluding interest; or they may be made exchangeable under regulations prescribed by the Secretary of the Treasury, by the holder thereof at the Treasury in the city of Washington, or at the office of any assistant treasurer or depositary designated for that purpose, for United States notes equal in amount to the treasury notes offered for exchange, together with the interest accrued and due thereon at the date of interest payment next preceding such exchange. And in lieu of any amount of said treasury notes thus exchanged, or redeemed, or paid at maturity, the Secretary may issue an equal amount of other treasury notes; and the treasury notes so exchanged, redeemed, or paid shall be canceled and destroyed as the Secretary may direct. In order to secure certain and prompt exchanges of United States notes for treasury notes when required as above provided, the Secretary shall have power to issue United States notes to the amount of one hundred and fifty millions of dollars, which may be used if necessary for such exchanges; but no part of the United States notes authorized by this section shall be issued for or applied to any other purposes than said exchanges; and whenever any amount shall have been so issued and applied, the same shall be replaced as soon as practicable from the sales of treasury notes for United States notes.

SEC. 3. *And be it further enacted*, That the Secretary of the Treasury be and he is hereby authorized, if required by the exigencies of the public service, for the payment of the army and navy, and other creditors of the Government, to issue on the credit of the United States the sum of one hundred and fifty millions of dollars of United States notes, including the amount of such notes heretofore authorized by the joint resolution approved January seventeen, eighteen hundred and sixty-three, in such form as he may deem expedient, not bearing interest, payable to bearer, and of such denominations, not less than one dollar, as he may prescribe, which notes so issued shall be lawful money, and a legal tender in payment of all debts, public and private, within the United States, except for duties on imports and interest on the public debt; and any of the said notes when returned to the Treasury, may be reissued from time to time as the exigencies of the public service may require. And in lieu of any of said notes, or any other United States notes, returned to the Treasury, and canceled or destroyed, there may be issued equal amounts of the United States notes, such as are authorized by this act. And so much of the act to authorize the issue of the United States notes, and for other purposes, approved February twenty-five, eighteen hundred and sixty-two, and of the act to authorize an additional issue of United States notes, and for other purposes, approved July eleven, eighteen hundred and sixty-two, as restricts the negotiation of bonds to market value, is hereby repealed. And the holders of United States notes, issued under and by virtue of said acts, shall present the same for the purpose of exchanging the same for bonds, as therein provided, on or before the first day of July, eighteen hundred and sixty-three, and thereafter the right so to exchange the same shall cease and determine.

SEC. 4. *And be it further enacted*, That in lieu of postage and revenue stamps for fractional currency, and of fractional notes, commonly called postage currency, issued or to be issued, the Secretary of the Treasury may issue fractional notes of like amounts in such form as he may deem expedient, and may provide for the engraving, preparation and issue thereof in the Treasury Department building. And all such notes issued shall be exchangeable by the Assistant Treasurers and designated depositaries for United States notes, in sums not less than three dollars, and shall be receivable for postage and revenue stamps, and also in payment of any dues to the United States less than five dollars, except duties on imports, and shall be redeemed on presentation at the Treasury of the United States in such sums and under such regulations as the Secretary of the Treasury shall prescribe: *Provided*, That the whole amount of fractional currency issued, including postage and revenue stamps issued as currency, shall not exceed fifty millions of dollars.

SEC. 5. *And be it further enacted*, That the Secretary of the Treasury is hereby authorized to receive deposits of gold coin and bullion with the Treasurer or any Assistant Treasurer of the United States, in sums not less than twenty dollars, and to issue certificates therefor in denominations of not less than twenty dollars each, corresponding with the denominations of the United States notes. The coin and bullion deposited for or representing the certificates of deposit shall be retained in the Treasury for the payment of the same on demand. And certificates representing coin in the Treasury may be issued in payment of interest on the public debt, which certificates, together with those issued for coin and bullion deposited, shall not at any time exceed twenty per centum beyond the amount of coin and bullion in the Treasury; and the certificates for coin or bullion in the Treasury shall be received at par in payment for duties on imports.

SEC. 6. *And be it further enacted*, That the coupon or registered bonds, treasury notes, and United States notes authorized by this act shall be in such form as the Secretary of the Treasury may direct, and shall have printed upon them such statements, showing the amount of accrued or accruing interest, the character of the notes, and the penalties or punishment for altering or counterfeiting them, as the Secretary of the Treasury may prescribe, and shall bear the written or engraved signatures of the Treasurer of the United States and the Register of the Treasury, and also, as evidence of lawful issue, the imprint of the copy of the seal of the Treasury Department, which imprint shall be made, under the direction of the Secretary, after the said notes or bonds shall be received from the engravers and before they are issued; or the said notes and bonds shall be signed by the Treasurer of the United States, or for the Treasurer by such persons as may be specially appointed by the Secretary of the Treasury for that purpose, and shall be countersigned by the Register of the Treasury, or for the Register by such persons as the Secretary of the Treasury may specially appoint for that purpose. And all the provisions of the act entitled "An act to authorize the issue of treasury notes," approved the twenty-third day of December, eighteen hundred and fifty-seven, so far as they can be applied to this act, and not inconsistent therewith, are hereby revived and re-enacted.

SEC. 7. *And be it further enacted*, That all banks, associations, corporations, or individuals, issuing notes or bills for circulation as currency, shall be subject to and pay a duty of one per centum each half year from and after April first, eighteen hundred and sixty-three, upon the average amount of circulation of notes or bills as currency issued beyond the amount hereinafter named—that is to say, banks, associations, corporations, or individuals having a capital of not over one hundred thousand dollars, ninety per centum thereof; over one hundred thousand and not over two hundred thousand dollars, eighty per centum thereof; over two hundred thousand and not over three hundred thousand dollars, seventy per centum thereof; over three hundred thousand and not over five hundred thousand dollars, sixty per centum thereof; over five hundred thousand and not over one million of dollars, fifty per centum thereof; over one million and not over one million and a half of dollars, forty per centum thereof; over one million and a half and not over two millions of dollars, thirty per centum thereof; over two millions of dollars, twenty-five per centum thereof. In the case of banks with branches, the duty herein provided for shall be imposed upon the circulation of the notes or bills of such branches severally, and not upon the aggregate circulation of all, and the amount of capital of each branch shall be considered to be the amount allotted to or used by such branch; and all such banks, associations, corporations and individuals shall also be subject to and pay a duty of one-half of one per centum each half year from and after April first, eighteen hundred and sixty-three, upon the average amount of notes or bills not otherwise herein taxed and

outstanding as currency during the six months next preceding the return hereinafter provided for; and the rates of tax or duty imposed on the circulation of associations which may be organized under the act "to provide a national currency, secured by a pledge of United States stocks, and to provide for the circulation and redemption thereof," approved February twenty-fifth, eighteen hundred and sixty-three, shall be the same as that hereby imposed on the circulation and deposits of all banks, associations, corporations, or individuals, but shall be assessed and collected as required by said act; all banks, associations, or corporations, and individuals issuing or reissuing notes or bills for circulation as currency after April first, eighteen hundred and sixty-three, in sums representing any fractional part of a dollar, shall be subject to and pay a duty of five per centum each half year thereafter upon the amount of such fractional notes or bills so issued. And all banks, associations, corporations, and individuals receiving deposits or money subject to payment on check or draft, except savings institutions, shall be subject to a duty of one-eighth of one per centum each half year from and after April first, eighteen hundred and sixty-three, upon the average amount of such deposits beyond the average amount of their circulating notes or bills lawfully issued and outstanding as currency. And a list or return shall be made and rendered within thirty days after the first day of October, eighteen hundred and sixty-three, and each six months thereafter, to the Commissioner of Internal Revenue, which shall contain a true and faithful account of the amount of duties accrued, or which should accrue, on the full amount of the fractional note circulation and on the average amount of all other circulation and of all such deposits for the six months next preceding. And there shall be annexed to every such list or return a declaration, under oath or affirmation, to be made in form and manner as shall be prescribed by the Commissioner of Internal Revenue, of the President, or some other proper officer of said bank, association, corporation or individual, respectively, that the same contains a true and faithful account of the duties which have accrued, or which should accrue, and not accounted for; and for any default in the delivery of such list or return, with such declaration annexed, the bank, association, corporation or individual making such default, shall forfeit, as a penalty, the sum of five hundred dollars. And such bank, association, corporation or individual shall, upon rendering the list or return as aforesaid, pay to the Commissioner of Internal Revenue the amount of the duties due on such list or return, and in default thereof shall forfeit, as a penalty, the sum of five hundred dollars; and in case of neglect or refusal to make such list or return as aforesaid, or to pay the duties as aforesaid, for the space of thirty days after the time when said list should have been made or rendered, or when said duties shall have become due and payable, the assessment and collection shall be made according to the general provisions prescribed in an act entitled "An act to provide internal revenue to support the Government, and to pay interest on the public debt," approved July one, eighteen hundred and sixty-two.

SEC. 8. *And be it further enacted*, That, in order to prevent and punish counterfeiting and fraudulent alterations of the bonds, notes, and fractional currency authorized to be issued by this act, all the provisions of the sixth and seventh sections of the act entitled "An act to authorize the issue of United States notes, and for the redemption or funding thereof, and for funding the floating debt of the United States," approved February twenty-fifth, eighteen hundred and sixty-two, shall, so far as applicable, apply to the bonds, notes, and fractional currency hereby authorized to be issued, in like manner as if the said sixth and seventh sections were hereby adopted as additional sections of this act. And the provisions and penalties of said sixth and seventh sections shall extend and apply to all persons who shall imitate, counterfeit, make, or sell any paper such as that used, or provided to be used, for the fractional notes prepared, or to be prepared, in the Treasury Department building, and to all officials of the Treasury Department engaged in engraving and preparing the bonds, notes and fractional currency hereby authorized to be issued, and to all official and unofficial persons in any manner employed under the provisions of this act. And the sum of six hundred thousand dollars is hereby appropriated out of any money in the Treasury not otherwise appropriated, to enable the Secretary of the Treasury to carry this act into effect. Approved, March 3, 1863.

TABULAR STATEMENT, *showing the* WHITE POPULATION OF EACH STATE, 1860—No. OF REPRESENTATIVES IN 38TH CONGRESS AND FOLLOWING (1863—1873): BANK CIRCULATION and BANK CAPITAL OF EACH STATE, JAN. 1863, and the CIRCULATION UNDER ACT OF 20TH FEBRUARY, 1863.

States.	White Population, 1860.	No. of Representatives, 38th Congress.	Bank Circulation, Jan., 1863.	Bank Capital, Jan., 1863.	Circulation of $150,000,000 according to representation.	Circulation according to Bank Capital.	Total $300,000,000 Government Circulation.
Maine	626,952	5	$5,300,000	$7,983,000	$3,110,000	$2,833,000	$5,943,000
New Hampshire	325,579	3	3,325,000	4,732,000	1,866,000	1,680,000	3,546,000
Vermont	314,389	3	3,000,000	3,916,000	1,866,000	1,390,000	3,256,000
Massachusetts	1,221,464	10	29,500,000	67,544,000	6,222,000	23,972,000	30,194,000
Rhode Island	170,668	2	6,250,000	21,000,000	1,245,000	7,453,000	8,698,000
Connecticut	451,520	4	8,500,000	21,800,000	2,490,000	7,737,000	10,227,000
New York	3,831,730	31	38,500,000	108,670,000	19,300,000	38,568,000	57,868,000
New Jersey	646,699	5	8,600,000	8,020,000	3,110,000	2,846,000	5,956,000
Pennsylvania	2,849,266	24	27,500,000	25,820,000	14,950,000	9,164,000	24,114,000
Delaware	90,589	1	1,200,000	1,900,000	622,000	674,000	1,296,000
Maryland	515,918	5	5,000,000	12,302,000	3,110,000	4,366,000	7,476,000
District of Columbia	60,764	..	.....	800,000	.....	284,000	284,000
California	361,353	3	.....	.....	1,868,000	.....	1,868,000
Illinois	1,704,323	14	600,000	1,000,000	8,712,000	355,000	9,067,000
Indiana	1,339,000	11	6,660,000	4,560,000	6,840,000	1,619,000	8,459,000
Iowa	673,844	6	1,160,000	830,000	3,734,000	295,000	4,029,000
Kansas	106,579	1	.....	100,000	622,000	35,000	657,000
Kentucky	919,517	9	7,500,000	15,000,000	5,600,000	5,324,000	10,924,000
Michigan	742,314	6	150,000	600,000	3,734,000	213,000	3,947,000
Minnesota	173,596	2	80,000	300,000	1,245,000	106,000	1,351,000
Missouri	1,063,509	9	4,000,000	11,250,000	5,600,000	3,993,000	9,593,000
Ohio	2,302,838	19	10,030,000	5,700,000	11,820,000	2,022,000	13,842,000
Oregon	52,337	1	.....	.....	622,000	.....	622,000
Tennessee	826,782	8	*4,000,000	10,000,000	4,982,000	3,549,000	8,531,000
Wisconsin	774,710	6	2,645,000	3,055,000	3,730,000	1,085,000	4,815,000
Loyal States	22,146,240	188	$173,500,000	$336,882,000	$117,000,000	$119,563,000	$236,563,000

* Jan'y 1861.

	White Population, 1860.	No. of Representatives, 38th Congress.	Bank Circulation, Jan., 1861.	Bank Capital, Jan., 1861.	Circulation of $150,000,000 according to representation.	Circulation according to Bank Capital.	Total $300,000,000 Government Circulation.
Alabama	526,431	6	$5,000,000	$4,900,000	$3,734,000	$1,739,000	$5,473,000
Arkansas	324,191	3	None.	.....	1,868,000	.....	1,868,000
Florida	77,748	1	100,000	420,000	622,000	149,000	771,000
Georgia	591,588	7	8,000,000	16,550,000	4,360,000	5,874,000	10,234,000
Louisiana	357,629	5	6,000,000	24,600,000	3,110,000	8,731,000	11,841,000
Mississippi	353,901	5	None.	.....	3,110,000	.....	3,110,000
North Carolina	631,100	7	5,000,000	7,860,000	4,360,000	2,789,000	7,149,000
South Carolina	291,388	4	6,000,000	14,950,000	2,497,000	5,306,000	7,803,000
Texas	421,294	4	None.	.....	2,497,000	.....	2,497,000
Virginia	1,047,411	11	19,000,000	16,480,000	6,842,000	5,849,000	12,691,000
Seceding States	4,622,681	53	$49,100,000	$85,760,000	$33,000,000	$30,437,000	$63,437,000
Loyal States	22,146,240	188	173,500,000	336,882,000	117,000,000	119,563,000	236,563,000
Total	26,768,921	241	$222,600,000	$422,642,000	$150,000,000	$150,000,000	$300,000,000

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	105
Registered Bonds / Coupon Bonds... } Under Act 31st December, 1848	8,908,842	6	1868	100
		6	1868	107
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	99½
Registered Bonds / Coupon Bonds... } Under Act 14th June, 1858	20,000,000	5	1874	96
		5	1874	97½
Registered Bonds / Coupon Bonds... } Under Act 22d June, 1860	7,022,000	5	1871	91
		5	1871	96½
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	103½
Registered Bonds / Coupon Bonds... } Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	104
		6	1881	105
Treasury Bonds (coupon) / Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	106
		7.3	1864	106
Registered Bonds / Coupon Bonds... } Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	6	1882	103½
		6	1882	103½
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	154½
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju & 5 Au.'61 & 17 Ma.'62 } convert. into 20 / y'r b'ds due '81	14,913,315	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	100½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	129
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	105½
" —Interest Bonds: new Int. Improvement Stock	1,382,866	6	1877	108
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	109
" —University Fund Interest Bonds of 1861	650,000	6	1879	110
" —War Fund Bonds of 1861	2,000,000	6	1879	102½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101
" — " " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	55
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
—Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	100
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	104
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	75
" — " " (bank)	5,298,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	669,000	6	'63-'77	114
" —War Loan of 1861	800,000	6	1871	115½
Maryland—Inscribed Certificates	5,964,251	6	Var.	118
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,000	5	'61-'72	134
" — " " of 1861 "	247,000	6	'68-'72	118½
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	130
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	107½
" —War Loan: Coupon Bonds 1861	565,500	7	1881	101½
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,090,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	60½
" — " "	100,000	6	1862	65½
" — " " (loans to Railroads)	23,800,000	6	'72-'86	87½
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — " State Loan $6,756,654	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	128
" — " " " —(new) ... 13,200,000	----------	5½	1865	----
" — " " " —(misc.) .. 642,585	----------	5	'66-'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,556	6	18--	74
Ohio—Inscribed Certificates	4,095,309	6	1881	112
" — " "	1,015,000	5	1865	103
" — " "	2,183,531	6	1870	120
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	118
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	106
" —War Loan (1861)	1,212,030	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates } (1st January, 1862	37,687,760	5	'61-'82	104½
		5	'61-'82	100½
" — " " "	400,630	6	1879	100
" — " " "	388,200	4½	'63-'82	----
" — " " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,810,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	5	Var.	60
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	113
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	65
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,0[illegible],000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	800,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	108½
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	114
" — " " (Bank Stock)	553,986	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	112
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	126½
" —Coupon Bonds (Water)	6,228,787	5	Var.	123½
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	98
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18--	115½
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	182,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	8	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	8	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	664,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	97½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	105
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	50
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100
" " 2d " "	3,980,670	6	1882	72½
" " Improvement " "	586,500	6	1870	61
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	45½
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	20
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	837,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,535,700	---	------	97
Housatonic Preferred	1,180,000	8	------	59½
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	104½
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110
" " " 2d "	1,014,000	7	------	77
New York & Harlem, Preferred	1,020,000	---	------	52
Philadelphia & Reading, Preferred	1,551,800	7	------	55

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,478	86,041	845,644
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,509
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	121,272	149,342	182,585	225,082	230,211	212,812	270,816	304,943	252,934	229,789	2,517,612
1863	242,729	204,597	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	72,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,705	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,829	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,756	1,261,050
1862	120,776	90,607	75,076	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	124,522	1,328,375
1863	139,696	126,521	119,836	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,201	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,095	107,735	91,263	981,157
1863	68,143	81,750	90,677	------	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	90,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,849	110,836	113,912	114,885	119,984	122,524	131,687	168,834	170,565	172,296	177,410	179,553	1,713,637
1863	166,687	152,435	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,606	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	147,487	164,845	------	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389373	375,250	456,226	436,899	392,206	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,922	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	825,453	829,734	946,041	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	124,097	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,263	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	182,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	287,061	269,198	265,773	------	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,956	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,699	66,686	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,130	76,132	44,925	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	160,951	170,362	161,391	126,558	178,773	235,699	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,600	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,653,569
1863	248,784	230,508	254,208	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	500,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,756	523,047	7,154,622
1861	489,065	420,793	627,051	989,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	661,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,689	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	220,377	248,862	241,695	264,622	283,646	288,619	245,977	2,725,295
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	294,456	276,209	291,763	278,219	2,905,830
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	166,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,854
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	361,352	461,322	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,839	46,340	737,155
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,381	103,408	124,398	77,663	50,848	926,908
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,066	92,574	1,172,103
1862	82,236	47 142	56,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,548	109,915	1,373,633
1863	86,321	91,970	103,066	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
℣ Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7			------	----
℣ Mortgage	109,500	7			------	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	----
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	----
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	636,100	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66	----
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5			1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	104½
" " " 1850	700,000	6	Jan. & July.	"	1880	106
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	112
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	----
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	100
2d Mortgage coupon	380,000	7	May & Nov.	" "	------	86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----	----	'78-'79	----
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104½
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	102½
Mortgage	800,000	6	"	New York.	1863	----
Mortgage	1,700,000	6	"	"	1875	108½
Sterling (£210,000)	1,008,000	5	"	London.	1864	----
Sterling (£225,000)	1,080,000	6	"	"	1864	----
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of Georgia:						
Mortgage	86,067	7	----	----	1863	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	111
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	95
2d Mortgage	800,000	7	June & Dec.	New York.	1865	91
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	65
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	33
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	------	----
2d Mortgage	1,000,000	7	----	----	------	----
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	125
" " " inconvertible	2,690,000	8	" "	" "	1883	125
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	----
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	----
" " " Plain	28,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	109
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	----
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7	----	----	1868	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	111½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.	------	105
1st Mortgage (general)	3,600,000	7	" "	" "	------	77
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	97½
2d Mortgage	2,000,000	6	" "	" "	------	44
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	------	98
Green Bay Extension Bonds	300,000	7	" "	" "	------	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1860	----
2d Mortgage	574,000	7	----	----	------	----
3d Mortgage	158,000	7	----	----	------	----
Income	250,500	7	----	----	------	----
Tunnel Right	1,000,000	7	----	----	------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	103
2d Mortgage	244,200	7	----	----	1864	100
3d Mortgage	658,200	8	----	----	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----	----	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	110
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	80
River Line bonds	20,000	7	----	----	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	----
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.	----	1864	----
C. and T. Income (convertible)	256,000	7	" "	----	1864	----
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	----
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage	----------	7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000	---	April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	115
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1868	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	------	----
Dubuque and Pacific:						
New Construction	800,000	---	----	----	------	----
Dubuque Western:						
1st Mortgage	344,000	†	----	----	------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----	----	------	----
Endorsed by State of Tennessee	150,000	---	----	----	------	----
Mortgage (ordinary)	790,688	---	----	----	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----	----	------	----
Endorsed by State of Tennessee	200,000	---	----	----	------	----
1st Mortgage (after State)	100,000	---	----	----	------	----
Redeemable in Stock	66,950	---	----	----	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----	----	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----	----	1891	----
Free Land, 2d Mortgage	----------	8	----	----	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (state)	800,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	62-'63	114½
1st Mortgage (Extended)	871,000	7	" "	" "	1882	116
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	111
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	115
" " Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87½
Land Security	5,000,000	7	April & Oct.	" "	1881	70
Convertible Bonds	1,380,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1859	----
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	113
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	115
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	112½
Convertible	1,002,000	7	" "	" "	1867	109
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	120
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			110
Income	281,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "		100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston,	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Lonisa Company's	50,000	8				
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	111
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		32
2d Land Grant (Western Div.)	353,600	†	" "	"		½32
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6				
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co. :						
Mortgage Bonds	560,000	7			1882	----
Mortgages on Land	473,809	7				
Louisville and Frankfort :						
Louisville Loan	174,000	---				
1st Mortgage	248,000	---				
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
Mortgage Bonds	225,789	7			1891	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	387,489	6	Jan. & July.	London.	1872	98¾
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	118
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	119
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	----
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	85½
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	102
Detroit and Toledo	812,000	7	" "	" "	1876	104½
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	113
2d General Mortgage	2,656,500	7	" "	" "	1877	104
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	105
1st Preferred stock	1,051,000	8				103
2d Preferred stock	1,014,000	7				90
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				56½
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1886	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co. :						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	112
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,225,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey :						
Company's (various)	668,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous, and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	113
Funding (S. F.) Bonds	1,408,000	7	Feb. & Aug.	" "	1876	118½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	113
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	111
Real Estate Bonds	252,975	6	" "	" "	1883	106
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	122
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	113
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	105½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	105½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	113
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	104
3d Mortgage	980,300	7	Jan. & July.	" "	1867	107½
New York and New Haven :						
Plain Bonds, Coupon	$12,000	7	June & Dec.	New York.	1866	111½
Mortgage Bonds, Coupon	978,000	6	April & Oct.		1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	101
2d Mortgage	3,077,000	7†	" "	" "	1861	18½
North Missouri:						
State Loan (30 years)	4,350,000	6	----	----	----	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105¾
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	----	----	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	----	----	----	90
State Loan (S. W. Branch)	1,268,000	6	----	----	----	----
Construction	3,235,000	6	----	----	----	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,421,000	6	April & Oct.	"	1875	107½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	105
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	110
" 1844, (convertible)	863,000	6	" "	"	1880	109
" 1848, "	124,000	6	" "	"	1880	107
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	114½
" 1856, "	1,475,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	130
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	----	----	----	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	109
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	74½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†	----	----	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	63
2d Mortgage	937,500	7	" "	"	1863	13
3d Mortgage	435,050	7	" "	"	1863	1½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----	----	1856	----
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	137,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	3
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	108
" " (series B)	1,100,000	7	April & Oct.	"	1894	102
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	"
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	3
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1868	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	105
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	91
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1890	91
Interest Bonds	111,895	7	----	----	----	81
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	54
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	13½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "	Richm'd & New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,556	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's, endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	—	—	....	*Alabama and Florida*	1,451,736	*	—	577,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	—	—	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	....	Sacramento Valley	1,403,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	313,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254.000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11½	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,850	808,060	301,979	—	123
30 Nov. '62	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	214,100	2,122,500	700,000	99,600	.....	66.4	.....	353,655	158,917	—	83
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6¼	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,012	—	....
30 Apr. '60	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,488	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	291	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	158.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,351	1,225,001	457,794	—	68
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	—	108
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,066	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,928	—	17½
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	89½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	580,000	—	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	60	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	92
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,871	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	89
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,296	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
.. .. ..	1.0	—	....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	218.0	—	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	218.0	.....	1,117,603	568,020	—	32½
								INDIANA.													
.. .. ..	108.0	—	....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	133,009	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,939	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,068,599	63,196	—	3,733,757	—	222,601	3,179,835	111.0	.....	228,560	122,931	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	—	—	—	Keok., Mt. Pleasant and Muso.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	}	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	108,944	43,287	—	80
30 Jun. '61	65.1	—	....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	.....	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,456,250	269 0	613,803	716,478	371,122	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	605,260	—	3,242,318	566,000	332,297	4,866,220	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	209.0	—	....	209.0	48	37	813	*N. O. Jackson and Gr. Northern*	8,579,452	1,040,762	—	.....	2,666,000	1,180,737	.....	209.0	.....	1,282,924	540,454	—	....
31 Aug. '59	38.7	—	....	138.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,402,891	*	—	1,293,676	248,000	196,820	1,739,616	46.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,330	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	...	...	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,346	115,732	6	115
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,203	2,306,788	6	84½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,280,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	84
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	109½
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	125½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	.....	.....	61.8	.....	588,871	272,429	8	131
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	136
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	128,864	—	681,689	163,400	.....	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	.....	.....	52.3	.....	260,836	122,966	6	108
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	102½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,197	280,261	197,428	776,796	—	.....	56,060	10,188	—	57
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	360,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	110½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	99½
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,656	368,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	133
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	95
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,893	133,585	.....	.....	.....	18,291	.....	—	60
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	120
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	.....	—	.....	36,538	19,060	6	109
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	.....	.....	44.4	.....	308,228	139,447	8	134
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	110
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	10½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,643	95,739	—	36½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	153
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	76½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. T'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	101½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	60½
-- -- --	—	—	—	82.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	46
31 Mar. '62	168.8	—	10.8	68.0	25	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,462	168.0	263,212	253,577	78,220	—	—
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,003,000	402,198	10,550,960	189.0	417,857	457,184	108,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	76,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	42
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	35½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	62½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	129
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,796	525,205	ope	r. by Eas	tern Ma	ss.	—	103½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	118½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	69
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	760,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,563	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	168
31 Dec. '61	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,833,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	70,076	—	17
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	5,507,812	606,542	—	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,586	774,341	10	177
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,563,554	—	—	600,000	973,810	779,744	2,563,554	—	Leased	to Erie	Co.	—	—
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	—	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	—	5,695,704	33.8	512,349	1,111,087	592,699	10	160
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,929	*	—	156,850	200,000	70,786	427,636	21.2	.....	89,804	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	58,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,006	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,276,718	*	—	1,276,000	600,000	718	1,876,718	24.0	.....	220,827	106,997	6½	111
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	730,455	—	—	556,370	.....	23,076	789,946	—	—	34,892	17,357	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
				140.0				NEW YORK.													
30 Sep. '61								Albany and Susquehanna	698,677			647,191		17,239	664,428						
30 Sep. '60	32.9		3.3		5	12	55	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		ope	r. by Re	ns. & S	arat.		
30 Sep. '61	38.0		6.0					Albany and West Stockbridge	2,388,359			1,000,000	1,388,359		2,388,359	ope	r by W	estern.		6	100
30 Sep. '61	14.8		1.6					Blossburg and Corning	496,661	*		250,000	220,000		470,000	14.8		25,075	31,546	16,871		
30 Sep. '61	14.5		9.3		1	47	12	Brooklyn Central and Jamaica	629.458	106,697		492,050	161,480	97,600	750,220	23.8		677,687	122,103	37,612	8	
30 Sep. '61	28.3		26.9	2.0		169		Brooklyn City	1,064,289	284,337		1,000,000	174,000	30,000	1,204,000	55.2		2,862,023	514,891	123,021	8	
30 Sep. '62	142.0		14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	178 0		609,076	823,425	275,486		55
30 Sep. '61	68.3		14.5		28	32	328	Buffalo and State Line	2,267,838	521,876		1,960,600	1,049,000		3,009,600	82.8		367,365	940,042	417,458	10	190
30 Sep. '61	34.6		38.1					Cayuga and Susquehanna				343,500	300,000	41,600	685,100	72.7		66,186	59,884	10,732		
30 Sep. '61	17.3		2.1					Chemung	400,000	*		380,000			380,000	19.4		oper. by	Erie.	24,000		
30 Sep. '61	46.8		2.9					Elmira, Jefferson & Canand.	500,000			500,000			500,000	49.7		oper. by	Erie.	30,000		
30 Sep. '61	17.3		3.0					Hudson and Boston (West'rn)	175,000			175,000			175,000	20.3		oper. by	West'rn			
30 Sep. '62	144.0	4.0	115.0		65	117	688	Hudson River	10,709,154	1,340,445		3,768,466	9,137,000	298,424	13,193,890	259.0			2,730,386	707,592		107
30 Sep. '61	94.0	6.5			15	40	126	Long Island	2,566,328	354,611		1,852,715	777,998	2,680	2,633,393	100.5		243,195	297,646	137,347		35
30 Sep. '62	297.8	258.1	379.0		229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593		41,866,835	654.9		5,368,772	9,356,828	3,749,077	6	114½
31 Dec. '62	460.0	97.0	302.0		226	101	3,279	Erie	39,021,292	*		19,973,200	20,131,500	682,029	41,623,172	633.0		4,835,359	8,400,334	1,636,351		79½
30 Sep. '61	8.0				2	6	5	New York and Flushing	244,412	34,756		120,000	135,000	6,000	261,000	8.0		204,098	26,517	14,594		
30 Sep. '61	130.7	4.2	29.0		34	78	448	New York and Harlem	7,385,739	650,804		5,717,100	5,537,664	43,789	11,298,553	163.0		1,200,243	1,144,980	391,253		49½
30 Sep. '61	99.0							Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	ope	r. by Ce	ntral.	60,000	6	
30 Sep. '61	118.0	3.7	17.7		28	14	450	Northern (Ogdensburg)	4,091,429	725,322			4,571,900		4,571,900	139.5		358,460	425,637	90,061		
30 Sep. '61	35.9		2.2		6	10	49	Oswego and Syracuse	718,285	82,629		396,340	213,500	4,875	614,715	38.1		70,714	116,302	62,554	8	
30 Sep. '61	75.3		2.2		6	4	33	Potsdam and Watertown	1,529,508	71,518		865,419	1,000,000	192,748	1,858,167	47.5		96,255	91,789	32,437		
30 Sep. '61	25.2		2.0		6	13	70	Rensselaer and Saratoga	762,980	157,048		610,000	249,750		859,750	27.2		142,758	267,682	125,385	6	
30 Sep. '61	18.4		1.2	31.3				Rochester and Genesee Valley	659,249	1,776		557,600	150,000	13,480	721,080	ope	r. by B.,	N. Y. &	E. 4,996		
30 Sep. '61	18.0		1.0		1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322		30,889		57,262	88,151	19.0		23,667	4,731			
30 Sep. '61	21.0		1.5		2	3	10	Saratoga and Schenectady	480,684			300,000	73,000		373,080	ope	r. by Ren	s. & Sar.		5	
30 Sep. '61	40.8	6.6	8.9		8	11	84	Saratoga and Whitehall	824,623	77,584		500,000	378,000	15,398	891,398	51.3		109,788	142,192	31,689		
30 Sep. '61	13.0		0.3		2	6	6	Staten Island	267,159	36,443		63,102	193,687	70,919	327,708	13.3			16,543	8,894		
30 Sep. '61	81.0		7.6		13	12	117	Syracuse and Binghamton	2,857,713	2,654		1,200,130	1,643,153	113,739	2,957,022	88.6		295,157	231,270	137,347		
30 Sep. '61	34.9		3.5		10	9	125	Troy and Boston	1,371,576	198,937		606,911	808,500	271,097	1,686,508	38.4		247,898	271,158	134,958		
30 Sep. '61	6.0							Troy and Greenbush (guar.)	258,835	36,073		274,400				ope	r. b. Hud	s. River.		6	56
30 Sep. '61	2.1							Troy Union	752,601			30,000	680,000		710,000	ope	r. by oth	er Co's.			
30 Sep. '61	34.9		2.6	51.3	4	6	39	Utica and Black River	837,656	32,755		811,560			811,560	37.81		33,318	65,344	26,786		
30 Sep. '61	5.3			5.0				Warwick Valley	141,748			96,000	45,500	11,625	153,125			oper. by	Erie R.	W. Co.		
30 Sep. '61	96.7		11.0		16	18	282	Watertown and Rome	1,948,605	327,304		1,499,000	730,500	101,947	2,330,947	107.7		216,433	353,441	164,672	6	80
								NORTH CAROLINA.													
31 May, '60	94.9		6.4					Atlantic and North Carolina	2,187,503	*		1,545,225	400,000	276,372	2,419,401	94.9			103,953	35,572		
-- -- '58	223.0							North Carolina	4,235,000	*		4,000,000				223.0						
-- -- '59	97.0							Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0			206,917	108,541		
30 Sep. '60	161.5	15.0			23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9			469,458	219,688		
30 Sep. '59	161.9				24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0		323,069	477,554	235,201	8	
15 Mar. '60	81.0	3.0		192.5				Western North Carolina	2,000,000	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58								Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '61	118.2				17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2			404,533	168,653		
1 Aug. '61	137.0				41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0			699,716	230,551		17
31 Mar. '62	60.3				22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000		3,818,784	198.3			646,205	329,714	7½	135
31 Dec. '60	30.0			69.1				Cinc. and Indianapolis Junc.								32.0						28
1 May, '59	131.8			31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8		804,168	190,746	19,180		
31 Dec. '61	135.4	5.8			22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000		5,917,359	141.2		707,160	1,263,253	704,819	10	160
31 Dec. '62	67.0			18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0		248,387	375,209	228,651		89
31 Dec. '61	95.4	1.2	37.9		30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	50,000	4,888,060	96.6		578,991	1,244,975	734,991	10	114
30 Nov. '62	101.	102.5			45	30	896	Cleveland and Pittsburg	7,836,094	*		3,832,712	4,324,606	94,329	8,251,646	203.5			1,436,317	552,800		70½
31 May '62	169.2	79.4			32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6		610,292	1,003,637	543,488	3	92½
31 Dec. '58	61.4			52.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5		75,120	68,126	19,763		
31 Dec. '58	72.0			31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0		144,000	84,000	17,760		50
30 Nov. '61	54.5		10.4		14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	150
31 Mar. '62	144.0		7.9		16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	801,316	5,586,705	144.0		365,470	400,168	222,951		
31 Aug. '60	36.6				5	3	87	Dayton and Western	999,173	104,912		307,240	716,000	80,845		36.6			62,025	3,565		
31 Aug. '58	16.0			47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,858	422,658		1,104,086	16.0		40,064	64,000	33,000		
31 Dec. '61	45.0				6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694		45.0			128,170	33,412		
-- -- '59	36.0			84.0				Fremont and Indiana							1,368,867							
31 Oct. '61	32.0				6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0			69,352			
30 Nov. '58	13.0			34.0	1	2	60	Iron	172,830	*		118,865	50,000	3,965		13.0		24,000	31,126	10,460		
30 Nov. '61	83.5		37.8		28	22	380	Little Miami	3,552,266	500 524	412,002	2,981,267	1,400,000		4,960,780	138.0		814,908	1,336,991	632,114	8	145
31 Jan. '62	182.0	21.6			37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*		8,781,699	235,789	106,895	9,792,293	226.6			434,290	99,554		
30 Apr. '62	192.3				48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3			829,932	119,032		14
31 Aug. '58	117.0	8.0			17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*		1,906,736	2,400,000	466,216		125.0						
30 Jun. '62	158.9	52.0			33	24	394	Sandusky, Dayton and Cinc.	3,987,898	606,900	282,179	2,697,090	2,569,258	41,126	5,377,413	205.9		401,452	438,153	107,033		
31 Dec. '62	116.0	9.0			10	10	237	Sandusky, Mansfield & New'k	2,309,419	*		848,770	1,313,800	105,610	2,808,237	125.0		214,404	239,395	82 988		
30 Nov. '58	55.6			74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000		55.6		70,000	110,200	53,100		
31 Aug. '58	19.5			23.5				Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.			
30 Nov. '58	49.8			62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8		222,000				
31 Aug. '61	242.4				35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0		895,502	1,012,236	400,559		51
								PENNSYLVANIA.													
31 Jan. '62	45.0		3.0	136.2	4	6	97	Alleghany Valley					378,455	58,811		45.0			106,924	55,029		1
31 Aug. '61	24.5		23.8		18	2	604	Beaver Meadow	1,025,490	280,861		1,816,150	1,500		1,817,650	24.5		174,238	345,505	194,589	10	67½
31 Dec. '61	63.6		3.5		22	14	300	Catawissa	3,076,000	305,000		3,350,000	34,000	52,359	3,472,746	146.0		289,137	219,548	22,490		7½
30 Sep. '61	52.5		3.2		11	8	66	Cumberland Valley	1,126,574	*		956,900	270,500		1,308,919	52.5		181,087	249,778	159,531	8	
31 Dec. '61	110.8	2.3	36.0		74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0			2,169,946	1,339,680		148
30 Nov. '61	35.8		2.3		6	3	74	East Pennsylvania	660,319	94,810		490,700	598,400	27,612	1,116,712	35.8			131,532	65.016		
31 Mar. '62	78.0		6.0		16	8	125	Elmira and Williamsport	2,136,037	*		1,000,000	1,000,000	55,295	2,214,873	78.0		252,639	307,496	130,149		38
30 Sep. '61	18.6		4.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	ope	r. b. Buf.	& S. L.		10	
31 Aug. '61	36.9	18.6	17.0					Harrisburg and Lancaster	1,882,550	41,341		1,182,550	700,000		1,882,550	55.5		oper. by	Penn.	R.R. Co.	14½	66½
31 Aug. '61	76.0		1.2	44.1	3	2	17	Hempfield	1,616,459	*		1,809,565	500,000	100,000	2,409,565	32.3		21,477	25,427	4,263		
31 Aug. '61	34.2	14.2	8.0		8	1	2	Huntingdon and Broad Top	1,358,179	*		508,311	1,142,262	172,039	1,822,612	45.2		122,047	173,941	62,897		15
30 Sep. '61	80.0		7.5		9	4	583	Lackawanna and Bloomsburg	2,329,586	*		710,000	1,566,600	350,000	2,626,600	80.0		176,982	217,310	114,774		
30 Nov. '61	46.0		17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*		2,258,350	1,465,000	52,258	3,770,608	46.0		339,089	339,084	334,976	8	76
30 Nov. '61	28.0	5.0	13.6		9			Little Schuylkill	3,171,965	*		2,256,100	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R.R. Co.		45½
31 Dec. '61	20.0		4.0					Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699				528,246	326,933	6	60
31 Dec. '61	130.0		60.5			2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,337		3,248,600			3,248,600	130.0		293,692	619,043	335,671	11	86
30 Nov. '62	55.6	10.1	9.7		18	21	504	North Pennsylvania	5,485 476	406,187		3,147,350	2,860,000		6,447,780	66.7		263 334	397,186	218,960		11½
31 Dec. '61	331.1	23.1	391.7		229	119	3,661	Pennsylvania	26,541.156	447.522	1,421,980	13,264,100	16,687,400	1,822,918	34,234,568	423.0		4,413,036	7,200,001	3,646,938	6	87
30 Sep. '59	12.0		0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000			250,000	150,000		20.0			1,637			
30 Sep. '61	17.0	7.0	42.0		15	34	108	Phila., German't'n & Norris't'n	1,367,684	256,439		1,248,500	374,800		1,618,300	24.0		249,966	219,988	110,887	7	88
30 Nov. '61	147.4	4.6	61.0		148	63	3,678	Philadelphia and Reading	20,899,708	3,491,461	945,170	11,648,020	12,411,600		28,278,43	141.4		1,796,827	2,606,898	1,412,606		44½
30 Nov. '61	20.2							Philadelphia and Trenton	903,542			479,900	280,000		1,249,200	22.9		oper. by	Penn. &	Amboy	8	127

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6	68
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1.756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	.....
31 Dec. '62	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,591	12,935,173	—	19,451,677	467.5	.....	2,734,290	1,092,081	—	61
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Nov. '61	9.2	15.3	4.9	—	.....	.....	.....	Schuylkill Valley	573,616	*	—	576,950	.....	.....	573,616	24.5	oper. by	Ph. & Reading.		5	.....
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	966,088	99,460	363,004	500,000	822,117	5,435	1,327 552	.....	.....	105,568	55,143	—	40
30 Sep. '61	148.0	—	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,825	841,582	149,082	—	43½
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999	—	367,300	396,500	65,726	.....	29.6	68,543	101,499	64,270	6	45
30 Sep. '61	28.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,296,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	6
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	.....	.....	62.0	240,449	331,522	108,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4 7,417	8,500	—	.....	13.6	.....	26,454	6,914	—	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	.....	.....	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,781,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'd'o	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	456,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756)	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	5	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	113,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	879,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,883,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	.....	1,380,695	ope	r. by Vt.	Central	.....	—	147
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	.....	23.7	47,950	45 930	8,522	—	.....
31 Aug. '60	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	17½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,555	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,285,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	.....	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,526,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	34½
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,065,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '62	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938.000	16.10	.....	235.420	55,495	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	11
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	28
31 July, '62	229.0	128.0	.....	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	26,104,725	357.0	.....	1,221,145	585,885	1½	.....
— — '62	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	.....
31 Dec. '61	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
— — '61	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	.....
— — '61	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July,'61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,383	—	1,380,000	13,100	136,000	1,779,232	60.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	.....	—	20	18	180	Nova Scotia	4,273,401	*	—	4,273,231	—	—	4,273,231	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	.....	—	11	22	129	Panama	9,000,000	*	615,558	4,000,000	3,375,000	—	10,768,723	48.7	.....	1,743,296	1,615,444	13	187½

New York Stock Exchange.

Actual Sale Prices for the week ending April 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
State Stocks:—						
California 7s	125	----	129	----	----	
Illinois War Loan	----	102⅜	----	----	----	
Indiana War Loan	----	----	----	----	----	
Kentucky 6s	----	----	----	----	----	
Louisiana 6s	----	----	----	----	----	
Michigan 6s, 1878	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	61	61	61	61	60⅛	
Do.iss.to H.&St.J.R.	87⅛	----	87⅛	----	----	
North Carolina 6s	73	----	----	----	----	
Ohio 6s, 1881	----	----	112	----	----	
Tennessee 6s,1890	60	----	60	60	60	
Virginia 6s	63	----	----	----	65	
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	
Chicago & Alton	64⅛	66	68	69	68⅛	
" " pref.	85	85	86	86	86	
Chicago, Burl. & Q.	108⅛	109	----	----	108⅛	108
Chic. & Northwest'n.	16⅛	16⅛	----	17	17	17⅛
Chicago & Rock Isl.	90	89⅞	89	89⅛	89⅛	89⅛
Clev., Col. and Cin.	160	----	160	160	160	----
Clev. and Pittsburg.	69⅞	70⅛	70	71	71⅛	70⅛
Clev. and Toledo	97	97	96	92⅛	92⅛	92⅛
Del., Lack. & West.	----	----	----	147	148	148
Galena and Chicago.	92⅛	92⅞	91⅛	92⅛	91⅞	92
Hudson River	104⅛	105	106	108	107⅛	107
Illinois Centr. (scrip)	89	89	89	----	88	89
Michigan Central	100⅜	----	----	101	101	101
M. S. and N. I.	59⅛	61	59	60	60⅛	60⅛
M. S. & N. I. guar'd.	99⅛	99	99	99⅛	103	104⅛
Mil. and P. du Chien	36⅛	----	----	35	34⅞	----
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	----	----	----	----
New York Central	114⅛	115⅛	115	115	114⅜	114⅛
Erie	77	77⅛	76⅞	77⅛	79⅜	79⅛
Erie pref.	96⅛	96⅜	96⅛	97	97	97⅛
Norwich & Worcest'r	----	83	----	----	83	----
N. York & Harlem	46	57⅛	50	58⅛	51⅛	49⅛
N. Y. & H. "pref."	83	83⅛	83⅛	86	83⅛	82
Panama	----	----	----	----	----	----
Phila. and Reading	----	88⅜	89⅛	----	----	89⅛
Pitts. Ft. W. & Chicago	57⅛	57⅛	58	57⅛	62	61⅛
St. L., Alton & T. H.	31⅛	----	----	31	32	32⅛
" " " pref.	66	66	66	65	65⅛	67⅛
Toledo & Wabash	51	51	51	51	51	51⅛
" " Pref.	----	----	----	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	109
Chicago & Alton, 1 M.	108	----	108	----	109	----
" " Inc. b'ds	----	----	----	----	----	----
Ohio. & N. W. 1st M.	78	----	78	----	----	77
" " 2d M.	45	44⅛	44⅛	44	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	98⅛	----	----	----	98	97⅛
" "Ap.Ext'n.	----	----	----	----	----	----
" "G.B.Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	103	----	103
" 4 M.	80	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c.	----	----	----	109	----	110
Chi., Bur. & Q. 8 p.c.	----	125	----	----	----	----
Chi. & R. I. 1st M. '70	----	----	----	111⅛	----	111⅛
D. L. & W. 1 M. 8p.'71-5.	----	----	----	----	----	----
" 2M. 8p.c.'81	----	----	----	----	----	----
Gal. & Ch. 1M. 7p.c.'63	----	----	----	----	----	----
" 2M. 7p.c.'75	----	----	----	----	----	----
" 1 M. Ex.'82	----	----	----	----	----	----
Hann. & St. J. bonds.	70	----	----	----	----	----
Huds. R. 1 M. 7p.c.'69	116	----	----	----	----	118
" 2M. S. F.	----	----	----	----	----	----
" 3 M. 7p.c.'75	112⅛	----	110	----	----	112⅛
" conv. bonds	----	----	----	----	----	----
Illinois Central bonds	----	----	120	120	----	----
La Crosse & Mil. L. G.	----	32	----	----	----	----
Mil. & P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S F. 8pc.'82	----	120	120	120	119⅜	119
" conv. 8p.c.'69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	112⅛	113	----
" " 2 M.	103⅜	----	----	104	104	104
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif.'83	----	----	----	----	113	----
" 1 M. 7 p.c.'64	----	----	----	----	----	103⅛
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c.'67	----	----	----	----	----	----
" 2 M. 7 p.c.'79	----	----	----	120	----	----
" 3 M. 7p.c.'83	----	----	----	114	----	113
" 4 M. 7p.c.'80	106	----	----	----	106⅛	105⅞
" 5 M. 7p.c.'88	----	----	----	----	----	----
N. Y. & H. 1 M. 7p.c.'73	----	112⅜	112	----	112⅜	113
" 2 M. 7p.c.'64	----	----	103	----	104	----
" 3 M. 7p.c.'67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	----	----	----	----	110	109
" " " 2d M.	101	101	104	103	103	102
" " " 3d M.	----	----	----	73	73⅛	74⅛
St. L., Alt. & T. H. 1 M.	----	----	----	----	----	----
" " 2 M. pref.	----	----	----	----	90	90⅞
" " Inc. b'ds	----	81⅛	----	----	81⅛	81⅛
Toledo & Wab. 1 M.	103⅛	103⅛	----	----	105	----
" " 2 M.	90⅛	----	90	90⅛	90⅛	91
" " Int. b'ds.	92	----	----	----	----	----
Miscellaneous:—						
Del. & Hud. Canal	126	126	126	126⅛	126	
Penn's Coal Co.	115⅛	----	----	----	----	
Pacific Mail S.S. Co.	186⅛	190⅛	193	190	189	189

New York Stock Exchange.

Actual Sale Prices for the week ending April 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
Federal Stocks:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 6s, 1874, coup.	97	----	97⅛	97	96	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	104⅛	105	104⅛	104	104	104
U. S. 6s, 1881, cou.	105⅛	105⅛	105⅛	105⅛	----	105
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	105	----	----	----	----	----
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	100⅞	100⅛	100⅛	100⅛
U. S. 6s, 1 year certif.	100⅛	100⅞	100⅛	100⅛	100⅛	100⅛
U. S. 6s, 5-20s, coupon	103⅛	----	----	----	----	----
Treasury 7 3-10 Notes	105⅛	105⅛	105⅛	104⅞	106	106
U. S. Demand Notes	----	----	----	----	----	----
American Gold	146⅜	148⅛	150⅛	157⅛	155⅛	152

Boston Stock Exchange.

Actual Sale Prices for the week ending April 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W. 15
Boston and Lowell	----	108⅛	109	109⅛	----	
Boston and Maine	125	----	124	125⅛	----	
Boston and Providence	----	----	130	----	----	131
Boston and Worcest	----	----	----	----	----	----
Connecticut River	----	----	----	----	108	----
Eastern, Mass.	103⅜	----	----	103	----	102⅛
Eastern, N. H.	----	----	103⅛	----	----	----
Fitchburg	112	----	----	----	111	110⅛
Manchester & Lawr'ce	----	----	118⅞	----	----	----
Michigan Central	----	----	101	----	100	----
Northern, N. H.	69	68⅛	----	----	----	68
Old Colony and Fall R.	122	----	121⅞	----	120	----
Pb., Wil. & Baltimore	67⅜	67⅜	----	67⅜	67⅛	68
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	147	----	----	----
Vermont & Mass.	37	----	37⅛	37⅛	38	36½
Western	----	----	152	----	153	----
Cambridge (Horse)	----	----	----	123	----	124
Metropolitan "	----	70	----	70	70	----
Middlesex "	107	106⅛	----	----	106⅞	----
Central Copper Co.	----	----	----	----	----	54
Franklin Copper Co.	52	51⅛	51⅜	53	54⅛	52⅛
Isle Royale "	----	----	----	29	----	----
National "	30	30⅛	----	----	----	----
Minnesota "	----	99	----	99	----	103
Pewabic "	55⅛	----	56⅛	59⅛	57⅛	58⅜
Pittsburg "	----	----	----	88	88	----
Quincy "	81⅛	----	82⅛	82	82	----
Rockland "	26	----	25⅜	26⅛	----	26

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.
Beaver Meadow	67⅛	67⅛	----	----	----	----
Cattawissa	----	7⅛	7⅛	7⅛	7⅛	7⅛
" preferred	23⅜	22⅜	22⅛	23⅜	23⅜	22⅛
Camden & Amboy	168	----	----	----	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	109
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	103⅛	103
" " 6s,'89	102⅛	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	52	52	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	75	75	----	75
Harrisburg	66⅞	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" " 6s	----	110	----	110	----	110
" " scrip.	42	----	41⅜	41⅜	42	42
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	112	----	----	----	----	111
Little Schuylkill R. R.	46	46⅛	46⅛	----	45⅜	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	35	34⅛	----	35
" " 6s	----	----	----	----	102	----
Minehill	56	----	----	----	56	56
North Pennsylvania	----	----	11⅛	11⅛	11⅛	11⅛
" " 6s	90	90	----	----	----	----
" " 10s	110	----	----	----	110	----
Pennsylvania R. R.	67	67	66⅞	67	----	67
" 1st m.	----	----	----	----	115	----
" 2d m.	----	----	----	106⅛	106⅛	107⅛
Penn. State, 5s	101⅛	101⅛	101	101	100⅜	100⅛
" " 5s, coupon	----	----	----	----	----	104⅛
" " 6s, "	----	----	----	111	----	109
Philadelphia City, 6s	106	106	105⅜	----	----	----
" " new	109	109⅛	109⅞	----	110	110
Philad., Germ. & Nor.	----	56	----	----	----	----
Phila. & Reading	44⅛	44⅜	44⅜	44⅛	44⅜	44⅜
" " 6s, '86	105	----	103⅜	----	104⅛	104⅛
" " 6s, '70	----	----	----	----	105	----
Philadelphia & Erie, 6s	104	----	----	----	104	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Arch street, (Horse)	----	----	28⅛	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	28⅜	----	----	----
Green & Coates, "	----	42⅜	----	42⅛	----	----
Race and Vine, "	----	----	----	11	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	16	16	16⅛	----	----	16
15th & 16th sts. "	37	----	----	----	37	----
West Philad. "	----	60	----	----	----	----
19th & 11th sts. "	----	----	45	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 13.

	Tu.7.	W.8.	Th.9.	F.10.	Sat.11.	M.13.
Baltimore City 6s, 1875	----	112	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	105	106	107	----	----	----
" " 1899	112	112	111	110	----	----
Balt. and Ohio	85	84⅛	----	----	84⅛	84⅛
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	35	----	
" " b'ds, '85	----	----	----	----	----	----
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 1st April:

Maryland 5s	73	to	75
United States 5s, 1874	56	"	58
Virginia State 5s	49	"	51
Do. 6 per cent.	43	"	44
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	69⅛	"	70⅛
Do., Pennsylvania do. do.	70⅛	"	71⅛
Erie shares, $100 (all paid)	44⅛	"	45⅛
Do., 7s, preference	55	"	57
Do., 7s, 1st mort., 1867	70	"	75
Do., 7s, 2d mort., 1859	70	"	75
Do., 7s, 3d mort., 1883	68	"	70
Do., 7s, 4th mort. x. c.	58	"	60
Do., 7s, 5th mort.	59	"	61
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	72	"	74
Do. do. $100 shares, $90 paid, dis.	44⅛	"	43⅛
Do. do. $100 shares, all paid	49⅛	"	50⅛
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82, x. c.	68	"	72
Michigan S. and N. Indiana 7s, S. F., 1885	68	"	72
Do. do. do. $100 shares	25	"	30
New York Central 6s, S. F., 1883	68	"	72
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	70	"	75
Do. do. $100 shares	66	"	70
Panama, 1st mortgage 7s, 1865	103	"	105
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	88	"	90
Do. $50 shares	38	"	40
Philadelphia and Reading, $50 shares	24	"	26

American Railroad Journal.

Saturday, April 18, 1863.

Stock Exchange and Money Market.

The market the last week has been in a feverish state, without any violent symptoms, or dangerous reactions, such as were witnessed some weeks ago. Gold on Tuesday morning opened at 158 and after various falls and rallies, closed at 154¾. Exchange was irregular and without a policy or a premium, that can be considered established, for the strange circumstance is at length perceived, that gold and exchange have parted company, and no longer sympathise with each other as they were wont, for Exchange is lower than gold. So, too, the share market seems to have thrown off its allegiance to the precious metal, and will not lower the quotations of its favorites, though gold does fall. Still more strange, the article has declined in the very face of the most unwelcome news, which is a piece of conduct as unexpected as remarkable in Wall street. The gold speculators have made their greatest profits on its rise, founded on the disasters of the country; and the greater these were, the more jubilant were the speculators for an advance.

At present, gold seems to be a commodity very much shorn of its power and attributes. Its functions are entirely limited to two forms: one, that of remittance abroad for balances due on goods, or to be purchased; the other, that of a custom house payment for duties on imports. Specie is not wanted for any other purposes at present, and it would therefore seem that the elements of excitement are not very favorable at present for any great movement upward.

Money continues to be plentiful. The absorption of the Government 5 20's continues on a large scale, and deposits in the Sub-Treasury are also continuous and in great volume. The share market has also participated in the apparent steadiness of the money market, showing activity and good prices, but no particular excitement. Harlem appears to be the favorite foot-ball of the Wall street players, and the operations in its stock are considered very mysterious by some of our cotemporaries. There is no mystery about it. It is precisely such a stock as can be handled with little money, it offers the possibility of a rise equal to that of the Hudson river, if either of these chances turn up in its favor; viz: amalgamation with the Central; the early construction of the Branch to the Central Park; and the union of the Housatonic with the Harlem at Dover, thus doubling the business of the road. Whenever the managers choose to press these matters to a conclusion, the Harlem will become a first class property; but if they prefer to make money out of it in some other way, they can do so and keep it forever on the curb stone.

The rise in Hudson has been attributed to a corner which appeared to be giving way a few days since, and Erie was literally scrambled for at an advance.

There has been quite a movement in Long Island. At the annual meeting of stockholders held on Tuesday, the usual report was not satisfactory and has been referred to a Committee for further investigation. The new Board propose to make great improvements in the working and management of the line, with a greater disposition to accommodate the local traffic. There is no reason whatever, why Long Island should not increase in production and wealth as rapidly as some of the Western territories which have been penetrated and made what they are by railways. It has a great deal of good land, and a great many branches of industry and commerce that should tell on the receipts of this road.

It is understood that after years of negotiation and difficulty, the Boston and Worcester, and the Western Railroads are finally to amalgamate. A very valuable history of the latter, has recently appeared from the pen of Col. Bliss, and those who wish to learn the obstacles which interpose to the execution of the best works, and to learn also how skill, capital and perseverance may remove them, should read this work.

In conclusion of our remarks for this week, we are compelled to allude to our public affairs, for as these come out in the end, will be the character and conclusion of the financial arrangements which now engross attention and absorb capital. The recent demonstration at Charleston was simply an experiment, showing valuable results. The next subject for the attention of Engineers will be how to pass obstructions in harbors, for forts can no longer bar their entrance.

It is the opinion of foreigners, who are writing upon the subject, that it is not the wish or intention of the master spirits at Washington, to close the war; that it is to be kept along for the benefit of whom it may concern, and finally that exhaustion is to do the work, reconstruct, harmonise and do what nothing else could. If this be true, then the money and the blood thus far expended are to be laid directly at the door of the demagogues who cherish such a policy, and who owe their greatness to their country's ruin.

The Hudson River Railroad Company have disposed of the 2,278 new shares of their stock—issued to build a new double track from Rhinebeck to Poughkeepsie—to Mr. John M. Tobin, at 104½ per cent.

We are informed that the railroad from Erie to Pittsburg, partly owned by the Buffalo and State Line Company, will be finished in good running order by the first of November next.

A meeting of the first mortgage bondholders of the Vermont Central Railroad was held at Boston, at which a committee was appointed to consider the question of a compromise with the Vermont and Canada road, if practicable, etc., to report at an adjourned meeting.

We give elsewhere a full abstract of the recent report of the Michigan Southern and Northern Indiana Railroad Company. It shows that during the fiscal year ending February 28, 1863, the gross earnings amounted to $2,813,831 40. The operating expenses were $1,352,555 61; and the net earnings $1,461,275 79. The proportion of operating expenses to earnings was 48½ per cent. The increase of earnings over last year was $563,313 49. Of this amount $181,721 03 was for gain on passenger, and $385,083 84 on freight engines. The overdue first mortgage bond outstanding last year, have been, with a very small exception, converted into Sinking Fund bonds. Other bonds which fell due have been paid off. The report says that there is no accumulated earnings on hand for a dividend, and that the question of dividend is strictly one of future, and not of past earnings. The funded debt is $9,527,078 33, showing a decrease of $223,629 18. The floating debt is $245,046 76, of which $140,218 31 is for pay-roll of February. The available cash assets are $282,402 27, or $37,355 51 in excess of the debt. The earnings of the road for March were $248,886—an increase over March, 1862, of $95,786.

The report of the Delaware, Lackawanna and Western Railroad Company is given entire.

The earnings of the Erie Railway for March were $946,041, against $638,006 in March, 1862—an increase of $308,035, or nearly 50 per cent. For the first three months of the year they have been $2,611,228; same time in 1862, $1,938,698—an increase of $672,530. The directors state that the earnings in January, February and March are 3½ per cent. on both classes of stock, besides interest and rents. The company did not owe a dollar of floating debt on the 1st of January.

The Illinois Central also shows an increase in March of $85,690; for the three months the earnings have been $803,032, against $607,851 in March, 1862—an increase of $195,181.

The increase in the earnings of the Pittsburg, Fort Wayne and Chicago is also large---being $165,544 in excess of those of March, 1862. For the three months the earnings have been $1,165,270, against $865,456 in the corresponding period of 1862---an increase of $301,814.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Tennessee 6s, 1868, 54½; Little Miami, 145; Rome and Watertown, 80; Indianapolis and Cincinnati, 75; N. Y. City 6s, 1887, 120; Indiana State 2½s, 68; Miss. and Mo. L. G., 63¾; Brooklyn City Water Loan, 115½; Canton Co., 23; Quicksilver, 40@44; Central American Transit Co., 36; Minnesota Mining Co., 100@105; Cumberland Coal pref., 17½@20; Jersey City Water Loan, 115¼.

Boston.—Rutland and Burlington 1st mort., 63; do., 2d mort., 13; Vermont Central 1st mort., 52½@54; do., 2d mort., 12½@13½; Connecticut and Passumpsic Rivers 6s, 100½; Northern Ogdensburg 1st mort., 101; do., 2d mort., 13¼; Cheshire, pref., 34½@35¼; do., 6s, 105; South Shore, 10½; Concord, 62½; Worcester and Nashua, 76¾; Troy and Greenbush, guar., 56; Nashua and Lowell, 133; Mad River and Lake Erie R. R. 7s, 49; Somerville horse, guar., 33¼; Lynn and Boston, 30; Malden and Melrose 6s, 95¾; Chicago 7s, sewerage, 115¼; Boston 5s, 1864, 123¾; do., 1885, 120; Mass. 6s, 118½; Vermont 6s, 113; N. Hampshire 6s, 114¾; Acton Mining Co., 5⅛; Albany and Boston, 12; Copper Falls, 10½; Hancock, 14½; Manhattan, 6¾; Pontiac, 4⅛; Toltec, 3⅛; Bohemian, 8¼; Huron, 12¾; Mesnard, 11¾; Winthrop, 3½; South Side, 2½; Star, 2¾; O'Hawa 50c.; Columbian, 4¾; Wickam, 1¼.

Philadelphia.—Philadelphia and Erie, 43; Phila. and Trenton, 161; N. Penn. scrip, 84; Reading 6s, 1843-'80, 110; do., 1844-'80, 109; Allegheny Valley R. R. 7s, 109@110; Allegheny City 6s, 95; Allegheny Co., 6s, 68; Harrisburg R. R. 6s, 112; Phila. City 5s, 95@97; Ridge Avenue, horse, 18½; 17th and 19th streets, 11½; Schuylkill Nav., 7¼; do., pref., 17½; do., 6s, 1882, 72¼; Morris Canal, pref., 135½; Susq. Canal, 7½; do., 6s, 45¼; Union Canal 6s, 20; Wyoming Canal, 18; New Creek bonds, 25; Chesapeake and Del. 6s, 97½.

Baltimore.—Central Ohio Income bonds, 20½; Western Maryland bonds, 106. The quotations are: Balt. and Ohio R. R. 6s, 1862, 84; do., 1867, 105; do., 1875, 104@105; do., 1880, 105@106; do., 1885, 103½@104½; N. Western Va., 5@7¾; do., 1st mort., 103½@105; do., 2d mort., 100; do., 3d mort., 19½@20; Northern Central 1885, 99¼@101; Central Ohio 7s, 1st mort., 1864, 90@95; 4th mort., 1876, 31@33; Maryland 6s, Ins., 118; Baltimore City 6s, 1870, 106; do., 1873, 105; do., 1875, 113@114; do., 1886, 108½; do., 1890, new, 110@112; do., 5s, 1838-'70, 96.

Cleveland and Mahoning Railroad.

The business of this road for January, February and March was as follows:

	1862.	1863.	Increase.
Gross earnings	$67,920 65	$88,893 48	$20,972 83
Expenses	33,122 82	37,365 98	4,243 16
Net earnings	$34,797 83	$51,527 50	$16,729 67

Fitchburg Railroad.

At a special meeting of the Fitchburg Railroad Company a vote was passed ratifying the contract of the directors, by which the Fitchburg Company, the Vermont and Massachusetts Railroad Company, and the Troy and Boston Railroad Company, in consideration that the Commonwealth of Massachusetts shall comple the Troy and Greenfield Railroad and Hosaic Tunnel, agree to pay each 20 per cent. of its gross earnings upon such passenger and freight business as shall pass upon or over any part or the whole of such railroad, subject to certain conditions.

The Irving House.

We are pleased to learn, as we do by an advertisement in another column, that this popular establishment still remains open for the accommodation of families and transient guests. The Irving is conveniently located on the corner of Broadway and Twelfth st., (entrance on Twelfth street). Attached to it is a first class *Restaurant*, the entrance to which is on Broadway. The Irving is conducted upon the European plan, which is a great accommodation to the guests as well as to the public at large. The rooms are airy and comfortable, the table well spread, and the charges unusually moderate. The proprietors, Messrs. HUNT & NASH, have had great experience in catering for the public, having been for a long time connected with first-class establishments in this city and elsewhere.

Erie and Pittsburg Railroad.

This Company was chartered, as the successo to the Pittsburg and Erie Railroad Company, April 15, 1858. Towards its construction the Erie and North East railroad company was required to subscribe, in stock, the sum of $400,000—this being one of the conditions demanded by the State of Pennsylvania for its quiet enjoyment of the right of way through that State. With the proceeds of this subscription, together with about $30,000 from individual stockholders, and some $250,000 advances by the Buffalo and State Line Railroad Company, the road was constructed, and opened for business in March, 1860, from Girard Station, (a point on the Cleveland and Erie Railroad, 15 miles beyond Erie,) to Jamestown, a distance of 40.25 miles. The southern section of the road, from Jamestown to Newcastle, 40.9 miles in length, is we understand, rapidly approaching completion, and will be opened for business in the whole of this year. At Newcastle, its southern terminus, commences the Pittsburg, Newcastle and Cleveland Railroad, 13 miles in length, also in progress, which will continue the line to Darlington, a point on the Pittsburg, Fort Wayne and Chicago Railway, 40 miles west of Pittsburg. At Newcastle, the Cleveland and Mahoning Railroad will form a junction. By way of Darlington and Newcastle, Pittsburg will be 138 miles from Cleveland and 133.34 miles from Erie.

Railways in Denmark.

The Danish Parliament has passed several bills, whereby the net of State railways may be regarded as settled. The net spreads over North Jutland and Fyen, and consists of a trunk line from Aalborg in the north of Jutland over Aarhus and Fredericia to Vamdrup on the Sleswig border, and a branch from Aarhus over Viborg to the west of the Limfiord. On Fyen the line will run from Nyborg over Odense to Strib, opposite Fredericia in Jutland. The connection between the Zealand line and the Fyen line, and between this and the Jutland, will be by means of a steamferry for goods and passenger waggons. As soon as a similar communication is established between Helsingborg in Sweden and Elsinore in Zealand, the whole Scandinavian north will have a satisfactory iron route to the European continent. The execution of this railway-net has been intrusted to Sir Morton Peto. Its whole length is about 300 English miles, and its total expense about 16 millions of Danish dollars. In order to complete the system, Sir Morton is bound to connect the Jutland with the long-since finished South Sleswig line; while the Zealand, whose line runs from Copenhagen to Korsoer and the Great Belt, is now throwing out a line from the capital over Frederickshorg, the King's former residence to Elsinore. —*Danmark.*

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the weeks ending March 28 and April 4, 1863, were:

	March 28.	April 4.
Passengers	$22,640 53	$25,428 65
Mails and sundries	4,200 00	3,880 00
Freight and live stock	57,772 30	50,666 07
Total	$84,612 83	$79,974 72
Same weeks, 1862	92,083 37	85,018 41
Decrease	$7,470 54	$5,043 69

The traffic of the Great Western Railroad for the week ending April 3, 1863, was as follows:

Passengers	$22,512 66
Freight and live stock	44,970 74
Mails and sundries	1,526 69
Total	$69,010 09
Corresponding week of 1862	59,863 16
Increase	$9,146 93

The earnings of the Galena and Chicago Union Railroad for the 1st week of April, 1863, were:

Freight	$20,702 35
Passengers	9,768 69
Mails	1,250 00
Total	$31,721 04
Same week, 1862	21,844 92
Increase	$9,876 12

The earnings of the Cleveland and Toledo Railroad for the 1st week of April, 1863, were $29,884 00
Same week, 1862 21,225 00
Increase $8,559 00

The earnings of the Chicago and Alton Railroad for the 1st week of April, 1863, were:

Passengers	$10,358 22
Freight	16,851 78
Sundries	974 33
Total	$28,184 33
Same week last year	17,784 27
Increase	$10,400 06

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week of April, 1863, were $18,358 20
Same week, 1862 8,850 33
Decrease $9,507 87

The earnings of the Toledo and Wabash Railroad Company for the 1st week of April, 1863, were $22,733 92
Same week, 1862 17,429 43
Increase $5,304 49

The earnings of the Michigan Central Railroad for the 1st week of April, 1863, were $47,841 00
Same week, 1862 32,293 00
Increase $15,548 00

The earnings of the Michigan Southern Railroad for the 1st week of April, 1863, were $54,117 00
Same week, 1862 39,032 00
Increase $15,085 00

The earnings of the Chicago and Rock Island Railroad for the 1st week of April, 1863, were $30,881 00
Same week, 1862 17,185 00
Increase $13,607 00

Delaware, Lackawanna and Western Railroad Co.

REPORT FOR 1862.

The President and Managers respectfully report, that the net earnings of the Company for the year ending 31st December, 1862, after deducting interest and expenses of all kinds, amounted to $753,463 07; out of which was paid, (in cash,) June 30th, six per cent., and December 31st, four per cent., on the capital stock outstanding at those dates respectively, the remainder being added to "income account," making the balance of that account on 31st December, $681,667 38.

The quantity of coal sold in 1862, was 1,197,424.12 net tons; of which 1,093,335.07 tons were sent to market during the year, the difference being taken from stock previously on hand.

The traffic of the Company suffered interruption from a serious flood, in June, and strikes at subsequent dates. The opening of the tunnel on the Warren Railroad, for the passage of trains, took place in September last.

At the close of the year, the Company's property is in the usual excellent order.

New York, December 31, 1862.

C. R. ROBERT, *President.*

Managers—Drake Mills, John J. Phelps, William E. Dodge, Moses Taylor, George Bulkley, John I. Blair, Henry Young, Charles H. Marshall, Samuel L. Mitchill, Rufus R. Graves, Lowell Holbrook, Simeon B. Chittenden, Samuel Wetmore, David Thompson.

BALANCE SHEET, DEC. 31, 1862.

Cost of railroad and equipment		$9,249,334 76
" coal lands and improvements		484,962 13
" barges and schooner		72,448 55
" house and lot, Oswego		1,400 00
Cash on hand		145,933 15
Bills receivable		216,893 39
Accounts do.		369,190 16
Coal on hand		92,671 42
Materials on hand		420,184 14
Renewal fund assets (cost)		460,280 00
Reserved fund assets (cost)		338,117 32
Suspense account		9,993 27
Sinking fund		214,023 88
		$12,075,427 12
Capital stock	$5,596,200 00	
Mortgage bonds	4,629,000 00	
Bills payable	258,151 20	
Accounts do.	383,962 64	
Renewal fund	521,533 40	
Interest accrued in sinking fund	9,600 00	
Trustees of sinking fund	312 50	
Income account	681,667 38	
		$12,075,427 12

Great Russian Railway.

We are indebted to the *London Railway Times* for the following abstract of the Report of the Council of Administration of the Great Russian Railway:

The new statutes sanctioned by an imperia ukase, dated Nov. 3, 1861, authorised the company to dispense with the execution of the proposed lines from Moscow to Theodosia and Orel to Libau. The passage through Moscow, which, according to the first plans proposed, was to serve as a common trunk to the Theodosia and Nijni lines, had also been separated from the network conceded, subject to the condition that the company is to be empowered to establish, within a period of three years, a junction between its Nijni line and the State system known as the Nicholas. In consequence of these modifications in the original concession, the undertaking has been reduced to the line from St. Petersburg to Warsaw, with its branch to the Prussian frontier, and the line from Moscow to Nijni-Novgorod, comprising altogether a length of 1,010 miles.

The line from St. Petersburg to Warsaw is 653 miles in length, and was divided into three parts during the period of construction—viz., from St. Petersburg to Dunaburg, 312 miles; from Dunaburg to Mergagery, 145 miles; and from Mergagery to Warsaw, 196 miles. At the moment when the works of the first part were terminated on a length of 310¾ miles, it appeared necessary to confide to a special service the important operations which remained to be completed on the last 1¼ miles comprising the passage of the Dwina and the fortress of Dunaburg. Towards the end of 1860 the first part of the Warsaw line was opened for traffic, but, as usually happens, works of final adjustment and completion had to be continued during 1861. The great station of the company at St. Petersburg has been considerably increased in size in order to enable it to cope with the extent of the traffic anticipated. Some idea may be formed of the magnitude of this terminus from the fact that it is proposed to lay 22 miles of rails in and about it, and that 17 miles have been actually laid. The establishment of these lines has required the laying of 100 switches, 31 turntables of 16 feet and 23 feet in diameter, and one great table 45 feet in diameter for a shed for twelve locomotives. The laying of the remaining five miles of rails contemplated is adjourned for the present, but will be resumed as the growth of traffic calls for an extension of accommodation.

The principal building for the accommodation of passengers was opened for service in April 1860; but various supplementary works were executed in 1861 and 1862, and last year the glass roof was removed for one of iron plates, the maintenance of it having been found too costly, other arrangements being made for securing a due supply of light, &c. The goods service of the station will comprise a succession of quays and sheds, each forming two groups of equal importance, and intended, one for the arrival and the other for the departure of goods. Confining itself, however, to the exigencies of the actual traffic at present existing, the administration has constructed at present only two sheds, one for forwarding and one for receiving goods, and these were opened for business in 1861. The ulterior arrangements contemplated will be proceeded with in proportion as the wants of the service develop themselves. Works for repairing plant, sheds for engines, storehouses, &c., have been erected on the right of the principal lines, and have been very completely and carefully fitted up. As regards the secondary stations, sidings have been laid, and goods warehouses, &c., completed in 1861 and 1862 at Mchinskaia, Louga, Pskow, &c.; and a new station has been completed at Suida, at about the thirtieth mile. The Divenskaia station is now provided with a reservoir for supplying engines with water, and a shed for six locomotives, with lodgings for the men employed. At Pskow a shelter for twenty locomotives, with repairing shops, lodgings, &c., have been completed, but the necessary tools have only recently been made available for service. A gas producing apparatus has also been got to work at the Pskow station, similar to the works established at St. Petersburg, Gatchina, and Louga.

The important earthworks, buildings, &c., arising out of the fortress of Dunaburg, as well as those connected with the junction to be effected with the Riga and Dunaburg line, and the very considerable operations arising out of the station of Dunaburg itself, induced the council to create a special division of inspection at that point. The earthworks prescribed by the military authorities under the fortress of Dunaburg have been partly executed, but long negotiations have been pending with the Government with reference to the execution, at its expense, of a portion of the works remaining to be carried out. A rotunda was completed towards the close of 1862, but the construction of definitive buildings for the accommodation of passengers has been adjourned with the consent of the State, which has recognized the present provisional arrangements as sufficient to meet actual wants. A great bridge over the Dwina was completed and opened for traffic March 16, 1862, before the breaking up of the ice. Special devices for enabling the piers to withstand the shock of the broken ice could not be completed before the close of the summer, but the traffic has not been interrupted. Several other bridges have had to be executed in the neighborhood of Dunaburg, two over military ditches, street structures in the old faubourg of Dunaburg, one in connection with the diversion of the imperial road, and another securing a passage for the Riga and Dunaburg line, with which a junction was effected in April 1862.

The works of the second division from Dunaburg to Mergagery were pushed forward in 1861 and 1862 with unequal activity, between Dunaburg and Landwarow on the one hand and Landwarow and Mergagery on the other. The first section forms part of the direct communication with the Prussian frontier, and was therefore carried through with all possible speed; but the second was not hurried on so much, as it could only be profitably worked when the third division from Mergagery to Warsaw was opened for traffic. The earthworks from Dunaburg to Landwarow were definitively completed in 1861, and a tunnel at Ponary was also terminated. Several rather serious viaducts, bridges, &c., occur on this division; and among them may be noticed one in the plain of the Dwina for the discharge of flood waters; another over the river Lawkessa, another over the Vilia, another over the Vileika, and another over the Vakka. All these were more or less difficult and delicate undertakings, but their construction was carried out with much success. In 1860 one continuous line had been laid from the shores of the Dwina as far as the Ponary tunnel, and this was continued and terminated throughout the section Dec. 18, 1861, when the passage of the Vakka was effected. The terminal lines at the various stations have been carefully developed and a second line has been established between Vilna and Landwarow, in order to facilitate the movement of trains between those two points, which are important in connection with the working arrangements, the first for centralising the management, and the second as being the bifurcation of the branch towards the Prussian frontier. The station buildings on the section were completed in 1861-'62, and comprise at Vilna a shed of masonry for twelve engines, a second of about the same dimensions, a building for workshops, &c. Other sheds for engines, workshops, &c., are provided on a smaller scale at Sventsiany, Landwarow, &c. The line from Landwarow to Mergagery was easy of execution, and comprised only one important bridge, that over the Meretchanka; the section has three stations, and various arrangements for facilitating the working are in gradual course of development.

On the third division of the great St. Petersburg and Warsaw line—that from Mergagery to Warsaw—the works were not brought to a close until 1862 had well advanced. The history of this part of the undertaking in 1861-'62 is one continued narration of successful struggles with the difficulties of construction. When we state that the division comprises 27 bridges in masonry, 13 metallic bridges with abutments in masonry, 8 viaducts, and a host of smaller works of art, it will be seen that these struggles were some of them of no ordinary kind. All the metallic bridges were terminated in May 1862, MM. Gouin and Co., of Paris, having thus creditably fulfilled their contracts two months in advance of the periods prescribed. In the course of the 196 miles which the division comprises there are fourteen stations—viz., a first-class structure at Warsaw, and others at Lapy, Porocze, Grodno, &c. Several of these besides Warsaw comprise sheds for engines, apparatus for supplying water, &c.; thus at Warsaw and Porocze shelter is provided for six engines each, at Lapy for twelve, and at Sokolka, Czyzew, and Lochow for four each, the management not appearing to mass its locomotives so much together as is ordinarily the case on English systems.

A branch line constructed from Vilna to the Prussian frontier is about 101 miles in length, and leaves the main St. Petersburg and Warsaw line at the Landwarow station. It may be divided naturally into two sections of about the same length, the first from Landwarow to the Niemen—the fatal Rubicon to Napoleon I. in his great invasion—and the second from the Niemen to the Prussian frontier. Pressed urgently forward by the representations of the Prussian Government, the administration hastened on as much as possible the execution of the section from the Niemen to the frontier; and although it was only in February 1859 that it was authorized to undertake the works, such efforts were made that two years later the section was opened for the circulation of passengers and goods upon it. The works of the first section from Landwarow to the Niemen were rather moderated than actively pressed forward in the first instance, in order that the contractors might concentrate their activity on the two principal works, the Kowno tunnel and the passage of the Niemen. These received a vigorous impulse in 1861, and the Kowno tunnel, which is of very considerable length, was completed Nov. 18, of that year, and has since stood the test of severe weather and the shaking of the engines in a satisfactory manner. The great bridge over the Niemen comprises four principal spans and reposes on tubular piers each 8½ feet in diameter, sunk in the bed of the river by means of atmospheric apparatus, so as to reach an incompressible and reliable soil. The first engine passed over the bridge Feb. 4, 1862, and severe tests to which it was subjected on the following day indicated its perfect stability. The number of stations between Landwarow and the Niemen is four—viz., at Kowno, Zosly, Evie, and Proweniszki; the first comprising accommodation for fifteen engines, and

all of them fitted up with more or less completeness. The second section, from the Niemen to the Prussian frontier was opened for traffic April 11, 1861, but the ballasting, station and other buildings, &c., were then in a very incomplete state, and various works had to be carried out in 1861 and last year to develop a full efficiency. Thanks to the efforts displayed, the works on the main line from St. Petersburg to Warsaw, between the Dwina and the Prussian frontier, were brought into such a state of advancement that in February 1862, the administration was enabled to organize a service of three preparatory trains weekly for the carriage of passengers and goods between the left bank of the Dwina and the frontier *via* Vilna and Kowno.

Vermont and Massachusetts Railroad.

At a special meeting of the stockholders of this company, it was voted to ratify and agreement made by the directors with the Commonwealth of Massachusetts, dated the 20th of February, 1863, in regard to the Troy and Greenfield Railroad and Hoosac Tunnel—to authorize the directors to execute any other agreements which may by them be thought necessary or proper to carry out the provisions of said agreement, or make any other arrangements or contracts which in their judgment may be expedient in relation thereto, and to authorize the directors to extend the time of the payment of the bonds of the company and the mortgage security therefor if they should deem it expedient so to do.

Grand Trunk First Preference Bonds.

The bonds are now stamped under the Arrangements' Act, and the overdue coupons are detached and interest debenture certificates issued for the amount of the latter. These interest debentures are represented by neat certificates, expressing on their face the nature of the security, that they will not begin to bear dividend until after December 31st, 1864, and for the years 1865 and 1866, not more than 3 per cent. per annum; that on and after Jan. 1st, 1867, they may be exchanged for first preference debentures, "having all the rights and privileges of the present existing first preference debenture capital."

First preference bonds may now be converted into first preference stock, by which means the eventual 6 per cent. per annum interest is rendered perpetual, and a right of voting given. Some bondholders have already availed themselves of this option of stock conversion, and within the five years, no doubt, all will, a perpetual 6 per cent. being in fact much more valuable than 6 per cent. bonds, payable off at par. For permanent holding the stock is decidedly better than the bond; for present speculative purposes, we dare say it is not.

Practically there is no difference in the legal rights of first preference bonds, and first preference stock, but the following additional rights and advantages are acquired by the first preference stock.

1st. The same privileges of voting and otherwise as the holders of shares in the original stock of the Company (See sec. 10, of the Arrangements' Act.)

2d. The *perpetuation* of the 6 per cent. per annum interest. (See sec. 11 of the Act.) This, hereafter, will doubtless make the first preference stock worth a considerable premium, while the bonds (if any remain after the 5 years within which they may be converted) being payable off at par, cannot be worth a premium, or anything worth speaking about.

3d. Being *registered*, instead of *to bearer*, most investors objecting to holding property, or much of it, "To Bearer."

We do not know whether the interest debentures can yet be converted into stock of the same class. —*Herapath.*

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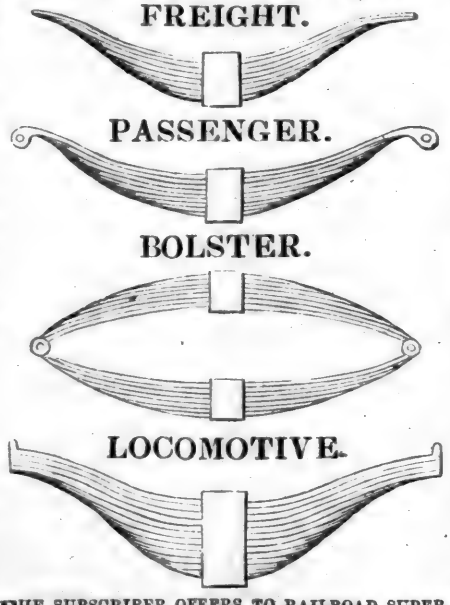
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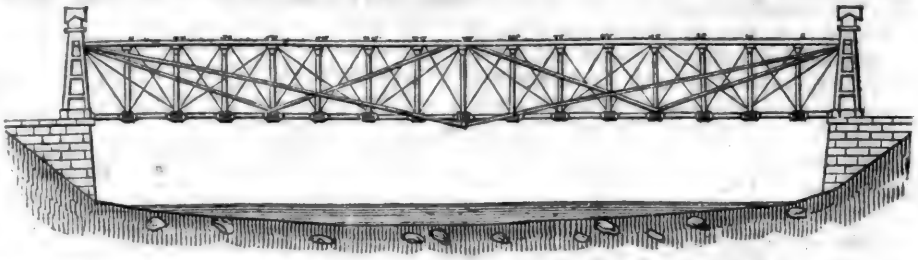
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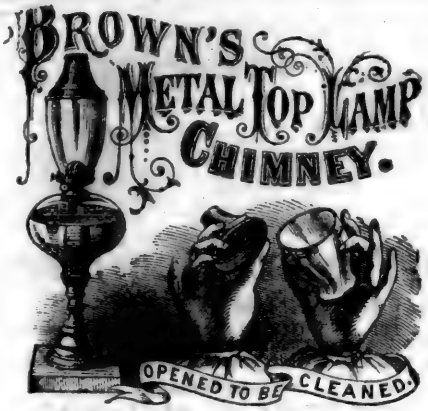
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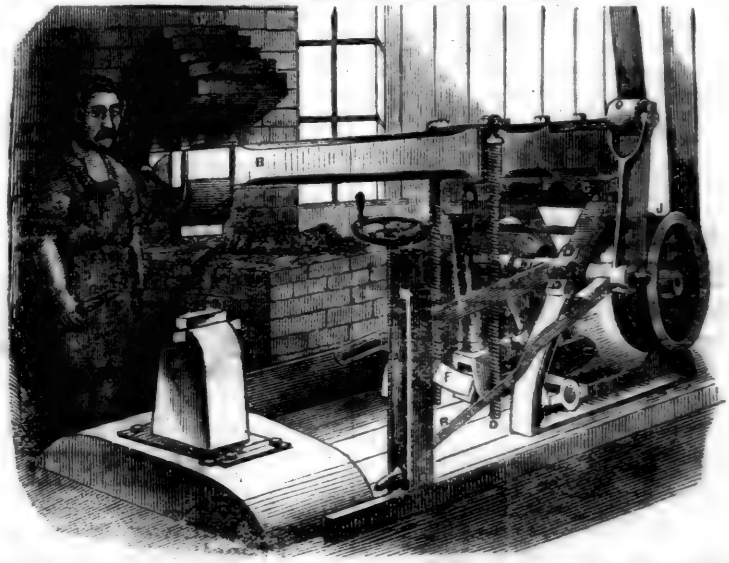
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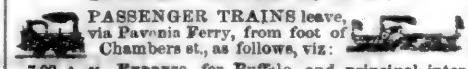
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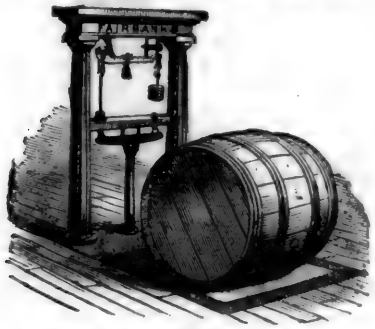
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American Railroad Journal.

New York, Saturday, April 25, 1863.

New Railroad from Erie to Cleveland.

The extension of the broad gauge of the Atlantic and Great Western to Cleveland, thus in fact continuing the Erie to that point, necessarily brings out views, combinations and arrangements in the West, which are expressing and developing themselves in new enterprises. It so happens in this instance, that the controling interest in the company which operates the line of railway between Erie (Pa.) and Cleveland (Ohio,) the present track between those cities, is at the same time the chief promoter of the broad gauge connection now in contemplation, viz., a track from Ashtabula to Jamestown, Pa., a distance of thirty-five miles to connect with the Atlantic and Great Western, and an extra rail to be laid from Ashtabula to Cleveland. It is therefore supposed these two interests in combination might affect the business at present enjoyed by the shore line between Erie and Cleveland, and divert both freight and passengers from its natural routes along easy grades, to the southward over the high grades on the Delaware and Susquehanna. It is evident this diversion, if it were made, would be injurious to the interests of the Central, and seriously affect both the passenger and traffic business thus turned off at Cleveland to the broad gauge track. As then a strong competition might arise, and with competition unfavorable results be experienced by the diversion of this business from its present route, it has become an act of prudence on the part of Eastern interests therefore to guard against such a contingency. Every railway East or West with the uniform standard gauge is now compelled to consider what it might lose by a derangement of the present system of continuous transportation without change of cars and engines and the interruption henceforth at Cleveland by the new broad gauge intervention.

It was therefore to be expected some counter movement should take place to preserve the present continuity between Erie and Cleveland, free from the control of another and different interest, and a meeting was recently held at Buffalo, attended especially by the friends and managers of the Buffalo and State line road, and the Erie and North East road, at which it was determined to build a new independent line direct from Erie to Cleveland, parallel to the present one. The sum of seven hundred thousand dollars was subscribed at once to the stock of the new company, which is called the Lake Shore Railroad, and this is about one-third of the amount necessary to carry the project through. The balance will shortly be at the disposition of the public.

The inducements to subscribe to this stock appear to be very considerable. The Cleveland, Painesville and Ashtabula road, by which name the route between Erie and Cleveland is known, with a share capital of three millions, earns in gross receipts one million two hundred and fifty thousand dollars per annum, out of which was declared in 1861 a dividend of ten per cent. in cash, ten per cent. in bonds with a large surplus in cash remaining, the shares being held in the market at 200. Though we have not been favored with the report of 1862, we presume the results were the same as that of the preceding year. It is therefore very evident if the railway interests west of Cleveland and east of Erie control the new road, the business in both directions must pass over it, and so far as they can thus control it, it must take the new continuous route, and thus a transfer of the traffic will carry with it the profits and value which now attach to the Cleveland, Painesville and Ashtabula. If this view is correct, and it is entertained by those who are engaged in the new enterprise, as well as by others familiar with the subject, a very rare opportunity is offered to capitalists to come in and embrace the advantages which appear to be immediate and certain.

We of course are in favor of every thing in the shape of a railway, broad gauge or narrow. We wish success to every such project. We have seen since we commenced our thirty years life of Railway Journalism, results so vast and magnificent as to have surpassed the expectations of the greatest enthusiasts. States and cities have grown up under our eye. The work of centuries abroad, is here but the triumph of days. In this case, the only question to be asked is will the capital invested in it make a suitable return. By the fair contest of companies the public are always gainers. We presume there is enough for all the lines which are now operated or projected along the lake shore, or diverging southward from that base. At any rate, as between the present route between Erie and Cleveland, it may be safely predicated of the new enterprise, that with the powerful interests which will be exerted in its behalf, it must become one of the most profitable links in the great route between Buffalo and Chicago.

Massachusetts--Property, Taxes, etc.

The Hon. Oliver Warner, Secretary of State, has transmitted to the Legislature a document conveying information as to the aggregates of the polls, property, taxes, &c., as assessed May 1, 1862, compiled so as to give these several statistics from each of the cities and towns in the Commonwealth. The grand totals are as follows: polls, 276,443; tax on polls, $564,796 17; value of personal estate, $315,311,213; value of real estate, $548,669,113; total tax for State, town and county purposes, including highway taxes, $8,605,511 19; total valuation May, 1862, $858,980,326; dwelling houses, 178,450; horses, 87,478; cows, 151,756; sheep, 137,478; number of acres of land taxed, 4,397,368.

Boston and Worcester Railroad.

The gross income from operations of this road for the years ending November 30, 1861 and 1862, have been as follows:

	1861.	1862.
From passengers	$472,729 41	$967,718 75
" freight	414,683 98	
" rents	15,597 70	18,284 34
" mails	16,838 12	14,910 68
" interest	9,083 58	5,216 05
Total	$928,932 79	$1,006,129 82
Expenses, viz:		
Repairs of road	$73,157 35	$78,051 73
" engines	35,903 74	31,547 28
" cars	30,393 67	37,749 08
" buildings	13,198 69	10,459 74
" fuel	58,573 24	50,769 13
Oil and waste	7,885 70	6,617 12
Passenger expenses	68,455 53	73,412 37
Freight expenses	101,610 71	111,965 18
Taxes and insurance	12,013 70	13,554 33
Renewals of iron	31,146 85	22,222 53
Gratuities & damages	1,572 33	3,072 69
Rent of Agricult'l Br.	11,895 10	12,149 95
Salaries of officers, etc.	27,387 30	29,859 77
Western R. R. subsidy	12,000 00	6,000 00
Reducing curve	3,373 69	.....
Credited to depreciat'n	31,870 80	.....
Pass. house, Boston	.....	15,342 99
Government tax	.....	4,051 83
Total	$520,338 40	$515,825 72
Net income	$408,594 39	$490,304 10
Deduct dividends, Jan. and July 8 per cent	$160,000 00	
Government tax on January dividend	5,567 01	
		365,567 01
Surplus from income undivided		$124,737 09

The total expenses for working the road were $478,280 95—being 47.5 per cent of income. The total expenditures were 51.2 per cent of income.

Compared with the previous year, the gross income shows an increase of $77,197 03; with a decrease in expenditures of $4,512 68—making the increase in net income $81,709 71.

The road, road-bed, bridges and rolling stock are in excellent condition. The company have put down during the year 1,003 tons of new iron; also 726 tons repaired rails. 41,000 chestnut sleepers have been used, and the company have on hand for future use, 58 tons new rails, 1,149 tons second hand rails, and 49,937 new sleepers, 5,800 cords of wood and 2,936 tons of coal.

The number of miles run by passenger trains has been 365,958; by freight trains, 193,249; by other trains, 4,910—total miles run 564,117, an increase over the previous year of 36,597. The number of passengers carried in the cars has been 1,506,196; do., carried one mile, 24,542,655; do., carried one mile to and from other roads, 8,591,250. The number of tons of merchandise carried in the cars was 382,494; do., carried one mile, 14,876,747; do., carried one mile to and from other roads, 11,808,677. Estimated weight, in tons, of passenger cars, not including passengers, hauled one mile, 16,312,050; do., freight cars, not including freight, 21,456,442. A comparison of the past with the previous year shows that there has been an increase in the mileage of freight trains of 19,984 miles; and in passenger trains of 19,613. Increase of freight carried, 87,320 tons. ncrease of passengers carried, 29,802. Of the increase of income, as compared with last year, $30,580 32 was on local, and $46,616 71 on joint account.

Income, Expenses, Dividends, also Construction Account yearly since the opening of the road in 1834.

Year.	Gross receipts from all sources.	Expenses, not including interest.	Amount paid in dividends.	Rate per cent.	Construction account.
1834–5.	$161,807	$85,533	$25,000	2	$1,250,000
1836...	183,189	103,675	50,000	4	1,250,000
1837...	209,261	119,062	120,000	8	1,577,546
1838...	212,325	93,493	102,000	6	1,700,000
1839...	231,807	126,885	110,500	6½	1,700,000
1840...	267,547	140,441	105,000	6	1,799,256
1841...	310,808	162,998	114,000	6	1,994,982
1842...	349,207	168,510	184,000	8	2,374,548
1843...	383,367	206,641	162,000	6	2,764,396
1844...	428,437	233,274	182,500	6½	2,886,169
1845...	487,456	249,730	132,000	8	2,914,078
1846...	554,712	283,876	136,000	8	2,914,078
1847...	722,170	381,986	315,000	9	3,485,232
1848...	716,284	381,917	332,000	9½	4,113,610
1849...	703,361	405,551	303,000	7	4,650,393
1850...	757,947	377,041	270,000	6	4,908,332
1851...	743,923	393,687	315,000	7	4,882,648
1852...	758,819	409,740	315,000	7	4,862,748
1853...	887,220	455,528	315,000	7	4,845,967
1854...	952,895	594,529	315,000	7	4,850,755
1855...	1,008,005	603,543	270,000	6	4,856,371
1856...	1,108,782	671,720	292,500	6½	4,865,439
1857...	1,019,149	612,686	315,000	7	4,855,411
1858...	923,224	570,929	270,000	6	4,843,779
1859...	1,067,071	565,435	270,000	6	4,689,098
1860...	1,045,688	606,399	360,000	8	4,728,580
1861...	928,933	520,338	360,000	8	4,738,442
1862...	1,006,130	515,826	360,000	8	4,500,000

The construction account now stands as follows:

Main road	$3,708,811 05
Branches	353,672 63
Equipment—engines and cars	437,416 32
Total	$4,500,000 00

The amount of assets or property held by the company, in addition to the cost of the road, exclusive of Grand Junction bonds, which are of uncertain value, is $735,584 30; and the reserved income, $530,716 45. The report says:

The year has been one of great success to the Corporation. Much credit is due to the Superintendent, to the heads of departments, and the men under their charge, for their untiring efforts in the discharge of their various duties. The great advance in prices threatens to bear heavily on the Corporation as well as its employees, and justice seems to require that in those cases where the burden is most felt their compensation should be increased to a limited extent, although our expenses also will be thus somewhat increased.

Since our last Report, the Supreme Court have decided, in the action brought against the Corporation by the Trustees of the first mortgage on the real estate at East Boston, that the lien of their mortgage is prior to that of our lease of a portion of the premises. The action is still pending on their claim for mesne profits, and ours for improvements.

In order to prevent a possible forfeiture of the whole property by foreclosure, we have filed a bill to redeem the mortgaged premises, and to obtain a further determination of the rights of the parties. This bill has been referred to a Master in Chancery to report the amount to be paid for redemption, &c. In the mean time, some negotiation has taken place, with parties largely interested in the first mortgage, in regard to the formation of a new Company, comprising various interests, or a lease of the whole estate to this Corporation. It is claimed that an arrangement might be made, in one of these modes, which would save a large part of our investment, and ultimately realize the advantages hoped by our predecessors, who engaged in the undertaking, from a connection with deep water; but the present Board have not felt disposed to act unless there should be a clear prospect of success, without much additional hazard, and would be glad to have further instruction and authority from the Stockholders.

We have received from the Old Colony and Fall River Railroad $28,000 as rent for the use of our land, occupied by that Corporation, up to January 1, 1862, and $100 monthly since that date; and only await, for a final settlement of the case, the signing of an agreement prepared for that purpose.

The equipment of the road consists of 30 first class locomotive; 273 merchandize cars; 50 passenger cars, also 44.236ths of 22 running between Boston and New York *via* Springfield, and 45.-107ths of 5 running between Boston and New London *via* Norwich.

BALANCE SHEET, NOV. 30, 1862.

Construction	$4,500,000	00
Fuel and materials for repairs	144,861	52
Grand Junction bonds	100,000	00
Balances due from other roads and individuals	101,963	43
Land not in construction account	100,028	28
Notes receivable	33,865	15
Bills receivable for uncollected freight	86,377	95
Notes on collaterals	224,324	63
Cash	44,163	39
	$5,335,584	30
Assessments for capital	$4,500,000	00
Balance due to other roads and individuals	82,249	67
Unclaimed dividends	11,404	00
Depreciation of engines, cars and buildings	25,647	17
Reserved income	530,716	45
Dividend payable Jan. 1, 1863	185,567	01
	$5,335,584	30

President—GINERY TWITCHELL.
Superintendent—E. B. PHILLIPS.
Treasurer—HORACE WILLIAMS.

Railroad Decision in Illinois.

A case has just been concluded in the Knox County Circuit Court, of much importance, both as to the amount in question—it being some three millions of dollars—and as to the principles of law involved.

The suit was brought by Nathaniel Thayer and others, as trustees under the second mortgage n the Northern Cross Railroad, leading from Quincy to Galesburg, against the Northern Cross, now the Quincy and Chicago Railroad Company, the Quincy and Toledo Railroad Company, and others, to foreclose that mortgage.

The questions involved, among others, were 1. Had the Northern Cross Railroad Company, under their charter, the power to mortgage that part of the road above mentioned, so that the purchaser at the sale under the foreclosure of said mortgage would take the property discharged of any obligation to construct, maintain or operate the other portion of the same, originally embraced in its charter, and extending from Camp Point, a station on the Quincy and Chicago Branch to the Illinois River. 2. Had the trustees in said second mortgage the right to make a lease of the road, or that part lying between Camp Point and Quincy, to the Quincy and Toledo Company, which should extend beyond the foreclosure, and remain an incumbrance on the mortgaged property in the hands of the purchaser after the sale.

The case was ably argued on the part of the Quincy and Toledo Company, by Hon. O. C. Skinner and Jackson Grimshaw, of Quincy, and on the part of the trustees and bondholders, by James F. Joy, Esq., of Detroit, and James M. Walker, of the firm of Walker & Dexter, of Chicago.

The case was tried before the Hon. Chas. B. Lawrence, the presiding judge of the Knox Circuit,

who, in giving his opinion, exhibited that great learning and marked ability for which he has long been distinguished, held that the late Northern Cross Company had the right to mortgage that part of the road covered by the mortgage, and that the purchaser under such mortgage of that part would be under no obligations to maintain or operate any part of the road not embraced in the mortgage; and that the trustees, under such mortgage, had no authority to make a contract with, or lease to, the Toledo Company, which should extend beyond the foreclosure, or which should, in any manner, incumber or charge the property in the hands of the purchaser; and a decree was therefore made in accordance with the prayer of the bill, sending the mortgaged road and property to sale, discharged of all such liens or incumbrances.

Western (Mass.) Railroad.

The receipts from operations of this road for the years ending November 30, 1861 and 1862, have been as follows:

	1861.	1862.
From passengers	$613,365 08	$634,656 44
" freight	1,164,320 23	1,351,862 20
" mails, etc.	116,882 65	109,403 86
Total	$1,894,567 96	$2,095,922 50
Expenses, viz:		
Repairs of roadway	$244,617 16	$253,397 40
" engines	82,075 69	79,201 41
" cars	125,914 44	170,245 85
" buildings, etc.	84,878 48	59,317 61
Transportation exp.	533,637 50	529,220 80
General expenses	20,447 90	19,975 13
Total	$1,081,571 17	$1,111,358 20
Net income	$812,996 79	$984,564 30

Disbursements in 1862—		
Interest on State loans and exchanges	$364,444 11	
One per cent. to sinking funds	50,000 00	
Eight per cent. dividends	412,000 00	
Excise tax on dividends	6,371 13	
Loss on Pittsfield and North Adams R. R.	3,323 34	
		836,138 58
Surplus carried to contingent fund		$148,425 72
Add balance of do., Nov. 30, 1861		404,748 88
Total contingent fund Nov. 30, 1862		$553,147 60

Compared with the previous year, the gross receipts show an increase of $201,354 54; with an increase in expenses of only $29,787 03—making the increase in net income $171,567 51.

The earnings of the Pittsfield and North Adams railroad were $43,142,14; and the expenses, $19,465 48—leaving net earnings, $23,676 66. Two dividends of 3 per cent. each, amounting to $27,000, were paid—the deficiency, $3,323 34, being supplied by the Western railroad company.

The whole property of the corporation is in excellent condition; the trains have been run with great regularity, and almost entirely free from accident.

A little more than eight miles of second track have been laid the past season, leaving now less than 40 miles to complete the whole line between Worcester and Albany.

The equipment of the road consists of 18 passenger and 55 freight locomotives; 37 first class, and 8 second class passenger cars, 9 baggage, 838 box, 261 platform, 80 gravel and 46 hand cars. Also, 54-284ths of 21 passenger and 9 baggage cars, of the New York and Boston Express Line.

The number of miles run by locomotives with passenger trains was 862,981; with freight trains, 852,350; with other trains, 41,870—total miles run, 1,257,201, an increase over the previous year of 23,183.

The number of passengers carried was 558,047; of which 35,497 were through, and 522,550 way passengers. Of the through passengers, 32,634 were 1st class, and 2,863 2d class. Of the way passengers 512,005 were 1st class, and 10,545 2d class. The whole number of 1st class passengers was 544,639; 2d class 13,408. The passenger traffic shows a falling off of 5,093.

The number of tons of merchandise moved was 587,504, of which 428,198 was carried east, and 159,306, west. The through tonnage westward amounted to 22,785; do., eastward, 113,040. All other tonnage westward, 136,421; do., eastward, 315,158. Equivalent number of tons carried one mile, 51,994,206; equal to 333,296 tons carried over the whole road. The increase in merchandize traffic over 1861 was 79,325 tons.

An aggregate of 75,773,892 passengers or tons of freight carried one mile in 1862, against 70,933,443 in 1861.

The cost of transportation for each passenger and each ton of freight one mile has been 1.467 cents against 1.525 cents in 1861; or, assuming the cost of transporting each ton of freight to equal the cost of two passengers the same distance, we find the cost to be .700 cents per passenger, and 1.400 cents per ton for freight, against .910 cents per passenger and 1.820 cents per ton for freight per mile in 1861.

The cost of the Western, Albany and West Stockbridge, and Hudson and Boston Railroads, to November 30, 1862, has been as follows:

Western Railroad		$7,537,565 24
Equipment		1,095,712 97
Albany and West Stockbridge R. R.		2,388,359 22
Hudson and Boston Railroad		183,838 98
West Stockbridge R. R. Stock		13,000 00
Total		$11,218,476 41

The means provided for the construction and equipment of the same has been as follows:

Capital stock	$5,150,000 00	
Sterling bonds	4,319,520 00	
Albany City bonds	1,000,000 00	
Total means	$10,469,520 00	
Amount paid sinking funds	459,578 62	
	$10,009,941 38	
Dollar bonds and Hudson loan	1,100,000 00	
		11,109,941 38
Balance expended more than realized from construction funds		$108,535 03

It will be seen by reference to the annexed balance sheet that the present total value of the sinking fund is $2,714,356 56; of this sum the above amount of $459,578 62 was derived from construction funds, and from the proceeds of shares, leaving as actual profits $2,254,777 94—equal to $43.78 to each share of stock. Add to this the undivided earnings or contingent fund, $553,174 60, and it will be seen that the proportion of profits undivided to each share of stock on the 30th of November last was about $54.52.

The following statement will show the receipts and expenses of the Western and Albany and West Stockbridge Railroads from 1839 to 1862, inclusive:

	Total earnings.	Total expenses.	Net. receipts.
1839, 3 mos.	$17,609 15	$14,380 64	$3,228 51
1840	112,347 39	62,071 72	50.275 67
1841	182,308 99	132,501 45	49,807 54
1842	512,688 28	266,619 30	246,068 98
1843	578,882 51	203,973 06	269,909 45
1844	753,752 72	314,074 20	439,678 52
1845	813,480 15	370,621 25	442,858 90
1846, 11 mos.	878,417 89	412,679 80	465,738 09
1847	1,325,336 06	676,689 75	648,646 31
1848	1,332,068 29	652,357 11	679,711 18
1849	1,343,810 57	588,323 58	755,487 99
1850	1,366,252 47	607,549 36	761,964 32
1851	1,353,894 63	597,756 20	756,138 43
1852	1,389,373 09	656,687 17	683,194 92
1853	1,525,223 02	778,487 92	746,736 00
1854	1,763,944 26	1,045,241 19	718,703 07
1855	1,858,861 75	1,236,659 74	622,202 01
1856	2,115,820 05	1,228,219 46	887,600 59
1857	1,910,342 48	1,084,118 55	826,223 93
1858	1,700,293 60	890,930 40	809,363 20
1859	1,767,068 13	936,920 12	830,148 01
1860	1,881,350 72	993,096 30	888,254 42
1861	1,894,567 06	1,081,571 17	812,996 79
1862	2,095,922 50	1,111,358 20	984,564 30

Balance Sheet, Nov. 30, 1862.

Capital stock, 51,500 shares		$5,150,000 00
£899,900 sterling bonds		4,319,520 00
Albany City bonds		1,000,000 00
Hudson and Boston Railroad loan		150,000 00
Dollar bonds		950,000 00
Notes payable		47,000 00
Unclaimed dividends and interest		5,756 00
Dividend No. 37		212,371 13
Interest accrued, not due		71,246 00
Ledger balances due individuals and corporations		17,572 32
Accumulated sinking fund profits		2,254,777 94
Contingent fund		553,174 60
		$14,731,417 99
Cost of road and equipment		$11,218,476 41
Notes receivable		8,287 60
Hudson River Bridge stock		15,120 00
Materials		301,796 22
Cash		225,246 15
Ledger balances due from individuals and corporations		248,135 05
Commissioners of Mass. sinking fund	$1,936,006 77	
Trustees of Albany sinking fund	778,349 79	
		2,714,356 56
		$14,731,417 99

The Marquette Railroad.

From a communication of Lewis H. Morgan, a director of the Bay du Noquet and Marquette Railroad, in the *Western Railroad Gazette* of April 11, written in answer to that portion of Wm. B. Ogden's recent address, before the Chicago Board of Trade, in which Mr. O. made allegations of "exhorbitant" charges against the Marquette road, we learn that:

"The Bay du Noquet and Marquette Railroad was commenced in 1853, and opened to the Iron Mines in 1858. The first year it carried down about 50,000 tons of ore; in 1859, 100,000; in 1860, 150,000; in 1861, 50,000, and in 1862, 150,000 tons. This railroad opened the iron district, and was the means of introducing this ore largely into the markets of the country. Last year it was extended south from the mines to the Esconaug river, which brings its present terminus within fifty miles of the Bay. It is the intention of the company to finish it to the Bay within three years from the present time, and sooner if circumstances shall demand it.

The distance from Marquette to the Jackson mine is a little short of 14 miles; to the Cleveland mine a little short of 16 miles; and to the Lake Superior mine 16¼ miles. These are the only mines worked in the country. The rates of freight last season on iron ore were 90 cents, 97 cents,

and 100 cents per ton for these mines, respectively, to Marquette. On all amounts above 40,000 tons furnished by either mine, the rates were reduced to 70, 75 and 77½ cents per ton, respectively. The last are called the 'Ogden rates,'—for this same Ogden established them himself in 1856. The difference on the first 40,000 tons does not represent the actual depreciation of the currency last year. The cars are drawn up empty, the grade being 860 feet in 16¼ miles, an average of thirty miles for each ton of ore, at an average freight of 95 cents per ton."

Grand Trunk Railway.

From the following report it appears that the traffic and other revenue receipts of the Grand Trunk Railway for the half year ending December 31, 1862, were £439,361; and the working expenses, £332,563—leaving a net balance of £106,798. For the half year ending July 31, 1862, the receipts were £382,992; and the expenses, £319,556—leaving a net balance of £68,436. For the whole year the receipts were £822,358; and the expenses, £652,119—leaving a net balance of £170,234. A comparison of the earnings and expenses of the last half of 1862, with the corresponding period of the previous year is given in the annexed report of the directors:

1. The accounts of income and expenditure issued herewith show that the traffic and other revenue receipts of the company for the half year ended 31st December, 1862, amounted to £439,631. The receipts for the corresponding half year of 1861 were £419,469, and the receipts for the first half year of 1862 were £382,992—therefore the receipts of the half year now reported upon, as shown in the accounts, are £19,892 in excess of the receipts of the corresponding half year of 1861, and £56,369 in excess of those of the first half year of 1862. But to exhibit the true increase of traffic, it is necessary here to state that in the corresponding half of 1861 an amount of £8,000 was included in the traffic receipts for carriage of the company's own stores, an item which is no longer taken credit for as traffic. There was also included a special receipt of £3,000 for conveyance of troops.

2. The working and other expenses of the half year have been £332,563, as compared with £323,761 for the corresponding half year of 1861 and with £419,556 for the first half of the year 1862. But in the half year £70,256 has been expended in renewals and improvements of the road as previously proposed, as compared with £35,878 in the corresponding half of 1861, or an excess of no less than £34,378, but for which the working expenses would have shown a very considerable reduction.

3. The net balance of the half year's working, after deducting the expenses, so augmented, is £106,798, as against £95,708 for the corresponding half year of 1861 and against £63,436 for the first half year of 1862.

4. From this sum of £106,798 there has been deducted an (estimated) amount of £13,813 for postal and military moneys accruing since the 8th of August last, when the Arrangements' Act came into force. Under this act the postal and military receipts are specially devoted to the liquidation of debts due by the company on the 31st December, 1861, to creditors in Canada and England. The amount of the postal moneys is, as hereinafter stated, still under discussion, and the sum on account of this item included in the deduction is simply taken in estimate, pending the final settlement of the whole question.

5. After deducting this amount, £92,985 is left, from which a further deduction of £7,418 has to be made for expenditure on capital account, less credits for elevator fund, sale of old materials, &c. The particulars of principal outlay on capital account thus charged to revenue are specially set forth in abstract L (page 24), and the details of the credits referred to will be found in the revenue account. The sum left is £85,567, which the directors regret to say is again reduced by a sum of £13,672, being balance of loss upon American currency received for through freight, caused by the heavy discount upon American legal tender notes as compared with gold and Canadian currency redeemable in specie. Measures have been taken to protect the company as far as possible, for the future, from this previously inevitable loss.

6. Out of the balance of £71,895 still remaining, £25,018 has been paid for rents and interest upon the British American Land, the Montreal Seminary, and the Atlantic and St. Lawrence (both American and sterling) debentures, and the balance of £45,977 has been carried to revenue account, which, having as shown in general balances in the previous half years' accounts, been overdrawn, at length shows a balance at credit of £37,985, the larger portion of which has been absorbed in paying the debts of the company for which proceedings were commenced in Canada prior to the 8th of August last and in liquidating a considerable portion of the debt owing in America not protected by the Arrangements' Act, which only operated in Canada. These American debts were in process of compromise, and would in all probability, have been settled on favorable terms had not the unexpected action of the Canadian Government in the matter of the postal arbitration destroyed confidence and produced new financial difficulties, leading some of the creditors to attach the company's property in United States territory, and thus compelling arrangements under duresse as regards those debts.

The only remaining old debt of the company in the United States is that due to the Portland Car Company (amount claimed about £25,000,) partly for new cars supplied and partly for repairs done to the company's stock. As the latter claim contains charges to which the company object, it has been resisted, and terms of compromise have been proposed with the object of getting rid of it on equitable terms. It will be observed that, under existing circumstances, the net revenue of the company has been the only means out of which to provide for claims not covered by the Arrangements' Act.

In discussing the settlement of the accounts relating to the "Three Rivers" branch with the Government of Canada and with the contractor, demands have been made which the board could not consistently assent to, desirous as they, nevertheless, were that the line should be opened, under fair arrangements, for public traffic. And the Managing Director has, without prejudice, proposed very liberal terms, which would have protected the public from inconvenience, and as these terms have been refused, the board have come to the conclusion that the whole matter should be referred to the legal advisers of the company.

7. Since the 30th June, 1860, after which date the company was compelled to suspend the payment of its debenture interest, the net profit shown in the company's accounts has been, making certain deductions for over-estimated credits, bad debts, &c., £333,339. Out of this sum the interest on the Atlantic and St. Lawrence bonds of all classes, also the interest upon the various classes of bonds issued in lieu of payment for land in Canada, and land rents and land mortgage interest due by the company, have been paid. These payments in this period and the loss on exchange have amounted to £165,904. In addition to this, a very large amount of debts of the company, mainly incurred on capital account, have been discharged, and postal revenue included in the company's accounts has been withheld, even during the worst periods of the company's financial distress, by the Canadian Government. These debts so paid and these stoppages will amount collectively to £163,854, to which must be added some current outlay on capital account paid for out of revenue, and in the past two years and a half the net revenue has been thus exceptionally absorbed. The appendices N and N 2 (pages 28—31) give an approximate statement of the revenue balances, and will also afford further detailed information on this subject.

In the current half year a settlement of the postal question and the arrangement of the remaining American debt will enable the net profit carried upon the company's undertaking to be regularly applied to its legitimate purposes. As the course adopted in reference to the postal arbitration has, as before stated, thrown fresh embarassments into the company's affairs, and has led to loss to the company by the subsequent proceedings of creditors, the fulfilment of the promises of the Canadian Government and the action of Parliament thereon must be awaited with anxiety.

8. In appendix P (page 34) will be found a copy of the memorial transmitted to the Governor General of Canada in Council, by order of the meeting of the 8th August last. Subsequently, viz., on the 30th October last, the Governor General in Council proposed by minute to continue the postal remuneration for the past at the inadequate rate arbitrarily fixed in 1858; but, in order to provide equitably for the future, to recommend parliament to pass an arbitration act, under which the postal claims of the company might be settled by referees, as in England. In appendix Q (page 36) will be found the reply of the board to the order in Council. The directors in Canada have been informed that a draught bill has already been prepared by the Government.

9. In the meantime, the passenger train service has been regulated so as fully to serve the limited amount of passenger traffic; and the postal department have been informed of the company's readiness to run any special trains required for purely postal purposes on requisition and proper payment.

10. The passenger receipts of the company, always hitherto meagre, have shown, when compared with the corresponding half year of 1861, a considerable falling off, arising partly from the embarassments in the United States and partly from the reduction, in the earlier part of the half year, of the through western passenger train service of the Grand Trunk Company, made in expectation of an early fusion with the Great Western Company and resulting for the time in considerable benefit to that company. This through service has been restored.

11. Some differences having arisen in Canada between the Grand Trunk and Great Western Companies, the board made an offer to the Great Western board in England to agree for some fixed term to refer all questions of difference between the two companies to friendly arbitration, and, although this offer was not accepted, the Great Western board expressed its desire to meet and endeavor to dispose of all such questions as they arose in the first instance.

12. The through working arrangements with the Buffalo and Lake Huron Company for interchange of traffic with New York and the Eastern States have been much improved during the half year; but traffic has been lost to the Buffalo Company for want of an adequate supply of rolling stock, and the rate of exchange has destroyed much of the profit on the traffic actually carried by this route. The directors will endeavor to preserve friendly relations and to extend interchange of traffic with all the railways connecting with the Grand Trunk. Now that the Toronto elevator is completed, enabling the transmission of grain in bulk from Sarnia, arrangements have been made for the running of propellers from Chicago and intermediate ports on Lake Michigan to Sarnia during open navigation.

13. Pending the settlement of the postal question, the directors have been in communication with creditors of the company, with especial reference to the securities held by them and the creditors, relying upon the pledge of the Canadian Government as to the Postal Arbitration Bill, have agreed to leave this question to the decision of the late select committee of bond and shareholders. Until this question is disposed of the works and requirements for an extending traffic cannot be supplied, nor can those improvements of the track which experience shows to be in every way desirable, and which mainly comprise the removal,

as soon as may be, of the hollow rails left on the main line be carried out.

14. The provisions of the "Arrangements' Act" in regard to the conversion or registration of the several classes of bonds of the company and the capitalization of the arrears of interest due thereon have been put in operation, and a notification of their readiness to carry the requirements of the act into effect having been issued by the directors at the beginning of January last, a very large portion of the bonds have already been sent in. The auditors' report is referred to in reference to the transfer of charges to the capital account.

15. The traffic of the line shows a gratifying progress; the expenses, though still very high, are reduced under many important heads; and if the Government and parliament of Canada will assist in the restoration of the credit of the concern by a simple and obvious act of common justice, better results, both to the province and to the bond and stockholders, will soon attend the working of the Grand Trunk.

16. The directors who retire by rotation are Messrs. Watkin, Chapman, Ferrier, and Potter; and the retiring auditors in Canada are Messrs. Taylor and Morland.

These gentlemen are eligible for re-election.

The bond and shareholders will also have to elect an auditor resident in England.

Notice has been received of the desire of preference bondholders to propose Mr. A. W. Young and Mr. James Caird, M.P., as candidates for seats at the board.

Bondholders and stockholders unable to attend the meeting may receive a form of proxy on application to the secretary.

EDWARD W. WATKIN, President.

Offices of the Company, 21 Old Broad street, London, E. C., March, 1863.

The True Standard of Valuation in the taking of Lands for Railroad Purposes.

VALUATION OF LANDS BY APPRAISEMENT—THE ONLY PROPER TEST IS THE OPINION OF WITNESSES AS TO ITS MARKET VALUE. EVIDENCE OF A SUM PAID FOR LAND IN THE SAME NEIGHBORHOOD IN A PARTICULAR INSTANCE, IS INADMISSABLE. DAMAGES MAY BE ALLOWED FOR INCONVENIENCE IN CROSSING A RAILROAD.

This action was brought by one Hiester against the East Pennsylvania R. R. Co.; and was an appeal by the plaintiff from an award of damages by appraisers, appointed by the court, for taking some seven acres and ninety-four perches of his land for the use of the defendant's road, and for injuries to certain crossings over the Reading Railroad, constructed for the use and accommodation of his farm. The trial was had in the Court of Common Pleas, *Berks County Penn.*, and resulted in a verdict in favor of the plaintiff for $3,000. The defendant then appealed to the Pennsylvania Supreme Court, and asked for a reversal of judgment on the ground that the Court made the following errors, viz:

1. The Court erred in admitting the following testimony of Richard Boone: "There was a sale lately of Levi Malsberger to Bushong; that was a lot of about five acres, at $300 an acre: this I was told by Bushong myself; I suppose about the same distance from the centre of Reading as the northern part of Hiester's is, I suppose that land not as good as Mr. Hiester's. Some of it—the five acres—rough. In a settlement with the Lebanon Valley Railroad, about four years ago, with Leitzinger's estate, the company paid $350 per acre. This land is farther from Reading than Leitzinger's, and on the opposite side of the Schuylkill, and is more inaccessible on account of the river Schuylkill; I don't know of my knowledge of any other sales."

2. The Court erred in admitting the following testimony of Anthony F. Miller: "I own a small tract near Mr. Hiester's, within 200 yards of his; sold a part; my part on track lies in the city altogether; I sold a seven acre lot adjoining Mr. Hiester's; obtained $500 an acre; for tracking purposes; no improvements; made this sale about seven years ago."

3. The Court erred in answering as follows the defendant's first point: "If the plaintiff has been put to any inconvenience on account of the crossing mentioned in this point, the plaintiff would be entitled to recover such damages as the jury thinks he deserves."

The following opinion was rendered by the Supreme Court at the decision of the case:

THOMPSON, J.—The first and second assignments may be considered together; and they arise upon bills of exception to the admission of that portion of the testimony of Richard Boone and Anthony Miller, objected to by the plaintiff in error and admitted by the Court.

After the witness Boone had expressed his opinion of the value of the plaintiff's land, through which the defendant's road passes, and that this was his judgment from sales of other lands in the neighborhood, he was inquired of against objection by the defendant, "what sales of land he knew of in the neighborhood of Reading, in which $300 an acre was realized?" In answer to this he said "that L. Mulsberger had sold five acres to one Bushong for $300 an acre; this he said he was told by Bushong himself. And further, that, in a settlement with the Lebanon Valley Railroad Company, about four years ago, with Lietzinger's estate $350 per acre was paid. This land was farther off than Hiester's and on the opposite side of the Schuylkill."

We cannot hesitate to say that this evidence was improper, and should not have been received. The hearsay portion of it was not objected, specifically, and had there not been a graver error in the admission of the answer in other particulars, it would scarcely have been worth noticing; as it stood it was erroneous under the objection made. The subject of inquiry before the jury was to find the value of the plaintiff's land per acre, and especially that portion of it taken by the defendants. This was to be ascertained by the application of certain tests; its value as estimated by witnesses, in view of its location, productiveness, or other uses, not speculative, or by the market value, or more properly, the selling price of land in the neighborhood. This last test was approved in Searle *vs.* Lackawanna and Bloomsburg Railroad Company; and it is there said that sometimes the value cannot be ascertained in any other way. There certainly can be no objection to this test, but the evidence received went far beyond it. It did not pretend to fix the market value of the land, but assumed to ascertain it by the special, and it may be, exceptional cases named. This will not do, for if allowed, each special instance adduced on the one side must be permitted to be assailed, and its merits investigated on the other; and thus would there be as many branching issues as instances, which, if numerous, would prolong the contest interminably. But even this is not the most serious objection. Such testimony does not disclose the public and general estimate which, in such cases, we have seen is a test of value. It would be as liable to be the result of fancy, caprice or folly, as of sound judgment, in regard to the intrinsic worth of the subject matter of it; and consequently, would prove nothing on the point to be investigated. The fact as to what one man may have sold or received for his property, is certainly a collateral fact to an issue, involving what another should receive, and if in no way connected with it proves nothing. It is therefore irrelevant, improper and dangerous. Not so with a market value. This is recognized as a fair test. It holds good, let the demand and supply be as they may, and is equally reliable, whatever may be the relative value of money and property, or the circumstances of the country. It is supposed to represent the judgment of the community, and approximately fixes the value of a given article or thing, as it may do the character of a person. The practical application of these principles is recognized in Chapin *vs.* Boston and Portland Railroad Company; Upton *vs.* South Reading Railroad Company; Wyman *vs.* Lee & Camb Railroad Company; cited by the counsel for the plaintiff in error, and in Searle *vs.* Lackawanna and Bloomsburg Railroad Company, cited by the defendant in error. Had the proposition been made by the defendant to prove that some designated owner had received, by compromise or otherwise from some railroad company, for land alleged to be as valuable as that of the plaintiff, the sum of $5, $10, or $50 per acre, for the purpose of establishing what the plaintiff should, in this case, be obliged to put up with, I can imagine that it would have somewhat astonished the Court; yet it is the same thing in principle as the evidence received, perhaps only a little more palpably erroneous. But if the plaintiff be allowed to introduce such testimony, every principle of even-handed justice would require that the defendant should have the same latitude. The rules of evidence, however, do not allow it to either party. The question might be proper by way of cross examination, to test the accuracy of the witness, but not otherwise. A jury would be very much inclined to say, upon such testimony, that if one man receives so much from one railroad company, another ought to receive the same. The inquiry would thus be, not to ascertain the value of the land taken, which the law requires to be compensated, but what was the highest penny wrung from a corporation without regard to value. This the law does not allow. Compensation in full is what the constitution requires, and the ascertainment of that it leaves to the law and the Courts, upon the usual and known rules for estimating and fixing what that shall be. The testimony of Miller so far as objected to, was of the same character as that of Boone, and was inadmissable for the same reason. The first and second assignme of error are therefore sustained.

The second assignment of error is to the answer of the Court to the defendant's second point. The answer allows the jury to consider the damage incident to the taking of the land arising from inconvenience in crossing the road, and interference with crossings already established. This we think was right. In this particular, damages should not be included for making the crossings themselves, for they are to be made by the company, but for the damage by the reason of their not having been constructed. As it was the duty of the company

to construct them in the first instance, without any demand, damage for not so doing, commensurate with the injury, is an incident of the taking, and may be allowed. Notwithstanding this, the company continues liable to construct convenient causeways or crossings, if required; or in default thereof, the plaintiff may proceed to recover damages in the manner provided for by the act, as well as to indemnify him for such non-compliance. To save future controversy, it would be well that the verdict should set forth the grounds of the finding. We do not see, however, that the Court erred in the matter of this exception.

The fourth error is assigned upon the ruling out of defendant's testimony to prove that the plaintiff had offered, that if the company would locate the road where he might wish it, he would claim no damages; and that at some time afterwards, when the company called upon him to designate the location he desired, he declined doing it. It is too plain for elucidation that the testimony proposed was but an unaccepted proposition, not binding. The company did not accept it when it was made, and the plaintiff was not bound to adhere to the offer for a moment afterwards, if he did not choose to do so, much less for days or weeks. He was in no respect bound or answerable for not adhering to this offer. The testimony was properly overruled. For the errors designated in this opinion the judgment must be reversed.

Judgment reversed, and a *venire de novo* awarded.

Steam Navigation.

We notice with satisfaction the indications of largely increased steamboat facilities for transportation of merchandise and passengers from and to the city of Boston—to be developed by the enterprise and capital of our city the ensuing year.

Among these enterprises, is the establisment of a line of steamers to Liverpool, with a capital of $5,000,000—to be organized in part by the same parties, as we are informed, who had established a line—for which two fine sea-going steamers have been built in Boston—to New Orleans. This New Orleans line was started under some discouragements, but we learn that after making large dividends, the stock of this company is now sought for at one hundred per cent. above par.

We are also specially pleased to observe that a permanent line of steamers—boats safe and competent for all weather—is to be established between Boston and St. John, New Brunswick, touching at intermediate ports. This line will be sustained by Boston capital mainly—under a company to be organized, under a special act of the Massachusetts Legislature, granted at its present session, with a capital, if required, of $2,000,000. This enterprise has been projected by some of our most active and enterprising merchants, several of whom are named in the act of incorporation. In advance of an organization, several gentlemen who have projected this scheme have (to occupy at once the route, which promises to be from its start profitable,) purchased two very fast iron side-wheeled boats, that formerly ran between Holyhead, England, Dublin, and Ireland. These boats have the reputation of running fifteen miles an hour in all weather.

We understand the charter of the United States Steamship Company was obtained with a purpose to build, in Boston, two large splendid sea boats to accommodate hereafter the anticipated increase of business on this route. Should this not be realized, as we fully believe it will be, we understand the charter of the company authorizes them to occupy routes to the gulf ports, the West Indies, &c., &c., or to charter or sell to the U. S. Government. We have seldom had occasion to notice a Boston enterprise that combined in its outset more of the elements that go to make up a profitable and successful corporation.—*Boston Traveller.*

Washington and Alexandria Railroad.

It is understood that the Washington and Alexandria Railroad Company have concluded a contract with Post & Co., bridge builders of New York, for the erection of their intended bridge across the Potomac. It will be built along side the present Long Bridge.

The Leased Route to Buffalo—Contracts Signed.

The contracts in the matter of the lease of the Elmira and Williamsport Railroad by the Northern Central Railroad Company and of the Buffalo, New York and Erie Railroad, by the Erie and Northern Central Railroad Companies, the Pennsylvania Railroad Company being also a party in the compact as lessee of the Philadelphia and Erie Railroad, and also in her own behalf, were signed in this city on Thursday last. On the first of May, the agreement will take effect; and, thereafter, the "favored nation clause" will assure advantageous intercommunication between Philadelphia and Baltimore on the one part, and Buffalo and Rochester—Canada and Lake Ontario—on the other part.

As consummated, the scheme, instead of being a measure to regulate a blockade at Elmira, (as was feared when the original field of negotiation was bounded on the North by that point,) comprehends a broad commercial policy, and contemplates a diversified intertrade with Western New York, Buffalo, Rochester and Canada West.

In the movement of lake commerce, Buffalo is a main portal at the end of Lake Erie as Chicago is a main portal at the end of Lake Michigan. With its influence reaching to the lakes at Chicago, Cleveland, Erie City and Buffalo, the Pennsylvania Railroad Company will participate on a larger scale in the business of the Northwest.

The first and immediate gainer from this ramified negotiation is unquestionably the Elmira and Williamsport Railroad Company, which, for the term of nine hundred and ninety-nine years, is assured of interest on mortgage (road and basin) bonds and preferred stock, and, we believe, five per cent on common shares and chattel loan, the whole annual guarantee amounting to or about $165,000, equal to six per cent on a principal sum of $2,750,000. The length of the Elmira and Williamsport Railroad is 78 miles.

"Solitary and alone I roll this ball," said the Hon. Thos. H. Benton, when he introduced his famous expunging resolution into the Senate of the United States, and by perseverance compassed its passage. "Solitary and alone I roll this ball," said Thomas Kimber, Jr., mentally, when he set on foot a negotiation which enlisted powerful coadjutors, and finally achieved a legal result that augurs important consequences.—*U. S. Railroad and Mining Register, April* 18.

Railroad Earnings—Weekly.

The traffic of the Great Western Railroad for the week ending April 10, 1863, was as follows:

Passengers	$22,210 05
Freight and live stock	42,472 11
Mails and sundries	1,304 01
Total	$65,986 17
Corresponding week of 1862	51,654 11
Increase	$14,332 06

The earnings of the Michigan Central Railroad for the 2d week of April, 1863, were $52,269 48
Same week, 1862 ..... 36,717 40

Increase	$15,579 08

The earnings of the Cleveland and Toledo Railroad for the 2d week of April, 1863, were $31,114 00
Same week, 1862 ..... 20,298 00

Increase	$10,816 00

The earnings of the La Crosse and Milwaukee Railroad for the 1st week in April, 1863, were $15,245 60
Same week, 1862 ..... 9,351 48

Increase	$5,894 12
Second week in April, 1863	$22,027 78
" " " 1862	9,925 58
Increase	$12,102 20

The earnings of the Chicago and Alton Railroad for the 2d week of April, 1863, were:

Passengers	$12,574 05
Freight	21,718 34
Sundries	1,035 83
Total	$35,328 22
Same week last year	17,165 15
Increase	$18,163 07

	From Jan. 1 to April 15. 1863.	1862.
Passengers, freight, etc.	$376,926 97	$252,314 51
Military	34,495 90	84,107 18
Total	$411,422 87	$336,421 69
Increase	$75,001 18	.....

The earnings of the Galena and Chicago Union Railroad for the 2d week of April, 1863, are:

Freight	$20,948 51
Passengers	8,667 91
Mails, etc.	1,250 00
Total	$30,866 42
Same week, 1862	19,931 93
Increase	$10,934 49

The increase for two weeks is $20,810.

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 1st week in April, 1863, were $26,273 20
Same week, 1862 ..... 15,509 87

Increase	$10,763 33

The earnings of the Chicago and Rock Island Railroad for the 2d week of April, 1863, were $28,283 00
Same week, 1862 ..... 15,492 00

Increase	$12,791 00

The earnings of the Chicago and Northwestern Railway for the two weeks ending April 14, 1863, were $42,194 91
Do., 1862 ..... 23,521 34

Increase, 79 per cent.	$18,673 57

The earnings of the Toledo and Wabash Railroad Company for the 2d week of April, 1863, were $33,221 48
Same week, 1862 ..... 18,568 88

Increase	$14,652 60

The Michigan Southern road earned the second week in April an increase of $18,000—or $33,000 for the two weeks.

The earnings of the Illinois Central Railroad for the 2d week of April, 1863, were ... $65,676 02
Do., 1862 ..... 49,487 50

Increase	$16,148 52

The earnings for the two weeks of April were $121,404 35, against $85,558 98 last year.

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week of April, 1863, were $19,042 27
Same week, 1862 ..... 9,659 04

Increase	$9,383 23

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad in March was:

LAND DEPARTMENT.

Acres construction lands sold	9,641.70	for	$103,004 00
Acres interest fund lands sold	1,496.53	"	14,310 55
Acres free land sold	4,747.44	"	58,367 27
Total sales during the month of March, 1863	15,885.67	"	$175,681 82
To which add town lot sales			2,197 00
Total of all			$177,878 82
Acres sold since Jan'y 1, 1863	48,782.78	for	$512,919 49
Acres sold previously, net sales	1,198,326.00	"	15,139,473 89
Total	1,247,108.78	"	$15,652,393 38
Construction bonds cancelled previous to Feb. 28, 1863			$2,327,500 00
Cash collected in March			95,419 11

TRAFFIC DEPARTMENT.

Receipts from passengers	$121,605 75
" freight	127,809 75
" mails	6,358 33
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in March, 1863	$265,773 73
" " 1862	181,083 74

The earnings of the Dubuque and Sioux City Railroad were for March, 1863 $18,646 20
March, 1862 7,465 88
Increase $11,180 48
Jan. 1 to March 28, 1863 $56,354 98
Jan. 1 to March 29, 1862 21,601 07
Increase $34,753 91

The earnings of the La Crosse and Milwaukee Railroad for March were:

	1862.	1863.
Freight	$23,869 73	$31,266 89
Passengers	17,270 37	21,968 91
Miscellaneous	2,772 35	2,935 29
	$43,912 45	$56,171 07
Increase		$12,258 62

The earnings of the European and North American Railway for March, 1861-'62-'63, have been as follows:

	1861.	1862.	1863.
Passengers	$2,919 87	$2,535 65	$2,900 68
Freight	3,259 51	3,417 24	6,101 47
Mails & sundries	570 67	413 06	402 66
Totals	$6,749 55	$6,365 96	$9,404 81

The increase during the month in favor of 1863 over the preceding year is $3,038 85, and over 1861 is $2,655 26.

The earnings of the Milwaukee and Prairie du Chien Railroad in February and March, 1862 and 1863, have been as follows:

	February.	March.
1863	$76,131 96	$44,925 34
1862	62,906 67	47,009 87
Increase	$13,225 29	Dec. $2,084 53
Total for 1st 3 months, 1863		$188,187 29
" " " 1862		193,820 09
Decrease		$5,632 80

The earnings of the Chicago and Alton Railroad for March, 1863, were $106,816
March, 1862 110,935
Decrease $4,019

The business of the Philadelphia and Reading Railroad Company for the month of March, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal	$288,101 63	$164,627 22
Do. merchandise	61,649 73	48,996 37
Do. travel, etc.	47,019 86	30,799 06
	$396,771 22	$244,422 65
Transport'tion, roadway, dumpage, renewal fund, and all charges	190,484 09	128,440 89
Net profit for the m'th	$206,287 13	$115,981 76
Do. previous 3 mos.	574,602 95	349,289 17
Total net profit for 4 months	$780,890 08	$465,270 93

The earnings of the Chicago, Burlington and Quincy Railroad Line, for March were:

Between Chicago, Burlington and Peoria, 264 miles.

	1862.	1863.	Increase.
Freight	$74,886 89	$163,805 69	$88,918 80
Passengers	43,048 29	50,505 04	7,456 75
Mails & misc.	5,856 83	5,423 46	*433 37
Total	$123,792 01	$219,734 19	$95,942 18

Between Galesburg and Quincy, 100 miles.

	1862.	1863.	Increase.
Freight	$15,317 78	$24,799 31	$9,481 58
Passengers	10,769 07	14,592 62	3,823 55
Mails & misc.	1,291 36	1,142 67	*148 69
Total	$27,378 16	$40,534 60	$13,156 44
Aggregate for 364 miles	$151,170 17	$260,268 79	$109,098 62

* Decrease.

The earnings of the Toledo and Wabash Railway Company for the month of March were:

	1862.	1863.
Passengers	$14,525 39	$28,304 25
Freight	41,480 49	74,751 98
Total	$56,005 88	$103,056 23
Increase		$47,050 32

The earnings of the Michigan Central Railroad for March, 1863, were $236,431 81
1862 151,901 62
Increase $84,530 19

The earnings of the Housatonic Railroad for March, 1863, were $20,963 20
March, 1862 19,189 97
Increase $1,773 23

The earnings of the Cleveland and Toledo Railroad in March, 1863, were $164,845
March, 1862 99,359
Increase $65,486

The Chicago and Rock Island Railroad earned in March, 1863 $119,836
March, 1862 71,604
Increase $48,232

The earnings of the Chicago and Northwestern Railroad for March, 1863, were as follows:

Passengers	$35,925 97
Freight	51,650 78
Mail	2,038 33
Express	1,008 33
Miscellaneous	58 33
Total	$90,676 74
March, 1862	59,248 00
Increase, 53 per cent.	$31,428 74

The earnings of the Hudson River Railroad for March, 1863, were $366,801 84
March, 1862 308,963 46
Increase $57,838 38

The earnings of the Erie Railway for March, 1863, were $946,040 64
March, 1862 638,006 04
Increase $308,034 60

The earnings of the St. Louis, Alton and Terre Haute Railroad for March, 1863, were:

Passengers	$45,402 81
Freight	69,921 13
Mails and express	4,986 44
Total	$120,310 38
March, 1862	68,748 44
Increase	$51,561 94

The earnings of the Michigan Southern and Northern Indiana Railroad for March, 1863, were $254,208 00
March, 1862 157,500 00
Increase $96,708 00

The earnings of the Galena and Chicago Union Railroad for March, 1863, were $124,097 59
March, 1862 74,346 16
Increase $49,751 43

The earnings of the Norwich and Worcester Railroad are as follows:

March, 1863—Passengers	$8,363 98
Freight	12,599 27
	$28,784 01
March, 1862	24,250 24
Increase	$4,533 57

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of March ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From freights	$317,579 47	$206,775 98
" passengers	125,219 57	70,947 94
" express matter	2,915 00	2,600 00
" mails	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	700 00	546 82
Total	$461,322 37	$295,778 02
Increase		$165,544 35
Earnings from Jan. 1 to March 31	$1,165,270 41	$863,456 08
Increase for 3 months		$301,813 33

Increase for March, 56 per cent.; increase to March 31, 35 per cent.

The receipts of the Harlem Railroad for March, 1863, were $125,444 65
March, 1862 102,807 8
Increase $22,636 85

Chicago and Alton Railroad.

The gross earnings for the last eight years have been as follows:

YEARS.	EARNINGS. Amount.	Per mile.
1855	$924,475	$4,202
1856	1,026,079	4,664
1857	995,430	4,524
1858	871,755	3,962
1859	732,917	3,331
1860	938,641	4,266
1861	1,098,465	4,993
1862	1,225,001	5,567

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	105
Registered Bonds / Coupon Bonds... } Under Act 31st December, 1848	8,908,842	6	1868	100
		6	1868	107
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	99½
Registered Bonds / Coupon Bonds... } Under Act 14th June, 1858	20,000,000	5	1874	94½
		5	1874	96
Registered Bonds / Coupon Bonds... } Under Act 22d June, 1860	7,022,000	5	1871	91
		5	1871	96½
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	103½
Registered Bonds / Coupon Bonds... } Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	105
		6	1881	105½
Treasury Bonds (coupon) / Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	105½
		7.3	1864	105½
Registered Bonds / Coupon Bonds... } Under Act 25th February, 1862; redeemable at pleasure after 5 years...	25,050,850	6	1882	103½
		6	1882	103½
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	148
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 } convert. into 20 y'r b'ds due '81	14,913,815	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	102
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	128
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	105½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	108
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	108½
" —University Fund Interest Bonds of 1861	650,000	6	1879	110
" —War Fund Bonds of 1861	2,000,000	6	1879	102½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101
" — " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18..	80
" — " " "	2,054,298	2½	18..	55
" —Canal Preferred Certificates	4,079,500	5	18...	----
" — " " (special) Certificates	1,216,737	5	18...	----
—Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	100
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	104
" — " " (banks)	600,000	5	18..	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	75
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	669,000	6	'63-'77	114
" —War Loan of 1861	800,000	6	1871	115½
Maryland—Inscribed Certificates	5,964,251	6	Var.	118
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,600	5	'61-'72	134
" — " " of 1861 "	247,000	6	'68-'72	118½
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	130
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — "	216,000	6	1878	107½
" —War Loan: Coupon Bonds 1861	565,500	7	1881	101½
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	60½
" — " "	100,000	6	1862	85
" — " " (loans to Railroads)	23,800,000	6	'72-'86	87½
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — " State Loan	$6,756,654	6	'64-'65	108
" — " Railroad Loan	339,000	6	65-'66	112
" — " Canal Debt—(old)	9,739,025	6	'72-'75	121½
" — " " —(new)	13,200,000	6	1874	128
" — " " —(misc.)	642,585	5½	1865	----
" — " " —(floating)	2,500,000	5	'66-'74	110
" — "	----------	5	1863	103½
" — "	----------	4½	1864	----
" —War Loan of 1861	----------	7	1864	108½
North Carolina—Coupon Bonds	9,129,555	7	1870	120
Ohio—Inscribed Certificates	4,095,309	6	18..	72
" — " "	1,015,000	6	1881	112
" — " "	2,183,531	5	1865	103
" — " "	1,600,000	6	1870	120
" — " "	2,400,000	6	1875	108
" — " "	660,835	6	1886	118
" — " "	1,608,205	6	1868	----
" —War Loan (1861)	1,212,039	6	1860	106

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862	37,687,760	5	'61-'82	105
" —Inscribed Certificates		5	'61-'82	101½
" — " "	400,630	6	1879	109
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	60
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	113
" —War Loan (1861)	----------	---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	64
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	108½
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	114
" — " " (Bank Stock)	563,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	112
Boston—Coupon (S. F.) Bonds (Municipal)	6,186,120	5	Var.	126½
" —Coupon Bonds (Water)	6,228,787	5	Var.	123½
Chicago—Coupon Bonds (Municipal)	860,000	6	18...	98
" — " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18...	115½
" — " " (Water Works)	1,133,000	7	18...	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1883	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'60-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y —Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	99
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	101½
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	105
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,784,330	6	1872	100
" " " 2d " "	3,980,670	6	1882	78½
" " " Improvement " "	686,500	6	1870	61
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	49
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	20
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guaranteed Railroad Stocks.				
Erie Preferred	8,535,700	---	------	98½
Housatonic Preferred	1,180,000	8	------	59½
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	103½
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110
" " " 2d "	1,014,000	7	------	75
New York & Harlem, Preferred	1,020,000	---	------	90½
Philadelphia & Reading, Preferred	1,551,800	7	------	55

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,492	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,547,510
1863	242,729	204,537	260,269	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	72,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,806	107,443	106,816	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	163,127	137,408	134,522	1,328,375
1863	139,686	126,521	119,836	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,851	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,391	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	981,157
1863	68,143	81,750	90,677	------	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	80,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	147,487	164,845	------	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,879	383,322	389'373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	423,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,443	412,723	5,325,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	835,453	829,734	946,041	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	241,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	124,097	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,083	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	140,592	139,102	161,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,029	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	------	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,099	66,686	56,171	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,130	76,132	44,925	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,706	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,653,569
1863	248,784	230,508	254,208	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,184	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,827
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,476	111,173	99,461	100,141	1,175,-
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,069
1862	100,604	96,689	102,808	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,322	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	737,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,295	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,005	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,408,147
1863	86,321	91,970	103,066	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	$109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	883,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,000	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland,	1866	92
Sterling Bonds (Coupon)	494 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	101½
" " " 1850	700,000	6	Jan. & July.	"	1880	105
" " " 1855	1,128,500	6	Jan. & July.	"	1875	104
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105*
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	112
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	109
2d Mortgage coupon	380,000	7	May & Nov.	" "		86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104½
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1880	102½
Mortgage	800,000	6	"	New York.	1868	
Mortgage	1,700,000	6	"	"	1875	103
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£235,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,600,000	6	"	New York.	1870	100
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	94½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	125
" " " inconvertible	2,690,000	8	" "	" "	1883	125
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	103½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	111½
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		105
1st Mortgage (general)	3,600,000	7	" "	" "		78½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	97½
2d Mortgage	2,000,000	6	" "	" "		48½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		99½
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	240,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	103
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	110
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	103
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	61½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	109
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	96
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	100½
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	115
2d Mortgage	2,516,500		March & Sept.	" "	1881	111
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100†
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	360,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'68	114½
1st Mortgage (Extended)	871,000	7	" "	" "	1882	116
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	111
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	115
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	5,000,000	7	April & Oct.	" "	1881	70
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	113
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	115
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	112½
Convertible	1,002,000	7	" "	" "	1867	111½
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	120
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "	" "	------	110
Income	281,500	---			------	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	------	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			------	----
1st Mortgage	260,000	7			------	----
2d Mortgage (convertible)	1,000,000	7			------	----
3d Mortgage	600,000	7			------	----
Guaranteed by Covington	200,000	6			------	----
Cincinnati (exchanged)	100,000	6			------	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†			------	----
City of Keokuk, (special tax)	150,000	10†			------	----
Lee County, 20 years	150,000	8			------	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8			------	----
City of Keokuk	200,000	8			------	----
Henry and Louisa Company's	50,000	8			------	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	111
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†			------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	32
2d Land Grant (Western Div.)	353,600	†	" "	"	------	32
3d Mortgage (whole road)	1,700,000	†			------	----
Farm Mortgage	1,087,700	†			------	----
Unsecured Bonds	1,785,000	†			------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6			------	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co. :						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7			------	----
Louisville and Frankfort :						
Louisville Loan	174,000					
1st Mortgage	248,000	---			------	----
Louisville and Nashville :						
State (1st Lien	560,500	6			------	----
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State (Tenn.)	372,000	6			------	----
Mortgage	24,000	7			------	----
Mortgage	10,000	6			------	----
Marietta and Cincinnati :						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston :						
State Tenn.) Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7			------	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6			------	----
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6			------	----
Michigan Central :						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	118
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	119½
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	102
Detroit and Toledo	812,000	7	" "	" "	1876	104½
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	112½
2d General Mortgage	2,656,500	7	" "	" "	1877	104½
*Milwaukee and Beloit :						
1st Mortgage	630,000	8			------	----
Milwaukee and Chicago :						
1st Mortgage	400,000	8			------	----
2d Mortgage	200,000	7			------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8			------	10
2d Mortgage	600,000	8			------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,454,000	7	Jan.. & July.	New York.	1891	105
1st Preferred stock	1,051,000	8			------	103
2d Preferred stock	1,014,000	7			------	90
Mississippi Central :						
1st Mortgage	1,007,383	7			------	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6			------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7			------	----
2d Mortgage (S. F.)	400,000	8			------	----
Oskaloosa Division	1,425,000	7			------	----
Land Grant	7,000,000	7			------	50½
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6			------	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6			------	----
Tennessee State Loan	674,860	6			------	----
Alabama State Loan	389,410	6			------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			------	----
Montgomery and West Point :						
Alabama State Loan	122,622	---			------	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co. :						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	112
Muscogee :						
1st Mortgage	249,000	7			------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---			------	----
Chat. and Clev. Subsc. (endors.)	231,000	---			------	----
*New Albany and Salem :						
Crawfordsville	175,000	7			------	----
1st Mortgage	500,000	10			------	----
1st Mortgage	2,235,000	6			------	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey :						
Company's (various)	668,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6			------	----
New Orleans City Subscription	1,500,000	5			------	----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	113
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	115½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	113
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	111
Real Estate Bonds	252,975	6	" "	" "	1883	106
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	118
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	115
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	113
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	106½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	105½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	113
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	104
3d Mortgage	980,300	7	Jan. & July.	" "	1867	107½
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	111½
Mortgage Bonds, Coupon	978,000	6	April & Oct.		1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	100½
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	101
2d Mortgage	3,077,000	7†	" "	" "	1861	18½
North Missouri:						
State Loan (30 years)	4,350,000	6	----	----	----	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	----	----	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	----	----	----	90
State Loan (S. W. Branch)	1,268,000	6	----	----	----	----
Construction	3,235,000	6	----	----	----	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	105
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	110
" 1844, (convertible)	863,000	6	" "	"	1880	109
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	104
" 1856, "	1,475,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	137
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	----	----	----	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	109
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	76½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†	----	----	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$380,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	63
2d Mortgage	937,500	7	" "	"	1863	11½
3d Mortgage	435,050	7	" "	"	1863	1½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----	----	1856	----
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	110
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1870	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103
" " (series B)	1,100,000	7	April & Oct.	"	1894	103
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	104½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	94
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	94
Interest Bonds	245,700	7	----	----	----	92½
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	54
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	18½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	110½
Wilmington and Manchester:						
1st Mortgage	896,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's, endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	..	..	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55.791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	..	..	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	....	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	200,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	..	..	.....	Memphis and Little Rock	556,377	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	..	..	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	....
31 Aug. '62	61.4	1.0	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11¼	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	265,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	750,000	156 429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	698,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,8.8	808,000	301,979	....	123
30 Nov. '62	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	214,100	2,122,500	700,000	99,600	.....	66.4	.....	353,655	158,917	—	82
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.9	.....	22,306	7,915	6¼	....
								FLORIDA.													
— — '62	154.2	—	....	150	..	..	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	..	..	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	..	..	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	..	..	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	..	..	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	..	..	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	..	..	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	526,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	68¼
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,067,025	1,651,227	679,772	—	110
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	23
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	90¼
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,641	834,605	6	93
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	90¼
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — —	148.0	—	....	—	..	..	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,408	—	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	..	..	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	....	129.0	..	..	.....	Peoria and Hannibal	.....	.....	—	.....	.....	—	.....	—	—	.....	.....	—	....
— — '58	186.0	—	....	—	..	..	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	..	..	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
— — —	1.0	—	....	—	..	..	.....	Rock Island Bridge	.....	.....	—	.....	.....	—	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	205.0	.....	1,117,603	568,020	—	31
								INDIANA.													
— — —	108.0	—	....	—	..	..	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	..	..	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	—	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	..	..	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	133,009	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,262,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	....	—	..	..	.....	Ind., Pittsburg and Cleveland	1,838,473	*	10,000	836,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,989	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	....	—	..	..	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	..	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	..	..	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
— — '58	74.0	—	....	—	..	..	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	..	..	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	..	..	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,094	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,085,599	63,196	—	3,738,757	—	222,601	3,179,883	111.0	.....	228,560	122,931	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	246,000	755,000	—	.....	—	—	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,366	—	....
1 Jun. '59	11.2	—	....	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745.703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	..	..	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	..	..	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	86
30 Jun. '57	20.0	—	....	113.0	..	..	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	—	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	....
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	—	—	—	Mexican Gulf	662,913	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,250	—	3,242,313	566,000	389,297	4,558,220	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	813	*N. O. Jackson and Gr. Northern*	5,870,482	1,040,752	—	.....	2,668,000	1,160,717	.....	206.0	.....	1,232,924	555 434	—	....
31 Aug '60	89.7	—	....	134.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,263,918	248,000	198,494	1,710,418	89.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,098	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		136,000	—	40,576	244,726	12.5	.....	30,330	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,586	—	.....
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,398	115,732	6	115
31 May,'59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,208	2,305,788	6	84½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	1,824,806	30.0	187,427	462,580	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,064	9,838,621	155.0	940,558	1,920,641	927,341	—	36
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	109½
31 May,'62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	125
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	.....	61.8	.....	588,871	272,429	8	113½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	141
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	108
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	103½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	.....	50,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	665	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	113
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	99½
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	134
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	95
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	...	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,893	133,585	.....	...	.....	18,291	.....	—	60
30 Nov. '61	79.6	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	121
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	.....	...	.....	36,538	19,066	6	109
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	32,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	134
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	110
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	9½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittafield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	0.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	39½
30 Nov. '61	158.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,864	14,242,462	217.9	.....	1,894,568	812,997	8	154
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	76½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
30 Sep. '62	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G. T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	...	.....	.....	.....	.....	.....
30 Jun. '62	168.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	.....	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
31 May,'62	284.8	—	28.4	—	98	86	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.8	1,338,658	2,361,241	1,212,088	8	102
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,818,831	1,461,276	—	60
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	...	.....	.....	.....	.....	.....
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	...	.....	.....	.....	.....	.....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,120	.....	...	.....	.....	.....	.....	.....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	...	.....	.....	.....	.....	.....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,668	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,003,000	402,193	10,550,960	189.0	417,357	457,184	108,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	...	...	.....	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	42
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,189	—	35½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	68
30 Sep. '59	46.8	—	.....	—	...	...	.....	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	129
31 Mar. '59	14.6	—	.....	—	...	...	.....	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	...	...	.....	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	103½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	202,927	42,219	477,476	20.5	30,960	24,027	12,480	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	118
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,166	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	68
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	282,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76.0	.....	241,503	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124 2	.....	2,058,989	913,829	12	168
31 Dec. '61	60.2	—	.....	—	...	...	.....	Camden and Atlantic (Pref.)	1,833,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,453	80,076	—	17½
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	5,507,812	606,542	—	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,586	774,341	10	177
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '61	58.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	—	5,695,704	32.8	512,349	1,111,087	592,699	10	160
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,929	*	.....	158,850	200,000	70,786	427,636	21.2	.....	89,904	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	106,997	6½	111
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	13,076	789,946	—	.....	34,902	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677			647,191		17,239	664,428						
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		oper. by Rens. & Sarat.					
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359			1,000,000	1,388,359	—	2,388,359	oper. by Western.				6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*		250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697		492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	28.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337		1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,647	3,682,852	176.0	609,076	823,425	276,486	—	85
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,876	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by Erie.	24,000	—	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by Erie.	30,000	—	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by West'rn	—	—	—	—
30 Sep. '62	144.0	4.0	115.0	—	66	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	298.424	13,193,890	259.0	—	2,780,386	707,592	—	107
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	33
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	64	114½
31 Dec. '62	460.0	97.0	302.0	—	226	101	3,279	Erie	39,021,792	*	—	19,973,200	20,151,500	682,029	41,623,172	633.0	4,835,359	8,400,334	1,636,351	—	79½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	445	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	70
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.			60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B., N. Y. & E.		4,996	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	oper. by Ren. & Sar.				5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	61.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,158	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	oper. b. Hud. River.				6	55½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by other Co's.				—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	53,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by Erie R.	W. Co.		—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	80
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,080,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	—	404,533	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,128,458	6,810,432	141.0	—	699,716	230,551	—	17
31 Mar. '62	60.3	—	—	—	22	26	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,156,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	135
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,637	20	160
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,035	1,762,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	—	1,436,317	552,800	—	73½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,300	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	97½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,166,717	oper. r. w. Lit. Miami.		177,371	8	150	
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,951	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,175	104,912	—	307,248	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,066	16.0	40,064	64,000	32,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	128,170	33,412	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	588,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,256	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	6	145
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,896	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	5,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '62	158.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '62	116.0	9.0	—	—	10	10	287	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,606,237	125.0	214,404	239,395	82,988	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.				—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Dec. '62	242.4	—	—	—	42	18	753	Toledo & Wabash (16 months)	8,547,165	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	58
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55,029	—	1
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,317,650	24.5	174,238	345,505	194,589	10	70
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	59,359	3,472,746	146.0	289,137	219,548	22,490	—	7½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	161,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	150
30 Nov. '61	35.8	—	2.3	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	—	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	38
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	oper. r. b. Buf. & S. L.				10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.6	oper. by Penn. R.R.Co.			14½	66½
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	178,941	62,897	—	15
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,952	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	76
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	oper. r. by Catawissa R.R.Co.				—	46½
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	8,418,871	352,608	9,406,699	—	—	528,246	326,933	6	60
31 Dec. '61	180.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367	—	3,248,600	—	—	3,248,600	130.0	293,692	619,043	335,671	11	58
30 Nov. '62	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,435 476	406,187	—	3,147,350	2,860,000	—	6,447,780	65.7	263 334	397,186	218,960	—	12
31 Dec. '61	331.1	28.1	391.7	—	229	119	8,651	Pennsylvania	26,641,156	647,522	1,421,980	13,264,100	10,637,400	1,322,915	34,224,589	423.0	4,413,036	7,300,001	2,646,938	8	65
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	150,000	—	20.0	—	1,537	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	103	Phila., Germant'n & Norrist'n	1,367,684	238,439	—	1,245,500	378,200	—	1,618,800	24.0	242,590	219,264	110,397	7	95½
30 Nov. '61	147.4	4.0	61.0	—	145	66	6,673	Philadelphia and Reading	20,990,766	3,481,481	648,170	11,546,922	12,411,600	—	26,228 49	191.4	1,790,527	2,908,448	1,412,698	—	62½
30 Nov. '61	78.9	—	—	—	—	—	—	Philadelphia and Trenton	809,592	—	—	799,309	800,000	—	1,599,309	78.0	oper. by Penn. & Lambt.	—	—	8	102

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
		M.	M.	M.	M.	No	No	No.	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
	PENNSYLVANIA, (*Continued.*)																				
1 Oct. '61	Phila., Wilmington and Balt.	98.0	6 0	—	—	32	109	565	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	70
31 Oct. '61	Pittsburg and Connellsville	59.0	13.0	5.0	88.5	8	5	59	2,828,895	90,803	—	1.756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	—
31 Dec. '62	Pittsb'g, Ft. Wayne & Chicago	467.5	—	68.7	—	104	80	1,261	17,736,353	*	—	5,709,591	12,935,178	—	19,461,677	467.5	2,694,467	3,745,310	1,856,912	—	63½
30 Sep. '59	Pittsburg and Steubenville	31.0	—	11.0	...	...	....	....	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '61	Schuylkill and Susquehanna	54.0	—	3.0	—	7	7	26	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	—
30 Nov. '61	Schuylkill Valley	9.2	15.3	4.9	—	—	—	—	573,616	*	—	576,950	.....	.....	573,616	24.5	oper. by	Ph. & R	eading.	5	—
31 Nov. '61	Shamokin Valley & Pottsville	28.0	1.2	2.0	—	4	1	445	965,088	99,460	363,004	500,000	822,117	5,435	1,327 552	.....	.....	105,568	55,143	....	40
30 Sep. '61	Sunbury (Phila.) and Erie	148.0	—	8.5	283.0	14	0	176	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,825	341,582	149,082	—	23½
30 Sep. '61	Tioga	29.6	—	2.1	—	4	3	70	718,918	77,999	—	367,300	396,500	65,726	.....	29.6	68,543	101.499	64,270	6	43
30 Sep. '61	Westchester and Philadelphia	26.4	—	3.0	—	5	11	22	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	6
	RHODE ISLAND.																				
1 Jan. '60	N. Y., Providence and Boston	50.0	—	2.0	—	12	17	103	2,158,000	*	—	1,508,000	276,800	—	.....	62.0	240,449	331,522	106,782	5	85
30 Nov. '61	Providence, Warren & Bristol	13.6	—	0.5	—	—	3	5	448,666	*	—	437,917	8,500	—	.....	13.6	.....	26,454	6,914	....	—
	SOUTH CAROLINA.																				
31 Dec. '58	Blue Ridge	13.2	1.5	....	182.4	2	—	26	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec '58	Charleston and Savannah	54.9	—	....	47.4	4	3	21	801,615	34,372	250,000	706,365	195,256	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec '58	Charlotte and South Carolina	109.6	—	....	—	13	9	176	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
— — '58	Cheraw and Darlington	40.3	—	....	—	...	...	....	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	Greenville and Columbia	143.2	21.3	....	—	...	...	....	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	....	—
31 Aug. '58	Kings Mountain	22.5	—	....	—	...	...	....	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	—
31 July '58	Laurens	32.0	—	....	—	...	...	....	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	....	—
28 Feb. '59	North-Eastern	102.0	—	....	—	...	...	....	2,011,652	*	—	985,743	960,410	108,172	2,067,325	102.0	.....	220,014	96,145	....	—
31 Dec. '60	South Carolina	136.0	106.0	....	—	62	59	790	.....	.....	.....	.....	2,643,883	.....	.....	.....	.....	1,499,636	701,943	7	....
31 July '58	Spartanburg and Union	25.1	—	....	41.9	...	...	....	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
	TENNESSEE.																				
30 Sep. '60	Central Southern (Tenn.)	47.6	—	....	—	...	...	....	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	Edgefield and Kentucky	.....	—	....	17.0	2	—	14	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859.....	East Tennessee and Georgia	30.0	—	1.8	—	12	10	171	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,486	—	—
1859.....	East Tennessee and Virginia	140.0	—	8.0	—	10	10	128	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	Memphis and Charleston	271.6	19.4	20.0	—	43	37	667	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	Memphis and Ohio	271.6	16.0	20.0	3.9	9	5	242	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	Memphis, Clarksv. & Louisv.	100.0	—	30.6	55.8	—	—	—	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
1859.....	Mississippi and Tennessee	59.0	—	—	40.1	7	5	119	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	Mississippi Central and Tenn.	47.4	—	2.3	—	4	5	46	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	McMinnville and Manchester	34.2	—	7.0	—	12	2	81	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	Nashville and Chattanooga	149.7	44.0	7.9	—	39	17	319	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	....
1859.....	Nashville and Northwestern	—	—	—	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
1860.....	Tennessee and Alabama	45.8	—	4.2	11.7	5	5	32	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	Winchester and Alabama	30.0	—	0.6	8.0	—	—	—	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
	TEXAS, (*all aided by State*).																				
— — '58	Buffalo Bayou, Braz. & Col'rado	32 0	—	—	158.0	...	...	....	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	Galvest., Houst. & Henderson	56 0	—	....	184.0	...	...	....	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	Houston and Brazoria	50.0	—	1.5	75.0	2	1	40	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	Houston and Texas Central	70.0	—	6.0	280.0	7	5	124	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	San Antonio & Mexican Gulf	25.0	—	....	110.0	...	...	....	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '59	Southern Pacific	28.0	—	....	756 0	...	...	....	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
	VERMONT.																				
31 May, '61	Connect. & Passumpsic Rivers	90.7	—	8.6	19.6	8	8	184	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	Rutland and Burlington	119.6	—	13.0	—	26	18	600	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	....
31 Aug. '60	Rutland and Washington	62.0	....	4.0	—	10	6	174	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	80,288	—	....
31 Aug. '60	Vermont Central	119.0	—	20.0	—	42	28	885	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	....
31 Aug. '60	Vermont and Canada	47.0	—	2.8	—	—	—	—	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	.....	—	147
31 Aug. '60	Vermont Valley	23.7	—	0.7	—	3	4	43	1,212,274	39,612	—	516,164	793,200	.....	.....	23.7	47,950	45 930	8,522	—	....
31 Aug. '60	Western Vermont	54.0	10.5	....	—	...	...	....	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	....
	VIRGINIA.																				
1 Aug. '59	Alex., Loudoun & Hampshire	41.3	—	—	122.1	—	—	—	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	Manassas Gap	77.8	8.9	3.8	105.6	9	5	221	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,084	136,302	43,062	—	....
30 Sep. '59	Norfolk and Petersburg	79.2	—	4.8	—	5	2	75	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	Northwestern Virginia	103.5	—	....	—	8	—	—	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	17½
30 Sep. '60	Orange and Alexandria	88.3	68.4	10,0	—	16	16	175	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	Petersburg and Lynchburg	123.3	10.1	....	—	19	13	279	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,258	133.4	.....	410,166	201,344	—	....
30 Sep. '59	Petersburg and Roanoke	59 2	21.3	....	—	14	17	131	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	....
30 Sep. '60	Richmond and Danville	140.5	2.7	12.0	—	28	30	418	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	Richm., Frederick & Potomac	75.1	—	4.5	—	11	10	196	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	Richmond and Petersburg	22.2	2.8	5.1	—	10	7	188	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,058,064	163,758	79,585	6	60
30 Sep. '59	Richmond and York River	23.7	—	0.2	14.6	2	—	23	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,642	.....	.....	—	—
31 Jan. '60	Seaboard and Roanoke	80.0	—	....	—	10	11	161	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	Virginia Central	178.2	—	21.3	7.0	27	19	228	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	Virginia and Tennessee	204.7	9.4	10.6	—	39	27	374	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	....
0 Sep. '59	Winchester and Potomac	32.0	—	2.5	—	5	4	49	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	....
	WISCONSIN.																				
1 Dec. '59	Kenosha and Rockford	55.0	—	2.0	121.0	3	2	40	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	*Milwaukee and Minnesota*	.....	—	24.9	—	...	...	....	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	Milwaukee and Chicago	40.0	—	....	—	5	10	75	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	Milwaukee and Horicon	42.0	—	....	27.8	...	...	....	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '61	*Milw'kee and Prairie du Chien*	191.9	42.5	28.3	—	45	37	643	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,089	—	40
— — '57	Milw., Watertown & Baraboo	50.0	—	—	85.0	...	...	....	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '61	Racine and Mississippi	104.0	—	....	38 8	8	7	321	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,436	—	—
— — '58	Wisconsin Central	10.0	—	....	55.0	—	—	—	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
	CANADA.																				
31 July '62	Buffalo and Lake Huron (½ y)	161.0	—	....	—	31	27	40	11,938,000	*	—	11,750,000	188,000	—	11,938 000	16.10	.....	235 420	55,498	—	—
31 Dec. '62	Montreal and Champlain	.....	—	....	—	16	17	214	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	11
— — '62	Brockville and Ottawa	37.0	11.0	....	72.0	2	2	17	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
0 Sep. '58	Grand Trunk	624.0	137.0	....	78.0	204	130	2,399	46,651,084	*	1,250,000	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
31 July, '62	Great Western (half year)	229.0	128.0	....	—	92	128	1,689	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	26,104,725	357.0	.....	1,221,145	585,881	1½	....
— — '62	London and Port Stanley	24.0	—	....	—	2	2	52	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	—
31 Dec. '61	Northern (O. S. & H.)	95.0	1.6	....	—	17	20	337	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
— — '61	Ottawa and Prescott	54.0	—	....	—	5	8	118	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	—
— — '61	Welland	25.0	—	....	—	4	—	57	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
	NEW BRUNSWICK.																				
1 Oct. '62	European & North American	108.0	0.9	12.0	—	14	18	271	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July,'61	New Brunswick and Canada	60.0	—	....	....	....	....	....	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132,555	36,670	—	—
	NOVA SCOTIA.																				
Dec. '62	Nova Scotia	61.5	30.5	....	—	20	18	160	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	-	—
	NEW GRANADA.																				
31 Dec. '62	Panama	48.7	—	....	—	11	22	120	8,000,000	*	615,658	5,600,089	3,375,000	—	10,768,728	48.7	.....	1,743,294	1,013,444	13	180

New York Stock Exchange.

Actual Sale Prices for the week ending April 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21	W.22.
STATE STOCKS:—						
California 7s	----	127	127	128	128	
Illinois War Loan	----	----	----	----	----	
Indiana War Loan	----	----	----	----	----	
Kentucky 6s	----	----	----	----	----	
Louisiana 6s 75	----	70	----	----	----	
Michigan 6s, 1878	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s 60½	60½	60½	60¼	60½	60½	
Do. iss. to H.&St.J.R.	----	86	----	86	----	
North Carolina 6s	----	----	----	72	----	
Ohio 6s, 1881	----	----	----	112	112	
Tennessee 6s, 1890 60	----	60	----	----	----	
Virginia 6s	62	----	64	----	----	
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	
Chicago & Alton 68½	68½	67½	67	66½	68½	
" " pref. 86	----	86	85½	----	86½	
Chicago, Burl. & Q. 108½	----	109	110	110	110	
Chic. & Northwest'n. 20	20½	20½	21	21	23	
Chicago & Rock Isl. 89½	89½	89½	89¼	89	90¾	
Clev., Col. and Cin.	----	----	----	----	----	
Clev. and Pittsburg. 70½	70½	72	72½	71½	73½	
Clev. and Toledo 92½	92½	93	93	93½	97½	
Del., Lack. & West.	----	150	----	----	----	
Galena and Chicago. 91½	93	93	92½	92¼	93	
Hudson River 106½	107¼	108	108½	109½	114½	
Illinois Centr. (scrip)	88½	89	89¼	88½	90½	
Michigan Central 100½	100½	100½	102	102	102	
M. S. and N. I. 60½	60¼	60	59½	59	60	
M. S. & N. I. guar'd. 105	104½	104½	103½	103	103½	
Mil. and P. du Chien 38	----	38	----	38	40	
M. & P. du C. 1st pref.	----	----	----	----	114½	
M. & P. du C. 2d pref. 73	73	----	----	75	----	
New York Central 113½	114½	114	114½	114	114½	
Erie 79	79½	79½	79	78½	79¾	
Erie pref. 97½	99	98½	98¼	98	98½	
Norwich & Worcest'r	83½	----	----	82	----	
N. York & Harlem 49½	52½	54½	59	59	70	
N. Y. & H. "pref." 82	84½	86	----	85	90½	
Panama	----	----	184	----	183	
Phila. and Reading 89½	90½	90½	91	92½	93	
Pitts. Ft. W. & Chicago 61½	64½	65½	63½	62½	63½	
St. L., Alton & T. H. 33	35	35	35	34½	31	
" " " pref.	68½	68	----	----	68½	
Toledo & Wabash 51½	----	52½	55½	56	----	
" " Pref.	68	----	----	----	72	
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	
Chicago & Alton, 1 M.	----	109	----	108½	----	
" " Inc. b'ds	----	----	----	----	----	
Ohio. & N. W. 1st M.	78½	79	79	78¾	----	
" " 2d M. 45½	47½	47¼	47½	47½	48¼	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B. - 98	98	99	----	99	99¼	
" "Ap. Ext'n.	----	----	----	----	----	
" "G. B. Ext.	----	----	----	----	----	
Clev. & Pitts., 1 M.	----	----	----	----	----	
" 2 M.	----	108	----	----	----	
" 3 M.	----	----	----	----	----	
" 4 M.	79½	80	----	81½	81¼	
Cl. & Tol. S. F. 7 p. c. 110	----	110	----	109	----	
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	
Chi. & R. I. 1st M. '70	----	----	----	----	----	
D. L. & W. 1 M. 8p. '71-5	----	----	----	----	----	
" 2M. 8p.c. '81	111	----	----	----	----	
Gal. & Ch. 1M. 7p.c. '63	----	----	----	----	----	
" 2M. 7p.c. '75	----	----	----	----	----	
" 1 M. Ex. '82 116	----	----	----	----	----	
Hann. & St. J. bonds	----	----	----	----	----	
Huds. R. 1 M. 7p.c. '69	----	----	----	----	----	
" 2M. S. F.	----	----	----	----	----	
" 3 M. 7p.c. '75	112½	----	----	----	----	
" conv. bonds 109	----	----	111½	----	----	
Illinois Central bonds 121	120	121	121	120	----	
La Crosse & Mil. L. G.	----	----	----	----	----	
Mil. & P. du C. 1st M.	----	----	----	----	----	
Mich. Cen. S F. 8pc. '82 120	120	120	119½	----	----	
" conv. 8p.c. '69	----	----	----	----	----	
M. S. & N. I. 1 M. S. F. 113	----	----	112½	----	----	
" " 2 M.	----	104½	----	104½	----	
N. J. Central 1st M.	----	----	----	----	----	
" " 2d M.	----	----	----	----	----	
N. Y. C. 6p.c. certif. '83	----	----	----	----	----	
" 1 M. 7 p.c. '64	----	----	----	----	----	103½
" bonds 1876	118	----	----	----	----	
N. Y. & E. 1 M. 7 p.c. '67	115	----	----	----	----	
" 2 M. 7 p.c. '79	----	----	----	----	----	
" 3 M. 7p.c. '83	----	113	----	113	----	
" 4 M. 7p.c. '80 105½	105½	106	----	106½	----	
" 5 M. 7p.c. '88	----	----	----	105½	105½	
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	----	----	
" 2 M. 7 p.c. '64	----	----	----	----	----	
" 3 M. 7 p.c. '67	----	----	----	----	----	
Pitts., Ft. W. & Ch. 1 M. 109	109	109	----	109	----	
" " " 2d M. 102	102	102½	103	103¼	103½	
" " " 3d M. 75	78	----	78	78½	----	
St. L., Alt. & T. H. 1 M.	----	----	----	----	----	
" " 2 M. pref.	----	----	92½	----	----	
" " Inc. b'ds. 82	82	----	82½	84	85	
Toledo & Wab. 1 M.	104½	104½	----	----	----	
" " 2 M. 91½	92	94	94½	94½	94	
" " Int. b'ds	92½	----	----	----	----	
MISCELLANEOUS:—						
Del. & Hud. Canal 188	126	127	127	----	----	
Penn'a Coal Co.	----	----	----	----	----	
Pacific Mail S.S. Co. 188	188½	189	189	188½	188½	

New York Stock Exchange.

Actual Sale Prices for the week ending April 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	
U. S. 5s, 1871, coup.	----	----	----	----	94½	
U. S. 5s, 1874, reg.	----	----	----	----	94½	
U. S. 5s, 1874, coup.	95½	95½	96	96	96	
U. S. 5s, 1865	----	----	----	----	----	
U. S. 6s, 1881, reg. 103½	104	103½	104	104½	105	
U. S. 6s, 1881, cou. 104½	105	104½	105	105½	105½	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	
U. S. 6s, 1881, " ½y.	----	----	----	----	----	
U. S. 6s, 1867, reg.	----	----	----	----	----	
U. S. 6s, 1868, "	----	----	----	----	----	
U. S. 6s, 1868, coup.	----	----	----	----	----	
U. S. 6s, 1 year certif. 100½	101	101½	102	----	----	
U. S. 6s, 5-20s, coupon	----	----	----	----	----	
Treasury 7 3-10 Notes 105½	105½	105½	106½	105½	105⅔	
U. S. Demand Notes	----	----	----	----	148	
American Gold 152	153½	151½	148⅔	146	145½	

Boston Stock Exchange.

Actual Sale Prices for the week ending April 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
Boston and Lowell	----	----	----	----	109½	
Boston and Maine 125½	----	125	----	----	----	
Boston and Providence	----	----	----	----	----	
Boston and Worcest.	----	----	----	----	141	
Connecticut River	108	----	----	----	----	
Eastern, Mass.	----	102½	103½	103½	----	
Eastern, N. H.	----	----	----	----	103½	
Fitchburg	----	----	112	112	113	
Manchester & Lawr'ce	120	----	----	118	----	
Michigan Central 101	----	----	----	----	----	
Northern, N. H.	----	----	----	----	----	
Old Colony and Fall R.	121	121	121	121	121	
Ph., Wil. & Baltimore 68½	68½	69	70	70	70	
Portl'd, Saco & Ports.	----	----	----	----	----	
Vermont & Canada	----	----	----	----	----	
Vermont & Mass. 37½	38½	39⅝	39½	39½	----	
Western 153	----	----	154	154	----	
Cambridge (Horse)	124	124	----	----	----	
Metropolitan "	----	----	----	----	----	
Middlesex " 106½	----	106½	106½	106½	----	
Central Copper Co.	----	54	54	55	55	
Franklin Copper Co. 54	54½	54½	55½	55½	54½	
Isle Royale " 29½	29	----	----	----	29	
National " 29⅝	----	30	----	----	----	
Minnesota " 103½	103½	104⅞	106	106	----	
Pewabic " 59½	60	62	64½	64½	62½	
Pittsburg "	----	----	----	----	----	
Quincy " 82½	83½	83½	84½	84½	84	
Rockland "	----	27½	27½	26½	26½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.
Beaver Meadow	----	----	----	70	----	----
Cattawissa 7½	----	7½	7½	----	----	
" preferred 22½	23½	23½	23½	23½	----	
Camden & Amboy 168	168	----	----	168	168	
" " 6s, '67	----	----	----	----	107½	
" " 6s, '70	----	----	----	----	109	
" " 6s, '75	----	103	----	----	----	
" " 6s, '83. 103½	----	----	----	----	----	
" " 6s, '89	----	----	----	----	----	
Elmira & W'msport	----	----	----	----	----	
" " pref.	52½	----	53½	54	54	
" " 7s... 109	----	----	----	----	110½	
" " 10s... 75	75	----	----	----	----	
Harrisburg	----	----	----	----	----	
Lehigh Navigation	----	----	58	----	----	
" " 6s	----	----	----	----	----	
" " scrip	42½	42½	43	43	44	
Lehigh Valley R. R.	----	----	----	----	----	
" " scrip	42½	42½	----	----	----	
" " 6s 111	----	----	----	----	----	
Little Schuylkill R. R. 46	46½	45½	45½	45½	46½	
" " 7s	----	----	----	----	----	
Long Island 34½	----	----	33	----	----	
" " 6s	----	----	----	----	----	
Minehill 56	----	56½	----	58	----	
North Pennsylvania 11½	11½	----	11½	----	12	
" " 6s 90½	----	90½	----	----	----	
" " 10s	----	----	----	----	----	
Pennsylvania R. R. 67	64⅞	64⅞	64⅞	65	----	
" 1st m.	----	----	115	----	----	
" 2d m.	----	----	----	108	----	
Penn. State, 5s 100½	100½	101	101	101½	101½	
" " 5s, coupon 105	----	----	----	----	----	
" " 6s, "	109	----	----	----	----	
Philadelphia City, 6s 106½	105⅞	105½	106½	106½	106	
" " new 110½	110½	111	----	111	111½	
Philad., Germ. & Nor. 56	----	56½	56½	----	56½	
Phila. & Reading 44½	45	45½	45½	45½	46½	
" " 6s, '86. 104½	----	----	----	104	----	
" " 6s, '70	----	----	----	----	----	
Philadelphia & Erie, 6s	----	----	----	----	----	
Philad. & Sunbury, 7s	----	109½	109½	----	----	
Sunbury and Erie, 7s	108½	110	----	----	28	
Arch street, (Horse)	----	----	----	----	----	
Chestnut & Wal. "	----	----	----	----	----	
Girard College, " 28½	----	----	----	28½	----	
Green & Coates, "	----	42½	42½	43	43	
Race and Vine, "	----	----	----	----	10	
2d and 3d streets, "	----	----	----	----	----	
Spruce & Pine, "	16	----	----	----	----	
13th & 15th sts., "	----	84½	----	----	----	
West Philad., "	----	----	----	----	----	
10th & 11th sts. "	----	----	----	----	----	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 20.

	Tu.14.	W.15.	Th.16.	F.17.	Sat.18.	M.20.
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870. 107	----	----	----	----	----	----
" " 1890. 110	110	110	----	109½	110	
Balt. and Ohio 84½	----	84½	----	----	----	
" " b'ds, '62	----	85	----	----	----	
" " " '67	----	----	105	----	----	
" " " '75	----	----	----	----	----	
" " " '80	----	----	----	----	----	
" " " '85 101¼	----	----	----	----	----	
Northern Central	----	36	----	----	----	
" " b'ds, '85	----	100½	100¼	----	----	
" " " '95	----	----	----	----	----	
Washington Branch	----	----	----	----	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 7th April:

Maryland 5s	...	to	...
United States 5s, 1874	57	"	59
Virginia State 5s	49	"	51
Do. 6 per cent.	43	"	44
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	69¼	"	70¼
Do., Pennsylvania do. do.	68¼	"	69¼
Erie shares, $100 (all paid)	47¼	"	48¼
Do., 7s, preference	58¼	"	60
Do., 7s, 1st mort., 1867	75	"	80
Do., 7s, 2d mort., 1859	75	"	80
Do., 7s, 3d mort., 1883	70	"	75
Do., 7s, 4th mort. x. c.	60	"	65
Do., 7s, 5th mort.	60	"	65
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	74	"	76
Do. do. $100 shares, $90 paid, dis.	42½	"	41½
Do. do. $100 shares, all paid.	51	"	53
Michigan Central 8s, Convertible, 1869	75	"	80
Do. do. S. F. 1st mort., do., '82. x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	28	"	32
New York Central 6s, S. F., 1883	70	"	75
Do. do. 7s, 1864	65	"	70
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	68	"	72
Panama, 1st mortgage 7s, 1865	103	"	106
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	88	"	90
Do. $50 shares	38	"	40
Philadelphia and Reading, $50 shares	24	"	26

American Railroad Journal.

Saturday, April 25, 1863.

Stock Exchange and Money Market.

The news of the last few days has given an entirely different complexion to our public affairs. At no time during the war, has the prospect of an early conclusion of our difficulties been so bright as it is to-day. The news from all quarters of the Country is favorable, and the money market and stock exchange cannot but respond. Rushkin, a celebrated English critic made a remark on the conduct of his countrymen during the Crimean war, which is quite applicable to ourselves. Whenever a barrel of gunpowder accidentally blew up in the British Camp, the opposition would rail against the Government, and pronounce the war hopeless and unjustifiable. Whenever another barrel exploded in the Russian lines, the tone of public feeling changed, the war became popular, and loyalty was rampant. It has been very much so in this country, for we, too, have a large class who are swayed by the feelings of the moment, and allow their judgment to be influenced by them. It is to be hoped these may gather courage from the returning tide of success, and will henceforth stick to one determination, "the Union must and shall be preserved."

Generals Grant, Banks and Rosecrans are doing finely in their Departments, Admirals Farragut and Porter are again successful in their operations, the enemy has been defeated on the Nansemond, Washington is relieved of its besiegers, and private intelligence assures us that Fort Sumter was badly damaged in the late fight with the Monitor, and

it had been assailed a few hours longer, would have been destroyed!

The news from Mexico announces the defeat of the French Army at Puebla, which is a guarantee that France will seek no further to meddle with our affairs. This Mexican Expedition resembles very much that of the English against Buenos Ayres in 1807, where their Commander Gen. Whitelocke was but too happy to get out the Plate river with a whole skin.

Above all, the British Ministry have at last, in good faith we hope, interfered to prevent any further attempts at fitting out Confederate privateers in their ports to prey upon our commerce, and have actually seized one of this kind of craft in the chrysalis state.

It is impossible but that all these cheering facts must bear favorably on our financial condition and prospects. If coming events cast their shadows before, we may safely anticipate a good time coming.

The Treasury department is receiving in one shape or other, three millons of dollars per day. The taxes are paid cheerfully everywhere, and in he face of an increasing paper currency, gold has fallen and exchange declined. Everywhere, too, the Government currency is received with favor and preferred to all other kinds. In the South West, local bank notes are taken with much less satisfaction, and the whole monetary wheel revolves with ease and regularity. Government stocks are recovering their tone abroad, and large orders are now in this country to meet the demand from thence, where the rates are advancing, and where with the news carried out by the steamer of Wednesday, they are sure to advance still higher. Agents from the United States Navy and Treasury Department are abroad to watch the markets and the ship yards, and in their hands our interests will receive due care and protection. Further offers of loans from Europe are announced in the street, and it is evident there will be no lack of means to carry on the operations of the Government. The sale of the 5 20's would be still more largely increased, if the bonds were ready for delivery, the takers being compelled to wait for them ten and fifteen days.

The condition of the public debt of the United States on the 30th of March, is much more favorable than some persons would like to believe. It has been all along most grossly exaggerated.

In another column, we give the amount and character of the public debt to the 1st inst. This amount is but little more than the footing of the Confederate Government will be on the 1st of July, and tells well after all for the financial management of the Treasury. For about the same expenditures, we have received more than double in armaments and war materials, than has been obtained by the Confederates, or if the respective values of their currency and ours be any rule to determine the question, we have received six times as much for our money, as they have for theirs.

The Money Market is actually plethoric. Occasional transactions are heard of at 3 per cent, and 4 is the usual rate, with leading borrowers. The deposits in the Sub-Treasury last week were nine millions at 5 per cent, and the limit of one hundred millions is nearly reached. The prices of railway and bank shares appear to be entirely unaffected by that of gold, as well as those of most other staples, and manufactured goods. Gold appears to be completely demonetized, and is obliged to stand on its own merits. The rod of the Enchanter is for the present powerless. Our weekly tables will give our readers correct reports of the rates ruling in the markets.

The people of this City were utterly astounded on learning on Wednesday morning, that the Common Council of this city the preceding evening, had on the request of the Harlem Railroad Company, given it permission to extend its rails down Broadway to the Battery. This movement skillfully managed, has been effected in a legal manner, and defeats beyond all question the parties at Albany, who were about to obtain a grant of a most valuable franchise without paying anything to the public for it. Com. Vanderbilt has again been more than a match for Commodore Law. The Harlem Co. is to pay 10 per cent of the gross receipts of the extension below Union square into the City Treasury, for the relief of the citizens from taxation. On Thursday, after due consultation with eminent counsel, the Mayor signed the resolutions in favor of the grant.

We have on several occasions placed before our readers encouraging views of the future of this Company, and they might have done well if they had taken the hint. We can assure the public that the line thus to be extended through Broadway will be well managed, the well known character of the President being a guarantee that everything will be placed on the most complete and satisfactory footing. If we must have a railway in Broadway, let honest and upright men have the management of it.

Large movements are on foot to extend the connections of the Erie; arrangements have been made to construct broad gauge lines between the Atlantic and Great Western, and Cleveland and Chicago. It is impossible to calculate the business these will divert from the upper or Lake shore lines, to the Erie. The Central must look to its laurels, as it has now a competition of no ordinary power.

We are happy to announce that there is every prospect of a speedy organization of the Union Pacific. We learn by a late Telegraphic despatch from San Francisco that bills have finally passed the Legislature, submitting it to a vote of the people of the counties along the route of the Pacific Railroad to decide whether the country shall subscribe toward building the road proportionated to the taxable property, namely :

San Francisco County, $1,000,000; Santa Clara, $100,000; San Joaquin, $250,000; Sacramento, $300,000; Placer, $250,000; Nevada County, $150,000. The people of all the counties will probably vote Yea.

On this side of the continent there is equal alacrity in preparing for the work. An arrangement is on foot which will beyond all question terminate very soon in the organization of a company, under the act of Congress, with means, talent and influence, which will construct the track from the 100th meridian to the Colorado Country within a very brief period, securing for even this distance business of a very remunerative character.

By the Persia, Messrs. Baring Brothers & Co. quote bar silver at 5s. 1½.; dollars, 5s. 2¼d.; eagles, 76s. 2 ¾d. They say of American stocks. "Very little doing, and quotations generally are unaltered." In relation to American stocks, E. F. Satterthwaite remarks:

The dealings on the London market in American securities have been of a restricted character since our last. The further decline in exchange, reported from New York, caused quotations to advance, but there being a disposition to press sales, the market became weaker, and closes not strong, at a slight reduction from top rates. The advance established during the week has been $3 per share on Erie and $2 on Illinois. Consols close at 92⅝@92¾ for money, and 92¾@92⅞ account 7th May.

We give elsewhere the regulations for the assessment of the Income tax as established by the Commissioner of Internal Revenue. This tax is one of the most unpopular of any in the whole list. Every other is paid with cheerfulness, but this; and from the large returns of revenue from other sources, it is quite likely this will be abolished at an early day.

The New York and New Haven Railroad Company have declared a semi-annual dividend of three dollars per share, free from government tax, payable on the 1st of May.

The Pennsylvania Railroad Company have declared a semi-annual dividend of 4 per cent. on the capital stock, clear of State and national taxes, payable on and after May 15th.

A sale of $48,000 Poughkeepsie City six per cent bonds was made at auction in that city on the 15th. The bonds were issued for bounty purposes and are payable, $2,000 each year up to 1887. The price obtained was ⅜ per cent prem. for the shortest up to 10⅜ prem. for the longest.

We understand that arrangements have been made to lay a third rail upon the track of the Pittsburgh, Fort Wayne and Chicaga Railway, from the Junction of the Atlantic and Great Western Railway to Chicago, to make the gauge correspond with that of the Atlantic and Great Western and Erie roads—thus forming an unbroken line of the six-foot gauge from New York to Chicago. This will give the Fort Wayne road a through route from Chicago to New York by the Erie, as well as by the Pennsylvania road, and add largely to its already heavy business.

The bill amending the Banking law of New York, so as not to conflict with the National Bank act has been signed by the Governor.

The City of Saginaw has voted, by 115 yeas to 1 nay, to issue her bonds to the Amboy, Lansing and Traverse Bay Railroad.

The Atlantic and Great Western Railway Co., advertise (but not in the Journal) for 400,000 ties to be delivered on the line between Akron and Dayton. The offices of the company are at Meadville, Pa., and Jamestown N. Y.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :—

New York.—Illinois coupon bonds, 1879, 108½ @109½; Illinois Canal bonds, 1862, 101½; Ohio 6s, 1875, 108; Illinois Central canceled bonds scrip, 70; do., full stock, 89; N. Y. City 6s, ex. int., 118½; Citizens Gas Co., Brooklyn, 130; Brooklyn City Water Loan, 116½; Canton Co., 24½; Minnesota Mining Co., 107¼; Cumberland Coal pref., 20; Quicksilver, 41; Central American Transit Co., 32.

Boston.—Northern (Ogdensburg) 1st mort., 101; do., 2d mort., 18¾; Vermont Central 1st mort., 54; do., 2d mort., 13½@18⅜; do., 3d mort., 2;

Rutland and Burlington 2d mort., 10½@11¾; Connecticut and Passumpsic River 6s, 101; South Shore, 9¾; do., 6s, 100; Concord, 68; Worcester and Nashua, 76¾; Portland, Saco and Ports., 115; Boston and Prov., 113¼; Troy and Greenbush, guar., 55½; Cheshire, pref., 35¼; Nashua and Lowell, 134; Chicago 7s, 112; Boston 5s, 111¾@118¼; Portland 6s, 102@108; Maine 6s, 108¼; Lynn 6s, 102¼; Somerville horse, guar., 34; Acton Mining Co., 5¼; Columbian, 4; Copper Falls, 10¾; Dana, 75c.; Hancock, 14⅛; Huron, 14; Manhattan, 5⅛; Mesnard, 11¼; Petherick, 4⅛; Pontiac, 4¼; Superior, 11½; Toltec, 3; Black River, 62½c.; South Side, 1⅞; Winthrop, 3¾; North Cliff, 1; Wickam, 1¼; North Western, 6.

Philadelphia.—Chesapeake and Delaware 6s, 98; Schuylkill Nav., 7@9½; do., pref., 17⅛; do., 6s, 1872, 100; do., 1882, 72@78½; do., Boat Loan, 90; do., scrip, 49; New Creek, ½; do., bonds, 25; Susq. Canal, 7¾@9⅛; do., 6s, 46@49; do., scrip, 45½; Union Canal, ¾; do., 6s, 20; Wyoming Canal, 20¼@21; Morris Canal, 65; do., pref., 135¼; Del. Div., 43; Philadelphia and Erie, ($50 shares,) 23¼; N. Penn. mort. scrip, 84½; H. and Broad Top, 17; do., pref., 25; do., 2d mort., 83; Camden and Atlantic, 9½; do., pref., 17½; Ph., Wil. and Balt. R. R. Loan, 137; Phila. and Reading 6s, 1844–'80, 110; Allegheny Co., 6s, 69; Allegheny City 6s, 95; Phila. 5s, 97; Ridge Avenue, 17½; $28,000 Keokuk, Mt. Pleasant and Muscatine 1st mort., bonds, @5 per cent—$1,400.

Baltimore.—N. Western Va., 2d mort., 101; do., guar., 105; Central Ohio 2d mort., 94½; Western Maryland bonds, 84. The quotations are: Balt. and Ohio, 85¼; do., 6s, 1862, 85; do., 1867, 105; do., 1875, 104; do., 1880, 105; do., 1885, 103; N. W. Va., 7¾; do., 1st mort., 104@105½; do., 2d mort., 100@102; do., 3d mort., 15@20; Northern Central, 35½@36½; do., bonds of 1885, 100¼@101¼; Central Ohio 1st mort., 1861, 109@114; do., 1864, 94½; do., 2d mort., 94@97; do., 3d mort., 75; do., 4th mort., 34@40; do., income 1857–'60, 20; West Md., guar. bonds, 105½; Maryland 6s, Ins., 118; Baltimore 6s, 1873, 105@107½; do., 1890, new, 109@110; do., old, 109½; do., coupon, 110.

The Atlantic Telegraph.

This great project has again received a warm support and large pecuniary assistance from our countrymen. The exertions of Mr. Cooper and Mr. Field, the great friends of the enterprise, have been crowned with success. Their appeals in person to the Chamber of Commerce and the Produce Exchange of this city were timely and promptly responded to. It is said subscriptions to the amount of $250,000 have been obtained by their personal exertions. In order that our readers may understand the present condition and prospects of the Atlantic Telegraph, it may be well to state the results of the sixth and last meeting of the British stockholders of the Company. It appears, after five years experience and examination of the subject, they retain their confidence in the final success of the project. They have also advanced out of their own pockets such sums as were necessary to keep intact, their valuable concessions and privileges. The capital required for laying the new cable is of the maximum nominal amount of three millions of dollars, divided into shares of twenty-five dollars each. On this the British Government has guaranteed 8 per cent. interest upon the completion and working of the line, and the stock therefor was ordered to be issued at an extraordinary general meeting on the 12th of December last. It is believed this sum of three millions will be in excess of the amount actually required. A Board of Directors has been elected, comprising several American subscribers whose energy and talent will again be as useful as they were before.

Some doubt has been expressed in quarters usually enterprising enough, that the scheme will give the British Government very great advantages over our own. The termini are both on British territory, and in case of war, which within a few years past, has several times been imminent, the control of these would be used effectively against the United States. Many persons of capital but for this reason, would have subscribed liberally. Yet on the whole, it is believed that such a connection as this will effect between the two countries, will go far to prevent any rupture. Without the American business the enterprise will not pay, and the British Government will have to advance the guaranteed interest. Besides, the facilities the Telegraph will give to commerce, must increase that commerce. This has been the effect of all the telegraph lines established in this country. In the instance of the California line, it is conceded it has not only paid for its construction in a single year, and realized a handsome profit besides, but it has had a direct effect on the trade between New York and San Francisco, largely and beneficially affecting it. Its influence has also been felt on the China trade. We know that similar consequences have flowed from the various submarine lines which are now at work in the Mediterranean, and the various channels between England and the neighboring countries. We may therefore, safely conclude that the Atlantic Telegraph will bind more closely together both British and American interests, increase their activity, and stimulate their intercourse. These will then be strong links in the chain of National amity, heavy bonds to keep the two nations at peace.

It is certainly the true interest of England to remain on friendly terms with the United States. No petty jealousy should be allowed to rise in her breast against the country which speaks her language, quotes her authors, and re-enacts her laws. The child has given back to the parent full returns for the gift of life. Even in the case of the Telegraph, it should not be forgotten by her, that the successful application of electricity originated here, and the thoughts of the world are interchanged through the genius of an American discoverer. It is to Morse that England is indebted for her advantages in telegraphic communication, and it would be still better for her if she abandoned the confused system of her own electricians for the simpler and more elegant processes of the Americans. Let the cable therefore be laid as speedily as possible. Let *us* do right and fear nothing. We have no doubt the attempt this time will be a successful one. Experience has taught us what mistakes may be avoided, and what improvements may be made. Lines of more than half its proposed length are now in successful operation in the East, and appear to be permanent. The length of lines over land is no objection to them, though they are subject to storms and many much worse dangers. We can not see why the sea may not be found even a safer repository, if the cable be well prepared, has the proper strength of material, scientific arrangement and careful protection. The progress of science has been so rapid and astonishing, that nothing of which man can control the material, may not be shaped finally to his purposes and wants. The Telegraph is one of the most wondrous of human agents, one of the most beneficial in his service, one of the most conducive to his security and happiness. Let it then be at work over land or across the ocean, wherever and when ever it is possible. Over its narrow bridge pass as lightning, thoughts in crowds which cannot be numbered, messengers of industry, business, peace and good will.

Stanstead, Shefford and Chambly Railway.

We find in the Waterloo *Gazette* an account of an entertainment recently given at that place by the employees of this company, to the Hon. A. B. Foster. At a public dinner, where two hundred of his friends assembled to do him honor, he was presented with his own portrait, and complimented by a speech from Col. Knowlton, who reviewed the eminent services of their guest in procuring railway facilities for the Eastern townships. Mr. Foster in a neat, compact and modest address, spoke of his connection with the railway alluded to, the advantages it had already conferred on those townships, and stated a fact particularly interesting to Americans, that there will be on the 4th of July next only 18 miles of cartage between Waterloo and Boston. This gap will undoubtedly be filled up, as the speaker observed it was more important for the township to have communication with Boston than Montreal.

Notice to Contractors.

The Hudson River Bridge Co., at Albany, N. Y., will receive proposals for constructing the Railroad Bridge across the Hudson River at that point. The time for receiving bids is limited to the ninth of May. Plans, specifications, etc. will be ready for inspection on the 1st.

To Contractors.

Proposals will be received at the office of the Montreal and Vermont Junction Railway Co., Phillipsburg, C. E., until the 16th of May next, for the construction of about 24 miles of railroad, commencing at a point near St. Johns, and extending to a point in the Province Line, in the township of St. Armand, Canada East, including all the clearing and grubbing, grading, masonry, bridging, superstructure, (including iron rails, chairs, spikes, ties, frogs, switches, and turnouts,) fencing, farm and road crossings, cattle guards, station and woodhouses, water stations, &c., including all the labor and materials required to finish the road in complete order for operation. Plans, specifications, etc., will be ready for inspection on the 4th.

Columbus and Piqua Railroad.

The Urbana *Citizen* states that the railroad now in course of construction from Covington on the Columbus and Piqua Road, to the State line near Richmond, Indiana, will be completed by the first of May next. The rails are now nearly all laid as far as Greenville. As soon as the spring opens a telegraph line will be constructed along this road between Columbus and Indianapolis.

National Banking Associations.

It will be seen by the annexed letter that Secretary Chase has decided that 7.30 Treasury Notes are not receivable as security for circulating notes under the National Bank Bill:

TREASURY DEPARTMENT,
WASHINGTON, April 8, 1863.

Sir: Your letter of the 1st inst. is received. The 3-year 7.30 bonds I do not consider as securities contemplated by the act to authorize a national currency to be deposited for circulation, until they are converted into bonds of 1881, which may be done at any time. Inclosed are blanks for the guidance of parties in preparing preliminary certificates for National Banking Associations.

Very respectfully yours,
S. P. CHASE, Secretary of the Treasury.
To J. THOMPSON, Esq. New York.

The following list, then, embraces the stocks that are receivable as security for National Currency:

$9,415,250 6s of 1867,	interest	payable	Jan. & July.	
8,098,341 6s of 1868,	"	"	"	"
7,022,000 5s of 1881,	"	"	"	"
20,000,000 5s of 1874,	"	"	"	"
68,417,000 6s of 1881,	"	"	"	"
Any amount of 5-20 6s,	"	"	May & Nov.	

Regulations for the Assessment of the Income Tax, May 1, 1863.

The following regulations for the assessment of the Income Tax, have just been issued by the commissioner of Internal Revenue:

The Assessor and Assistant Assessors of each collection district will assess the income tax, as on the first day of May next, upon every person residing within the district liable thereto.

Each person will be required to return his total income, so far specifying the sources from which it is derived as to enable the assistant assessor to decide what deductions shall be made therefrom.

Persons whose income does not exceed the sum of ten thousand dollars, and who reside in the United States, will be subject to a duty of three per cent. on such portion thereof as is liable to taxation: *Provided, however*, That upon income derived from interest upon notes, bonds, or other securities of the United States, a duty of one and a half per cent. will be levied.

Persons whose income exceeds ten thousand dollars will be subject to a duty of five per cent. on the portion thereof subject to taxation: *Provided, however*, That upon income derived from interest upon notes, bonds, or other securities of the United States, a duty of one and a half per cent. will be levied.

Citizens of the United States residing abroad, and not in the employment of the Government of the United States, will be subject to a duty of five per cent. on the income of any property, securities, or stock owned in the United States, and not exempted from the income tax: *Provided, however*, That upon income derived from interest upon notes, bonds, or other securities of the United States, a duty of one and a half per cent, will be levied.

Every farmer or planter will be required to make returns of the value of the produce of his farm or plantation, without deduction for the labor or services of himself and his family, or for any portion of such produce consumed by himself and family.

The following deductions will be made from the aggregate income of each person, and the tax assessed upon the remainder, viz;

State and local taxes assessed in the calendar year preceding the assessment, to wit, from January 1, 1862, to December, 31, 1862, inclusive.

Salaries, of officers, or payments to persons in the service or employment of the United States, from which a deduction of three per cent has been made by the disbursing officers of the Government.

Interest or dividends on stock, capital, or deposits in any bank, trust company, or savings' institution, insurance, bridge, express, steamboat, ferry-boat, railroad company or corporation, from which interest or dividends a duty of three per cent. shall have been deducted by the officers of said companies, corporations, or associations: interest from any bonds, or other evidences of indebtedness, of any railroad company, or other corporation, from which a duty of three per cent. shall have been deducted by the officers of such company or corporation; and receipts derived from advertisements on which a duty shall have been assessed and paid.

Also, the sum of six hundred dollars, except in those cases where the whole or any part of said six hundred dollars shall have been deducted from the salaries or pay of officers or persons in the service or employment of the United States.

The amount actually paid for rent of any dwelling house or estate, which is the residence of the persons assessed.

The amount paid by any farmer or planter for hired labor and necessary repairs upon his farm or plantation, including the subsistence of the laborers.

Whenever the total income of any person exceeds ten thousand dollars, and deductions are made therefrom, upon the ground that a portion of such income has been subject to a three per cent. duty upon dividends or interest paid by companies, corporations or associations, as before enumerated, such person will be subject to a tax of two per cent. additional upon so much of his income as may have been previously subjected to a duty of three per cent. by the officers of the companies, corporations, or associations before named.

Guardians and trustees, whether such trustees are so by virtue of their office, as executors, administrators, or other fiduciary capacity, are required to make return of the income belonging to minors or other persons which may be held in trust, as aforesaid; and the income tax will be assessed upon the amount returned, after deducting such sums as are exempted from the income tax, as aforesaid: *Provided*, That the exemption of six hundred dollars, under section 90 of the excise law, shall not be allowed on account of any minor or other beneficiary of a trust, except upon the statement of the guardian or trustee, made under oath, that the minor, or beneficiary has no other income from which the said amount of six hundred dollars may be exempted and deducted.

Whatever persons liable to assessment of income tax shall neglect or refuse to make the lists required by law, or when the lists made and tendered by such persons shall not be accepted by the Assessor or Assistant Assessor as just and proper, it shall be the duty of such Assessor or Assistant Assessor to make lists for such persons according to the best information he can obtain. Persons so assessed may make oath or affirmation as to the amount of income and deductions therefrom agreeably to section 93.

Persons receiving rent may deduct therefrom the amount paid for necessary repairs, insurance, and interest on incumbrances upon such rented property. The cost of new structures, or improvements to buildings, shall not be deducted from income.

The tax must be levied upon all dividends declared prior to September 1, 1862, and upon six hundred dollars of all salaries of officers, or payments to persons of the civil, military, naval, or other service of the Untied States, for services rendered prior to said date, as such dividends and proportion of salaries were not subject to deduction or assessment.

Interest received from or due by trust companies, savings institutions, insurance, bridge, express, steamboat, ferry-boat, and railroad companies, corporations, or associations, prior to the same date, must also be taxed.

Interest paid by him on incumbrances upon the dwelling-house or estate on which the assessed person resides may be deducted from income; also his payments for necessary repairs.

Farm produce which the producer has on hand on the 31st day of December, 1862, must be appraised at its market value on that day.

The income tax shall be included in the annual list, and appeals and other proceedings held as provided by law.

Form of Affidavit to be taken and subscribed before the Assessor or Assistant Assessor.

State of ——, *County of* ——, *ss:* ————, being sworn (or affirmed) according to law, says that he (or she) (as guardian or trustee of ——) was not possessed of, or entitled in any way to, an income to the amount of six hundred dollars in value, from any or all sources, whatever, during the year 1862, liable to be assessed according to the provisions of the laws of the United States, as he (or she) solemnly and verily believes.

Sworn (or affirmed) and subscribed this —— day of —— A. D., 1863. before me, the subscriber, Assistant Assessor for —— division of said county.

State of ——, *County of* ——, *ss:* ————, being sworn or affirmed according to law, says that he (or she) has been assessed for the year A. D. 1862, for an income duty in the —— county (or city, or town, as the case may be) of ——, in the State of ——, and for the full amount of his (or her) income under authority of the United States, and by reason thereof is entitled to be exempt from any further income duty for said year, as he (or she) verily believes.

Sworn (or affirmed) and subscribed this —— day ——, A. D. 1863, before me, the subscriber, Assistant Assessor for —— division of said county.

State of ——, *County of* ——, *ss:* ————, being sworn (or affimed) according to law, says that the annexed statement contains a full and correct account of his (or her) annual income for the year A. D. 1862, which he (or she) has received, or to which he (or she) is in any manner entitled, (as trustee or guardian, as the case may be, of ————,) and that he (or she) (as trustee or guardian as aforesaid), has not received and is not entitled to receive, from any or all sources of income together, any other for the said year besides what is set forth in said statement.

Sworn (or affirmed) and subscribes this —— day of ——, A. D. 1863, before the Assistant Assessor of —— division of said county.

Middlesex Horse Railroad.

This company, which has been running the Chelsea Branch since its completion, have disposed of its lease in the same to the Lynn and Boston Horse Railroad Company, who will in future run their cars over the road in connection with the route over the Chelsea Ferry. The Middlesex Company retain all the appurtenances of the road such as cars, horses, and the like. By this arrangement some sixty horses and twenty cars will be made available for the other branches of the road, the accomodations of which will no doubt be greatly increased thereby.

Prevention of Accidents on Passenger Railroads.

Messrs. Gilan, Coleman & Wilson, of Philadelphia, have obtained letters patent for an invention to prevent accidents on city passenger railroads, and in a few days will be subject to a practical test. The invention is cheap, simple, and to appearance will accomplish all that is claimed for it by the inventors. During 1862 over thirty persons were killed and maimed by city passenger railroads, and any invention which will prevent such accidents in the future should be immediately adopted. The deaths caused by accidents on these roads since the 1st January, 1863, average about two per month. The apparatus to prevent this loss of life is placed in front of the wheels, and runs so near the track, that if the hand or arm of a passenger should be upon it, there could be no danger of injury; and if a man was upon the track, he would stop the car before the wheels could touch him. It will also be useful in removing snow without salt, or any other obstructions.

The Belvidere Gap in the Route to the Water Gap to be Closed.

In November, 1855, the Belvidere Railroad was opened to Belvidere, and in 1856 the line was opened from Scranton through the Delaware Water Gap to Elizabethport, passing Belvidere three miles distant. For six years this gap of three miles has remained open, subjecting travelers to inconvenience and discomfor, from dust, delay and other annoyances, to great injury to the route, especially in its summer travel; for, hundreds of summer tourists have each season avoided the Delaware Water Gap, because of the ominibus infliction at Belvidere.

The objectionable nature of this gap was foreseen, and an act was obtained from the Legislature of New Jersey to supply the needed link, to connect the Belvidere with the Warren road; but, as we were at the time informed, parties in Belvidere put the charter in their pockets, and held it for sale at a price about equal to the cost of the three miles of road required!

At the last session of the New Jersey Legislature, however, the Belvidere Delaware Railroad Company obtained authority to extend their road from Belvidere to connect with the Warren road; and we learn that they are arranging for an early commencement and active prosecution of the work of construction, though we are not advised whether the Belvidere road will be extended up the Delaware river bank, or up the Pequest Valley; so that this current year will terminate a formidable nuisance long endured on an important route. Then and thereafter there will be open from Trenton and from Philadelphia a continuous line of rail to the Delaware Water Gap and Scranton.—*U. S. Railroad and Mining Register, April* 18.

The Public Debt.

The following statement of the amount and character of the public debt up to April 1, 1863, is authentic:

Three years 7.30 bonds convertible into 6s due in 1881	$139,996,950 00
6 per cent. debt	92,625,905 91
5 " "	30,483,000 00
1 year certificates	273,880,176 20
U. S. Notes	345,553,500 00
Q. M. and other requisitions	46,646,615 61
Aggregate debt	$929,186,147 72

Average interest per annum on whole amount about 3⅓ per cent.

But little more than a year ago, the country was startled by the announcement that the public debt had already amounted to a thousand millions, and that it was increasing at a rate that would in another year render us completely bankrupt. Now just two years since the breaking out of the rebellion we find that our debt is only $929,186,147. It is less than one-half the debt of France, less than one-fourth the debt of England, less by nearly five hundred millions than the debt of Russia, and less by a quarter of a million than the debt of Austria. This does not look very much like bankruptcy. Facts all go to prove that we are the richest and most powerful people on the face of the globe.

Opening of the Hudson--Reduction in Freights.

The opening of the Hudson River gives a new impetus to trade, and those having property to go forward or come up are pleased to hear the announcement. Despatches received here from Albany, state that the river business will commence at once, and property may be sent right along.

We understand that the Central Railroad Company have reduced the rates on freight, as follows:—Flour to New York, 75 cents per bbl; to Albany, 60 cents, per bbl. Fourth class freight to New York, 37 cents.

The rates have lately been 90 cents on flour to New York, 75 cents to Albany, and 45 cents on fourth class freight.—*Rochester Union.*

Transportation for the Northwest.

A memorial has been addressed to the Governor-General of Canada by the Commissioners recently appointed by the Governor of Illinois, in relation to the necessity of enlarged and cheaper tide-water outlets to the ocean for the products of the Northwest. Arguments are presented in favor of so opening and perfecting the navigation of the St. Lawrence, as to afford to the commerce of both countries a cheap communication between the shipping ports on the Northwestern lakes and Great Britain. The memorial says the Northwest has arrived at a point of production beyond any possible capacity for transportation which can be provided, except by the great natural outlets. The railways and canals are over-crowded by the immense shipments of produce. It is urged that by improving the navigation of the St. Lawrence freights may be reduced thirty cents per bushel, which would have the effect of greatly stimulating the production of grain, and cheapen its cost to English consumers.

Cotton Culture in Illinois.

The Chicago *Journal* says that the farmers of Southern and Central Illinois are going into the cotton raising business in earnest. Six car loads of seed were sent from Cairo last week, to different points on the Illinois Central.

Dighton and Somerset Railroad.

We learn from the Taunton *Gazette* that proposals for the grading and masonry of the proposed line of railroad from Taunton and Somerset have been accepted, from parties who will at once enter upon the execution of the contract. The work is to be pushed with vigor, and from the well known energy of the projectors of the enterprise no doubt can be entertained of its early completion.

Chesapeake and Ohio Canal.

The Directors of this work have increased their tolls on coal one-sixteenth cent. per ton per mile, making the tolls five-sixteenths cent instead of one-fourth cent. per ton per mile, or 57½ cents instead of 46 cents per ton for the whole distance. It is thought this increase will give the canal company at least $25,000 additional toll annually.

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NOTICE to CONTRACTORS.

ENGINEER'S OFFICE OF THE HUDSON RIVER BRIDGE COMPANY AT ALBANY, April 13, 1863.

Sealed Proposals will be received by the undersigned, at the Engineer's Office, in the Exchange Building, in the City of Albany, until the 9th day of May next, for constructing the substructure, consisting of Abutments, Piers, Embankments, etc., for THE HUDSON RIVER BRIDGE AT ALBANY.

The Company reserve the right to accept or reject any proposal, without regard to the terms. Satisfactory references must accompany the bids. Competent security for the fulfillment of the contract and payment of laborers' wages, will be required on entering into contract.

The work is of sufficient importance to deserve the attention of responsible contractors, and proposals from no others will be entertained.

Plans and specifications of the work will be ready for inspection on and after the 1st day of May next, at this office, where full information will be given.

By order of the Board.
GEO. E. GRAY, Chief Engineer.

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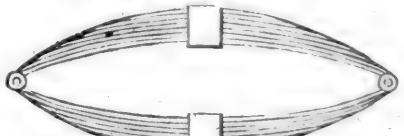
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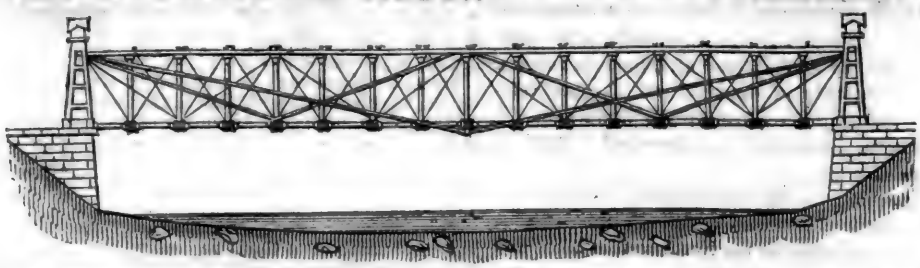
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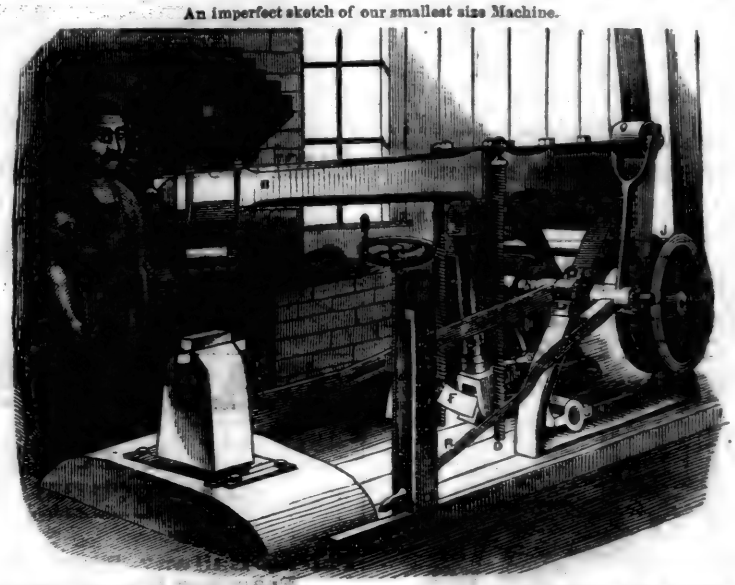
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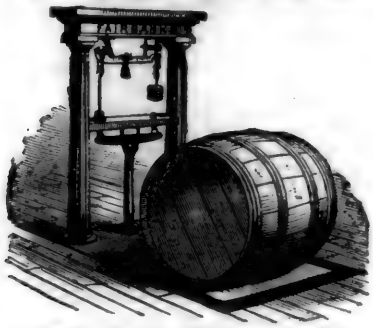
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SAVE over 20 per cent. of the fuel required for fine or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 18.] SATURDAY, MAY 2, 1863. [WHOLE No. 1,411, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 2, 1863.

Broadway Railroad.

To the Editor of the RAILROAD JOURNAL:

SIR—I do not propose to enter into any discussion *pro* or *con.* as to the propriety of constructing a Railroad in Broadway. I suppose that to be a matter beyond discussion, or rather that it is one of those sort of questions which depends not at all upon propriety or necessity, or the demands of the public, but simply upon the point of power to construct it. I start therefore here—*i. e.*, if the Road is to be built—and simply beg to submit a few suggestions as to the mode of construction. I take it for granted that, as it has been commenced, so it is designed to continue. We have a specimen on Broadway near Union Square, where mostly or quite a block of the Russ pavement has been torn up, the cross sleepers and Longitudinal sills laid, and a few rails spiked down, while a pile of Rails is deposited near Union Park which we have reason to assume are to be laid.

I suppose no one will dispute the proposition that if we are to have a Railroad in Broadway, it should be of the best possible plan of construction. Every detail should be such as has been suggested and approved by experience in the use of these Roads. The substructure should be of so durable a character that there will not be constant necessity for tearing up the pavement for repairs and renewals. The Rails should be of the most approved form, so as to offer the least obstruction to ordinary vehicles; and the general plan of construction should be that which should least disturb the Russ pavement and least interrupt the travel of the street while the work is being done. I believe the conditions of the grant to be that the Railway shall be of the most approved construction. But what do we see in Broadway?

First, the entire pavement is torn up, obstructing and inconveniencing the business of the street; next the concrete foundation of the pavement is broken up and destroyed for the reception of the cross sleepers and sills, rendering it impossible to restore the pavement to its original condition. Every one knows perfectly, that the principal merit, and in fact the only merit the Russ pavement has, is its solid concrete foundation, and that once disturbed, the pavement is ruined. There are innumerable places in Broadway where the foundation has been broken in laying down drains and pipes, and in no case has the pavement ever afterwards retained its surface, but it inevitably becomes uneven, each individual block in time wearing away on its corners so as to become an immense boulder. Let the street be torn up and relaid in this way, and I venture to say that in one year there would not be so rough and destructive a pavement in any street in this city as this would become. Nor is this proved by the experience in Broadway only. In other cities, Boston for instance, pavements of stone Blocks similar to that used for the Russ pavement have been laid down upon an ordinary foundation of gravel. In every case it has resulted as I have stated.

Next, after tearing up the concrete foundations the wooden sills of the most inferior quality are laid down so that in about three years we should have gangs of men constantly tearing them up for repairs and renewals; and then, to cap the climax, we have a rail spiked down on these sills which would almost serve as a gutter for the eaves of a House.

This is supposed to be the Rail of most "approved form." I have had some familiarity with street Railways for the past 10 years, and I do not hesitate to say that I never saw a worse pattern, unless it be that most absurd structure in Greenwich street. The form was condemned years ago; and no modern Railway, upon which the slightest regard is paid to the passage of any other vehicle than the cars in the street, is laid with anything approaching this pattern. Every experience here and elsewhere has condemned it; and yet we are threatened with having four such lines laid down through the greatest thoroughfare for all sorts of travel on this continent. Not a single condition necessary in building the Broadway Railroad is fulfilled in the outrageous and antiquated structure which has been commenced at Union Square—a structure, which, I venture to say, if permitted, will not only in itself be a most dangerous and vexatious obstacle to all other travel, but which will utterly and irretrievably ruin the entire pavement of Broadway.

Now, I suppose the Harlem Railroad company have men of experience in the construction and use of Horse Railways; and I can hardly make up my mind that they seriously intend to put down such a Track as this they have given us a sample of. I trust not. If this Road is to be built, I hope it may be built by this company; but I also hope that they will spare no pains or expense, and neglect no expedients which will make this Road what it ought to be—superior to any street Railway yet constructed. A Railroad can be put down in this pavement without obstructing the ordinary travel for a moment. It can be constructed without disturbing the pavement at all, except for a width of perhaps a foot where each Rail is to lie; and it can be made without a particle of perishable material. It can be made a monolith with the pavement on each side, the whole forming a surface retaining its level and not obstructing the ordinary travel. All this can be done too, at absolutely less first cost than the track which is now being laid.

Let us take a cast iron Rail of an I Section, the top being cast in the most approved form for the wheels of the cars. Let the Rail be, say, 6 inches in height, and the base or bottom flange be, say 6 or 8 inches wide—the shank or vertical web of the Rail being of the required thickness to connect the top and bottom; and in order to support the top thoroughly, let this shank, instead of running straight the entire length of the rail, be in short corrugations or zig-zags. Such a Rail may be, and has been used, of a weight of 60 lbs per lineal yard; but for such a Road as is required in

Broadway let it weigh say one hundred pounds, making the top very heavy, and chilling the tread in the same manner as the tread of our cast-iron car wheels is chilled. Let the pavement be taken up for a width of say two rows of Blocks, making a track of sufficient width to receive such a Rail. Let the bottom of this track be levelled off with a concrete of cement and clean gravel, so that when the Rail is laid upon it the tread is even with the surface of the street. Then, finally, let the spaces on each side of this Rail, and under its edges, be carefully filled with blocks of the removed stone, hammered or split to such a shape as will fit the space they are to occupy, and let these also be carefully laid in cement.

All this process is perfectly simple. There is no necessity for breaking up the pavement or disturbing its foundation. The Rail becomes as stable as the pavement itself—in fact is a part of the pavement. There is no perishable material used, and the chilled surface of the rails will wear for years. And, finally, one Rail may be laid at a time, thus occupying no room in the street, and not blocking it up with piles of timber and stone. Everything could go forward as usual, quietly and without interruption; and when done, the Road would be one of such a character as Broadway requires.

Will the Harlem Company look into these suggestions, and give us the best possible track in Broadway, thus in some measure compensating the public for taking possession of our greatest business thoroughfare.

PRO BONO PUBLICO.

Pittsburgh, Ft. Wayne & Chicago Railway.

The gross earnings of this road during the years ending December 31, 1861 and 1862, have been as follows:

	1861.	1862.
Freight	$1,905,707 35	$2,401,630 13
Passenger	902,706 46	1,116,740 62
Express	33,482 82	36,107 32
Mails	93,900 00	93,900 00
Rent of railway	84,939 44	85,000 00
Rents	4,843 98	3,619 73
Miscellaneous	6,207 46	8,312 82
Total	$3,031,787 51	$3,745,310 62
Expenses, viz:		
Conducting transportation	$500,981 14	$504,867 80
Motive power	598,226 06	634,006 55
Maintenance of way.	435,824 53	501,420 68
" cars.	146,858 40	169,122 72
General expenses	50,176 33	68,980 97
	$1,732,066 46	$1,878,398 72
Net earnings	$1,299,721 05	$1,866,911 90
Earnings per mile	$6,492 05	$7,997 67
Expenses	3,708 90	4,011 10
Net earnings	$2,783 15	$3,986 59
Mileage of engines	2,434,641	2,094,467
" cars	22,646,634	24,538,330
Tons transported	526,379	643,107
Mileage of do	111,398,984	126,046,905
Passengers carried	541,252	656,885
Mileage of do	36,216,079	45,811,455

The following explanation is given by the Comptroller of the apparent excess of expenditure by the Company over and above its revenue, from May 1st to December 31st ult., as shown in General Account:

At the time of the purchase of the Railway, &c., from the Trustees, there were outstanding $198,000 of the Bridge bonds of the Ohio and Pennsylvania Railroad Company, secured by a mortgage on the extension of the Railway from Federal street in Allegheny City, and across the Allegheny river, to Penn street in Pittsburgh, and $337,133, of the Chicago Depot bonds of the Pittsburgh, Fort Wayne and Chicago Railroad Company, secured by a mortgage on the real estate in Chicago, purchased by that Company in 1860 for the erection of a Union Passenger Depot, both of which mortgages were held by the U. S. Circuit Court to be liens prior to the general mortgages of the Companies consolidated into the Pittsburgh, Fort Wayne and Chicago Railroad Company, and to the general mortgage of the latter Company. This Company, therefore, had, of necessity, to assume the payment of the bonds secured by these prior liens, amounting in the aggregate to $535,133, which amount is embraced in the expenditures for account of "Construction and Equipment." All expenditures on the above account being chargeable against "Income" (the Company having no further capital than its stock and bonds, which have all been appropriated), the net revenue for the past year has been, apparently, more than exhausted by the assumption of the bonds in question. In any calculation, however, of the net working of the Railway since the assumption of its management by the Board of Directors, over and above the legitimate charges for expenses of management and operation, absolute expenditures for account of perfecting and extending the Railway and appurtenances, and increasing its equipment, interest on the coupon bonds and other incidental charges, the amount of the two classes of bonds before referred to should be deducted, together with the interest due November 1st, 1862, on the Bridge bonds of Ohio and Pennsylvania Railroad Company, and in their stead added, eight months installments of $2,000 each, for the payment of the interest on these bonds and their liquidation at maturity, and eight months installments of $9,364 81 each, as a sinking fund for the liquidation of the Chicago Depot bonds at maturity. This latter amount is given, assuming that the sinking fund will be unproductive. If it is made productive, say at four per cent. interest, it will be somewhat lessened. The following will then show the result:

Earnings for eight months		$2,599,159 24
Discount on Bridge bonds, redeemed		600 00
Total		$2,599,759 24
Deduct expenses of operation, &c	$1,342,919 64	
Construct'n expendit'rs	435,014 56	
Interest on bonds	420,535 38	
Other incid'tal charges.	43,247 87	
Eight months interest and Sinking Fund for Bridge bonds	16,000 00	
Eight months Sinking Fund for Chicago Depot bonds	74,918 48	
		2,332,635 93
Surplus		$267,123 31

GENERAL ACCOUNT, Dec. 31st, 1862.

Cost of Railway, Equipment, Structures, &c		$17,736,353 42
Stock of supplies for current operations		462,541 08
Due from other companies		121,429 15
Miscellaneous Assets		306,014 72
Cash in hand		641,667 21
Balance to debit of Income Account		183,671 11
		$19,451,676 69
Capital stock		$5,709,591 61
Funded debt		12,935,178 00
Due to other Companies		44,623 45
Miscellaneous Liabilities		86,651 54
Due for current expenditures in December and prior		413,237 89
Due J. F. D. Banier, *et al.*, Trustees		312,399 20
		$19,451,676 69

Cumberland Valley Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1861 and 1862, have been as follows:

	1861.	1862.
From passengers	$115,433 21	$90,314 80
" freight	129,145 28	144,252 64
" mails	5,200 00	5,200 00
	$249,778 49	$239,767 44
Operating expenses	90,247 05	90,132 65
Net earnings	$159,531 44	$149,634 79
Share of receipts on Franklin R. R.		15,082 57
Rents and Interest		760 02
		$165,427 38
Dividends on stock	$70,552	
Interest on bonds	21,640	
		92,192 00
Balance		$73,235 38

The gross receipts of the Franklin railroad were $34,209 83, of which that company received $19,177 26. The report says:

Immediately upon the close of the present fiscal year, the Rebel Raid into Chambersburg resulted in the destruction of our Depot Buildings there, involving all the books, accounts, vouchers, and papers of the auditing department, and depriving us, consequently, of all means of making a detailed report of the operations of the last year. The first act of the Rebels, in their sudden descent upon the town, was to take possession of our Depot buildings; hence nothing escaped the torch of the incendiaries, which was applied the next morning after their arrival and immediately before they left the town. The Wood-shop, Machine-shop, Blacksmith-shop, Engine-house, Wood-sheds, and Passenger Depot were totally consumed, and with the Engine-house three second-class Engines were much injured by the fire, but not so destroyed but that they may be restored to usefulness. All the machinery in the Wood-shop was totally destroyed, and most of that in the Machine-shop so injured as to render it useless. Our entire loss has been estimated at about fifty thousand dollars. The destruction of our property, however, did not at all stop, or even impede the operations of the road, whose business for the past has greatly exceeded that of any former year, in consequence of the great amount of transportation of troops and stores for the Government; the vouchers for all which were destroyed in the office of the auditor of accounts: in consequence of which, these accounts remain unsettled, and are, therefore, not included in the Treasurer's accounts herewith submitted. These vouchers are yet in the process of being duplicated, and when settled will be included in the accounts of next year; so also will the expenditures incurred in rebuilding the Depot and Shops.

Fortunately the office of the Treasurer was located at another point of the road. The safety of his books and papers enables us to submit the amount of receipts and expenditures.

During the past year seventeen hundred feet of Siding have been constructed at Chambersburg, one thousand feet at Carlisle, and about four hundred feet at Bridgeport; a new Depot House has been erected at Carlisle, and the whole road is now in excellent order. One new Engine and thirteen eight wheeled Freight cars have been added to the rolling stock.

The experience of the past two years has demonstrated that our contract with the Franklin Railroad Company for the transaction of the business of the road, has not been such as will fairly compensate us for the work done. For although the great amount done for the Government was such as to prevent any loss, yet is very manifest that the terms of the contract will not compensate us for the ordinary and natural business to be done upon it. In pursuance of its terms, therefore, notice has been given by our Company that the contract shall terminate, and it will be necessary to enter into a new one, by the terms of which we

will require a greater share of the gross earnings. This subject is now in the process of negotiation, and will doubtless result in an arrangement which will be more satisfactory to both parties.

It is only necessary to add that such is the present financial condition of the Company that the destruction of our property at Chambersburg and the necessity for its restoration, will not at all interfere with the regular payment of the interest upon our bonds and dividends to our stockholders.

GENERAL STATEMENT.

Cost of road and appurtenances	$1,128,687 05
Materials	86,994 26
Sinking fund	149,397 92
Cash	63,595 53
Cash assets	5,781 29
	$1,384,456 05
First preferred stock	$241,900 00
Second preferred stock	243,000 00
Common stock	472,000 00
First mortgage bonds	161,000 00
Second " "	109,500 00
Due for dividends 1st Oct. 1862	35,276 00
" " interest on bonds	10,820 00
" " unclaimed dividends	1,341 50
" " materials and labor	9,108 07
Profit and loss	100,510 48
	$1,384,456 05

President.—FREDERICK WATTS.
Secretary and Treasurer.—EDWARD M. BIDDLE.
Superintendent.—O. N. LULL.

Louisville and Frankfort, and Lexington and Frankfort Railroads.

The receipts from the joint operations of these roads during the fiscal years ending June 30, 1861 and 1862, have been as follows:

	1861.	1862.
Passengers	$181,303 74	$141,439 01
Freight	153,897 11	97,776 61
Express	7,363 04	6,627 79
Mail	8,960 00	8,998 30
Miscellaneous	3,331 38	3,395 54
	$354,855 27	$258,237 25

The expenditures during the past year were:

Repairs of road	$41,830 53	
" locomotives	11,256 90	
" cars	16,339 49	
" bridges	981 78	
" rails	3,328 72	
" buildings, etc.	4,650 55	
Fuel	16,314 67	
Wages	55,195 04	
Chairs and spikes	5,441 29	
Cross-ties	19,001 24	
Ballast	3,617 05	
All other expenses	11,061 94	
	169,022 20	
Balance net profit		$89,215 05
The decrease in gross earnings was		$96,618 02
With a decrease in expenses of		43,885 50
Making the decrease in net earnings		$52,732 52

LEXINGTON AND FRANKFORT RAILROAD.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

	1861.	1862.
Gross earnings	$108,944 41	$78,985 37
Operating expenses	65,676 72	52,191 09
	$43,267 69	$26,794 28
The decrease in gross earnings was		$30,959 04
With a decrease in expenses of		13,485 63
Making the decrease in net earnings		$17,473 41

The receipts from all sources during the year were $81,826 90; and the expenditures were:

Transportation expenses, as above	$52,191 09
Taxes, interest and insurance	3,491 98
Sinking fund	7,500 00
Dividend	10,291 46
Balance to credit profit and loss	8,352 37
	$81,826 90

Notwithstanding the reduced earnings, the company were enabled to pay a dividend of two per cent in November, carry $7,500 to the Sinking Fund, and still have a surplus of $8,352 37.

The following statement will show the cost, earnings, expenses and net earnings of this road from its opening, in May, 1857:

	Cost.	Receipts.	Expenses.	Net.
1858	$637,072	$128,471	$68 061	$60,410
1859	642,702	120,187	56,045	54,142
1860	642.702	120,324	66,051	54 373
1861	648.421	108,944	65.677	43,267
1862	649,089	78,985	52,191	26,794

BALANCE SHEET, July 1, 1862.

Capital stock	$514,573 07
Bonds	130,000 00
Dividends unpaid	6,519 36
Sinking Fund	27,000 00
Renewal and contingent fund	37,337 26
Stock profits	22,276 02
Profit and loss	8,362 37
	$746,068 08
Construction	$596,788 20
Proportion of rolling stock	52,300 00
" materials	25,440 16
Bonds redeemable	51,000 00
Real estate	1,025 12
Bills receivable	6,930 09
F. R. Hunt, treasurer	343 11
Cash	12,241 40
	$746,068 08

President—EDWARD D. HOBBS.
Superintendent—SAMUEL GILL.
Secretary—E. S. DUNCANSON.

LOUISVILLE AND FRANKFORT RAILROAD.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

	1861.	1862.
Gross earnings	$245,910 86	$179,251 88
Operating expenses	147,230 98	116,831 11
Net earnings	$98,679 88	$62,420 77

The receipts from all sources, including cash, etc., on hand July 1, 1861, were $233,517 40; and the disbursements were:

Transportation expenses, as above	$116,831 11
Construction account	12,702 66
Taxes, interest, discount, etc.	27,469 15
Redemption of railroad bonds	6,000 00
" Louisville city bonds	24,000 00
Dividends paid	16,644 50
Cash	29,869 98
	$233,517 40

Two dividends of one per cent each were declared in 1861-'62, and the balance disposed of as per above statement. The bonded indebtedness of the company (exclusive of $100,000 City of Louisville bonds, maturing in 1881) is $228,000, of which $34,000, all that remains of the old issue, will become due July 1, 1863—the balance at intervals between July 1, 1864, and January 1, 1878. It will be seen that bonds to the amount of $30,000 ($24,000 of which were City of Louisville bonds) were retired in January and July 1862, for which purpose $18,000 new bonds were disposed of. The total debt of the company has thus been reduced $12,000. It is believed that the future earnings of the road will enable the company to meet its indebtedness as it matures without resort to an additional use of its credit.

The following statement will show the cost, earnings, expenses and net earnings of this road since its opening in July, 1851:

	Cost.	Receipts.	Expenses.	Net.
1852	$1,358,764	$165,920	$82,543	$85,387
1853	1,455,080	187,229	106,382	80.847
1854	1.225.217	267,070	153,919	113,151
1855	1.535.928	244,015	147.112	99,903
1856	1.543,651	237,048	145,090	91,958
1857	1,545,791	243,035	132.595	110.440
1858	1,502.095	245,750	136,691	109.059
1859	1.502.095	268.046	154.997	113.049
1860	1.502.095	270.053	145.183	124,870
1861	1.510.261	245.911	147.231	98.680
1862	1,522,964	179,252	116,831	62,421

BALANCE SHEET, JULY. 1, 1862.

Capital stock	$1,104,875 00
Stock to be issued for interest and dividends	4,719 40
City of Louisville bonds	100.000 00
Railroad bonds, old and new	228.000 00
State of Kentucky	74,519 50
Cash dividends unclaimed	4,668 26
Profit and loss	139.076 63
	$1,655,858 79
Construction	$1,396,229 09
Proportion of rolling stock	126.735 00
" materials	45.288 89
Stock in other companies	6.540 00
Real estate	38.170 36
Bills receivable	13,025 47
Cash in New York to pay interest	3,392 40
Cash on hand	26,477 58
	$1,655,858 79

President—EDWARD H. HOBBS.
Superintendent—SAMUEL GILL.
Secretary and Treasurer—W. H. BEYNROTH.

The equipment of the entire line consists of 18 locomotives; 10 passenger, 5 baggage, 160 freight, stock and platform, and 65 construction ballast and hand cars. Total mileage of cars, 1,156,734. Miles run by locomotives with passenger trains, 126,790; with freight trains, 58,379; with other trains, 29,862—total miles run, 215,031. The whole number of passengers carried was 133,799. The total mileage of passengers, 4,581,939. Tons of freight carried, 42,525; do carried one mile, 2,376,996.

Pennsylvania Railroads.

The following is a condensed statistical table of all the railroads in the State which have reported to the Auditor General:

Cost of Pennsylvania railroads	$145,797,651
Length of main track r'ds in Pa., miles	3,271
Length of double track and sidings	1,183
Number of branch roads	28
Number of engine houses	192
Number of engines	953
Number of first-class passenger cars	476
Baggage, mail and express cars	212
Freight cars	8,832
Coal cars	20,804
Number passengers carried in 1862	7,057,805
Gross tonnage for year, tons	15,035,533
Aggregate receipts of roads	$31,028,232 31
Aggregate expenses of roads	12,106,758 30
Number of persons killed in 1862	175
Number of persons injured in 1862	226
Capital stock authorized by law	$99,307,504
Capital stock actually paid in	$99,483,909
Funded and floating debt	$78,573,872

The following companies have failed to make report to the Legislature, as required by law: Allegheny Valley Railroad, Bradford Railroad, Buffalo, Bradford and Pittsburg Railroad, Chester and Darby Railroad, Ebensburg and Cresson Rail-

road, Franklin Railroad, Gettysburg Railroad, Greenwich Improvement Railroad, Littletown Railroad, New York and Erie Railroad, Pittsburg, Columbus and Cincinnati Railroad, Pittsburg and Steubenville Railroad, Strawsburg Railroad, Schuylkill and Dauphin Railroad, Treverton Railroad, Hestonville, Mantua and Fairmount Railroad, Lombard and South Street Railroad, North Philadelphia Railroad, Richmond and Schuylkill Railroad.

Pennsylvania Manufacturing Corporations.--Liability of Stockholders.

THE ACTS OF APRIL 20TH 1853 AND APRIL 7TH 1849. STOCKHOLDERS, IN COMPANIES ORGANIZED IN PURSUANCE OF THEIR PROVISIONS, LIABLE FOR DEBTS, CONTRACTED WHILE STOCKHOLDERS, ALTHOUGH THEY HAVE PAID UP THE WHOLE OF THEIR STOCK.

This action was brought against the Wyomissing Manufacturing Company, and certain of its individual stockholders, joined as defendants, to enforce a liability incurred under the General Manufacturing Law of April 9th 1849, and its supplements. The company was organized in 1854 in the city of Reading, Berks county, and duly incorporated under the act of assembly and supplements mentioned; its object being to manufacture goods composed of wool and cotton. While engaged in this business, and while the individual defendants joined in the action were stockholders therein, the company purchased four several lots of cotton, in bales, from the plaintiffs, amounting to $4,878 28. Shortly after this purchase the company became embarrassed, and their real estate was sold by the sheriff for payment of liens, the corporation being insolvent to a large amount. This action was then commenced to recover the price for which the cotton was sold, and was brought against the stockholders on the ground that the act of assembly and supplements made each of them, as well as the company, liable to the plaintiffs for the amount of their claim.

The defendants pleaded, first, "*Nil debet.*" Afterwards they filed three special pleas, the first averring an award against the company for part of the plaintiff's claim, which award had not been appealed from; the second averring that the company was required by law to pay a certain bonus to the Commonwealth; that they did not pay the bonus, and therefore the defendants were not liable; and the third alleging that the defendants gave certain drafts and notes in payment, which were in full satisfaction of the claim. To the first and second special pleas the plaintiffs demurred, and to the last plea they filed a general replication, denying the facts. The demurrers were argued, and the Court decided that the pleas of "former recovery" and "bonus unpaid" would not avail the defendants.

The following is a portion of the opinion rendered upon the decision of the demurrers, which we quote only for the purpose of having the point at issue fully understood, the view of the court not being sustained by the appellate tribunal.

"The act of 1849, to which the others named are supplementary, provides that all the stockholders of companies incorporated under it, shall be jointly and severally liable, in their individual capacities, for all the debts and contracts made by such company, to the amount remaining unpaid on the shares of stock by them respectively held. If all the shares were paid up, there would, under this provision, be no further liability. The legislature obviously designed to encourage manufacturing enterprise, and at the same time to prevent organizations proceeding upon a large nominal, but small real capital. The capitalist and the person of small but surplus means were equally invited to take part in these enterprises, by the assurance that there was no risk incurred beyond the extent of the subscription for stock. Any indefinite universal liability it was felt would repel capital, for it would be an act of folly or madness for any man of means to go into a concern not managed by himself, not controlled by himself, if by so doing he staked his whole fortune on a subscription, it might be, to a half dozen shares of its stock. The liability of the stockholder in the act of 1849, was upon the stock unpaid for by him. The *time when* the liability attached to the holder was not fixed with any precision, nor was the person of the particular holder, which is but to state the fact in other words. We suppose that this was soon found to be an invitation to fraud, and that when the evil day was seen by the more sagacious members of the corporation to be at hand, or had already come, the holder of stock transferred it to irresponsible persons, or sold it to ignorant and innocent ones. By these shifts the individual liability was evaded and the bread asked for by the people was given to them in the shape of a stone.

"In view of this the act of 1853 was passed, supplementary to the act of 1849, which declares that stockholders shall be justly or severally liable in their individual capacities, for all debts contracts and other liabilities of the company, *contracted or incurred during the time such stockholders respectively held their stock, or are beneficially interested therein.*"

"The words are very large and would seem to include a universal responsibility—indeed are large enough for that. But when we remember what the policy of the state is, that such a construction would at once defeat the wise purpose of the acts—to encourage the adventure of combined capital in manufactures; that this act is expressly supplemental to that of 1849; that the large words after all, precisely remedy the defect of the act of 1849 as to individual liability—we may as well suppose that they were intended to be in harmony with that policy, were not introduced to make the legislature defeat itself, and are to be subordinated to the 9th sec. of the act of 1849, as amending that wherein that section was deficient. The reading of the statute taken together then is, that the holders of stock at the time of any liability are individually liable therefor to the extent of their unpaid stock. But as in this case the whole stock was paid in, there is no liability whatever incurred by the stockholders to the creditors of the corporation."

Judgment was rendered for the defendant and the plaintiffs appealed. The following opinion was rendered by the Supreme Court of the State, reversing the judgment and ordering a new trial, on the ground that the individual defendants were liable for the company's debts notwithstanding their stock was all paid up, if such debts were contracted while they owned the stock.

LOWRIE C. J.—The act of 20th April 1853, sec. 3, is very positive in declaring that the stockholders in these corporations shall be liable for all debts contracted while they are stockholders; and we are unable, with the court below, to discover any public policy that requires or allows us to limit this liability according to the extent of unpaid stock. Public policy, as applied to any particular subject, is the very spirit of a people's settled customs, laws, and institutions relative to that subject. What it requires can be ascertained only by a careful process of observation, investigation, and induction of and from the actual public practice in such matters. On this subject our practice is very limited, beginning with the act of 7th April 1849, at least as a general practice. That act was of course experimental, and therefore not sufficient to prove a public policy. Alterations were to be expected under the dictations of experience, and the thought of the first act must not be considered as controlling the second, when a change is manifestly intended. Even settled policy and institutions change naturally, as the aims and purposes of society change, and of course the experimental institutions of one legislature cannot be used to control the interpretation of the amendments of a subsequent one. We think the stockholders are liable though they have paid up all their stock.

What is the character of their liability? We think it is secondary, not primary; collateral, not principal; analogous to a case of guarantee, to be enforced if the regular process in the principal contract proves fruitless, or if the corporation becomes insolvent. The nature of the case shows this; for the true contract is with the corporation, and therefore it has the principal duty and liability, and the individual liability of the stockholders is a supplementary one added on to secure the other. And this thought is expressed in the act of 1849, when it requires that execution shall go first against the corporation, even when the stockholders should be joined in the same action.

Here then is the right; how shall it be administered? If the mechanic has not blocks or lasts on hand suitable for the hats or shoes that are required, he must provide others that are suitable. Courts and lawyers are the mechanics in the administration of justice, and, when defined rights are to be enforced, they ought to know how to do their work, and to find new methods for it if the old will not answer. We do not excuse a builder because his chest does not furnish him tools of the proper shape for the required work. Even for this new form of right, analogy directs us to an ordinary remedy, which with very little modification, is exactly suited; the forms of proceedings against guarantors. And looking at this we find that the form of the remedy, as well as the character of the right, allows the use of separate actions against the primary and secondary debtors. The declaration in the secondary action alone needs any special departure from the form used in the case of guarantee. It is by going into the equity practice that we find example for suing them together, and getting different judgments against each, to be enforced by separate writs of execution, and this analogy is adopted in the act of 1849, saying that the stockholders "may" be included, that is in the ordinary action against their corporation, and allowing several verdicts, judgments and executions. Proceeding by separate actions, a judgment against the corporation does not bar a suit against the stockholders. And a judgment against the corporation for one of the divided portions of the claims does not bar a suit

against the corporation and the stockholders together for the rest of the claim.

* * * * *

The claim is for goods sold; the paper that was given for them and dishonered being treated as a fruitless provision for payment. The plaintiffs had obtained judgment against the corporation on one of the notes; but the corporation became insolvent, and the judgment proved fruitless. There was no use going further against the corporation alone; it would have result in more expense and delay. A suit against the stockholders is therefore their only hope; and they may join the corporation, at least, so far as the debt due by it is not yet in judgment; and the nature of the case, and the act of Assembly, allow that the judgment may be as different as the facts of the case require. This action is, therefore, in the right form. * * *

One plea in bar is, that the stockholders are not liable because the corporation did not pay the bonus to the Commonwealth; and this is well demurred to. We must not interpret the act of Assembly so as to make it absurd or ridiculous. It was not intended that a neglect of the corporation's duty to the state should free the stockholders from their duty to their creditors—that they might rid themselves of the law itself by disobeying a part of it. The *proviso* that imposes the bonus is not properly a *proviso* or condition, but an additional law. In our hurried legislation, independent enactments are often stuck on in the form of a *proviso*, and so it is here.

Judgment reversed and a new trial awarded.

Trade and Commerce of Montreal.

We are indebted to the Montreal *Gazette* for another annual statement of the trade and commerce of that city for 1862. That journal felicitates its readers on the prosperity of the city during the past year, and the interesting tables it furnishes are conclusive as to the fact. We regret that in the expression of its satisfaction at this state of things, it is not more magnanimous in its expressions with regard to the condition of the United States, which it represents as on the "brink of a fearful catastrophe," with "inflated prices," a "frightful extension of the national debt," and "with rapidly decreasing means of meeting accumulating liabilities." When we consider how much Montreal owes of prosperity to its railway and water communications with the country of which it speaks so disparagingly, and the trade which it desires from the American West, we think the tone of its remarks to say the least of them, is very unkind. We shall, however, notwithstanding, do full justice to Montreal and publish with much pleasure the following synopsis of the valuable report of the *Gazette*.

The imports into Montreal for the last ten years amount in the aggregate to about $165,065,373, those of 1862 being $20,529,893, in excess of those of 1861 by $3,715,732.

The amount of duties collected during the same period of ten years was about $20,653,624, o which was received during the past year $2,490,-025, in excess of that of the previous year but $98,206.

The increase of tonnage has been large.

		Tonnage.
In 1852 the number of ships was	185	45,145
In 1862 " " "	506	254,842

Both the tonnage and number of vessels would have been greater, but for the failure of the Gulf and Labrador fisheries, which cut off the lower port trade the last fall, by which the export of flour, pork and butter was greatly diminished.

It appears that the arrivals and destinations of the foreign vessels in port were as follows:

From—					
Liverpool	100	with cargoes	and	5	in ballast.
Glasgow	77	"	"	10	"
London	19	"	"	26	"
Sunderland	21	"	"	0	"
Bristol	0	"	"	3	"
Maryport	4	"	"	0	"
Hull	2	"	"	0	"
Shields	2	"	"	0	"
Newcastle	6	"	"	0	"
Gloucester	3	"	"	0	"
Plymouth	0	"	"	1	"
Hartlepool	2	"	"	1	"
Falmouth		"	"	1	"
Belfast	1	"	"	2	"
Dublin	0	"	"	0	"
Ardrossan	6	"	"	0	"
Cardiff	0	"	"	2	"
Antwerp	4	"	"	1	"
Havre	1	"	"	2	"
Hamburg	0	"	"	4	"
Norway	0	"	"	10	"
Marseilles	2	"	"	0	"
Charente	1	"	"	1	"
Bordeaux	4	"	"	0	"
Oporto	2	"	"	1	"
Leith	0	"	"	3	"
Cadiz	0	"	"	4	"
Madeira	0	"	"	1	"
Rio Janeiro	1	"	"	0	"
Porto Rico	1	"	"	0	"
New York	2	"	"	0	"
Boston	0	"	"	3	"
Lower ports (Colonial)	87	"	"	15	"
Quebec	0	"	"	14	"
China	4	"	"	0	"
Bremen	0	"	"	2	"
Various other ports in the West Indies, S. America, Ireland and Scotland	9	"	"	17	"

Total vessels, 566. Tonnage, 254,842.

We observe that a considerable number of vessels arrived in 1861 from ports unrepresented in 1862, such as Portsmouth, Grimsby, Dublin, Galway, Wexford, Rotterdam, Christiensend, St. Helena, &c.

The number of vessels which cleared for foreign ports in 1861 was 494, tonnage 250,281, 1862 523, tonnage 266,761.

The largest proportion cleared for Liverpool 135, to Glasgow 95, London 57, Cork (orders) 75, Lower ports 81, New York 3, Boston 2, all with full cargoes.

The Montreal Ocean Steamship Company consisting of six fine vessels, making their average outward passages in 13 days 14 hours, the inward 12 days and 8½ hours, made 30 trips each way, carried 4,748 passengers outward, and 8,133 inward, and a total of freight from Quebec of 3,392 tons, and from Montreal of 19,635.

Freights.—The want of proper harbor accommodation, the insufficient lights in the gulf, and the short days and the long nights of October, November and December, impair the navigating interests of Montreal, and the number of vessels arriving in ballast affect the rates of freight disadvantageously. They fluctuated considerably during the season. In May the engagements per steamer were 4sh. sterling for flour, and 3sh. 3d. for sailing vessels. Grain 10sh. per steamer, and 8sh. per sailing vessels. In November 4sh. 6d. for flour in the former, and 11sh. for grain to London, and 4sh. 6d. flour, and 10sh. 6d. to 11sh. for grain to Liverpool.

The season has been satisfactory to shipowners.

Inland Commerce.—The season opened with a larger accumulation of produce than any previously known, and full employment was given the regular craft, at rates however, not so high as the previous year, viz:

Average from Lake Ontario, 11 to 10c. per bushel, 40c. per bbl.

Average from Lake Erie, 14@15c., and 60c. to 55c.

Up freights steady from $1.40 heavy, and $3.50 light freight.

The capacity for carrying inland freight is thus given.

Steamers.—Total carrying freight per trip, 71,-000 bbls.

Barges and schooners	980,401 bush.
34 barges	312,000 "
Total of schooners &c., per trip	1,292.401 bush.

Exports down the river by Quebec, Three Rivers, Chambly, &c., by steamers and schooners.

	1861.	1862.
Flour, bbls	273,526	226,177
Do. bags	36,070	32,371
Wheat, bush	176.281	199,482
Barley, "	22,587	6,060

The amount of wheat received from the Western States was 1,662,310 bush.

Canadian	230,651	"
Rejected wheat of all kinds	205,655	"
Mixed Western Corn	252,437	"
Rejected "	264,827	"
	2,455,880	bush.

The total amount of imported grain, bringing flour and oatmeal into grain, including the river trade amounted to 24,380,028 bushels. Taking all things into consideration, and the amount sold over the market, the imports exceeded those of 1861 by 2,000,000 bushels. The shipments by the river and Lachine Canal for 1862, were as follows:

		Increase from 1861.	Decrease.
Flour, bbls	626,070	9,787	.....
Wheat, bush	6,538,053	936,282	.....
Peas, "	712,818	.....	318,847
Barley, "	459	.....	2,120
Oats, "	24,788	.....	254,387
Oatmeal, bbls	5,003	.....	20,155
Corn, bush	1,774,546	296,114	.....
Ashes, bbls	23,835	1,444	.....
Butter, kegs	59,804	10,082	.....
Pork, bbls	7,806	4,503	.....
Lard, bbls	472	294	.....
Beef, tcs. & bbls.	222	.....	1,396
Tallow	189	49	.....

The shipments by the way of Portland and Boston were as follows:

	Portland.	Boston.
Flour, bbls	50,662	15,461
Grain, bush	350,854	127,741
Ashes, bbls	7,046	64
Butter, kegs	9,555	100
Pork, bbls	1,273	.....
Lard, "	3,633	.....
Beef, tierces	1,154	.....

Adding in the river trade the total export of breadstuffs, including that *via* St. John, was about 15,000,000 bushels.

The quantity of grain and flour in store, Dec. 31, 1862, is estimated at

Flour, bbls.	70,718
Wheat, bush.	170,839
Peas, "	12,759
Corn. "	88,246

The whole imports of flour are stated as follows:

By Grand Trunk Railroad	405,553	bbls.
" Montreal and Champlain	196	"
" Lachine Canal	735,529	"
	1,141,278	"
Milled in the city	220,981	"
Total receipts for the year	1,362,259	bbls.

Shipments—

Direct for Montreal	626,070	bbls.
" via Portland and Boston	66,123	"
" down the river	226,177	"
Total exports	918,370	bbls.

Prices of extra have ranged from $5.50.60 in May, to $4.80.90 in December.

The imports of wheat show a considerable increase from the year 1861.

Receipts per Lachine Canal	7,952,782	bush.
" " Grand Trunk	673,779	"
Total	8,626,561	bush.

Exports—

Via St. Lawrence	6,538,053	bush.
" Portland and Boston	478,595	"
" River Ports	199,482	"
Total	7,216,030	bush.

The tendency of prices has been downwards, yet though the crop will run ⅓ short of that of 1861, the stocks held over will prevent any great rise.

Prices have ranged for Milwaukee No. 1, per bushel of 60 lbs., between May and December from to $1.02 to $1.00, the highest price being in June, $1.08. For Chicago No. 1, 98 to 97½, the highest price being in July, $1.07.

Indian Corn has been received in large quantities, the receipts being for 1862, 2,466,890 bushels, against 1,510,767 in 1861. Prices have ruled at from 50c. in May to 49c. in December, the former being the highest rate obtained.

Barley turned out short. The American demand fell off towards the fall. The bulk of the crop raised south of the St. Lawrence goes to the United States by the Chambly Canal. No estimate of the quantity is attainable or given in the report.

Oats have been scarce owing to the long Spring drought, and prices have ruled high. The stock is light and the market closed stiff. Prices ruled in May at 35 to 37 per cents, rose to 50 in August and September, and left off in December at 40 to 41.

Peas. This is the staple crop of Lower Canada, but owing to the weather the receipts were not more than ⅓ of the previous year. Prices ruled in May at 70 to 75c. per bushel of 66 lbs., and left off in December at 70c.

The Pork trade began for the season with heavy stocks in all hands, the chief outlets Ottawa and Quebec being fully supplied. Yet as the price for mess in the West was only $9 and $10, it afforded opportunities for speculation which were largely embraced. This, however, led to a decline in the price in Montreal, though a slight rally took place at the close owing to a scarcity in the outlets mentioned.

	1859.	1860.	1861.	1862.
Imports of pork in barrels	17,688	9,014	14,223	42,490

The stock at present on hand is estimated at 20,000 bbls., including 3,000 held by the Commissariat.

Prime Mess and Prime have ruled very dull, the demand at the lower ports having fallen off. Prices have ranged as follows:

	Mess.	Prime Mess.	Prime.
May	$12.50 to 12...	$10.25 to 9.50	$9.75 to 8.50
Dec..	9.75 to 10.25	7.50 to 8...	None.

Transactions in beef have been limited, and prices have not varied much. The shipments to England were light, as the prices there ruled low. The quality of the cattle has not been equal to that of the previous year.

The imports were only 845 tierces and barrels, against 1,115 the previous year. The amount packed and inspected is given, viz:

Beef, bbls. (packed in full)	2,726
" tierces " "	1,437

Prices ruled as follows:

	Tierces.	Prime Mess.	Prime.
May	$20@..	$11...@11.50	$7.50
Aug	21@22	12.50@13...	.....
Dec.	17@18	8...@ 8.50	7.50

The receipts of butter were heavy, viz: 86,217 packages against 71,875 in 1861. The bulk was of an inferior quality and a drug in the market. Owing to the high prices ruling in England, the shipments were heavy. The quantity weighed and inspected was:

Kegs weighed	4,500
" inspected	500

The price has been for poor qualities 9 to 12 cents. Choice dairy 19 cents, good 15 to 17 cents.

Ashes have been in good demand, and the supply in excess of that in 1861, by 7,848 bbls., and the shipments show an increase of 8,983 bbls. both qualities. The amount received and delivered at inspection stores for 1862, was:

	Pots.	Pearls.
Received	28,325	10,408
Delivered	28,337	10,415
In store	384	259

The prices rule a shade lower than during the previous year.

	Pots.		Pearls.	
In May last stood at..	$6.70	$6.75	$6.65	$6.70
" Dec. " "	6.75	6.80	5.30	6.35

Fish have not figured much in the Montreal trade the last year, though a staple product of the colonies. It is entirely an import in that city, and the value in 1862 was but $74,577 against $132,715 in 1861.

Coal oil is becoming a valuable branch of commerce. 20,000 bbls. petroleum reached Montreal from Sarnia direct.

The home consumption is increasing, but figures cannot be given. The duty of 10 per cent. per gallon, has checked the importations from the United States, which commenced in 1861 in consequence of low prices there. Early in the season, refined brought 45 to 50 cents, but the market yielded to the pressure of producers and stood at 25. In November the rise in the United States took up the price in Montreal to 60 cents, when a reaction took place, and it closed at 30 cents for low grades, and 45 for the best samples.

Canada whiskey though exposed to sharp competition from the Upper province is bringing 65 to 70 cents per gallon, (high wines). No tables of production are given, but the exports down the river from Montreal are as follows:

Whiskey and high wines	1,207	puncheons.
" " "	800	barrels,

The quantity imported appears from the Custom House returns to have been 8,988 gallons, of the value of $6,175.

DRY GOODS TRADE.

The sales of dry goods have been satisfactory, and the trade is in a healthy state.

Cottons.—These have advanced in price which put a stop to consumption. Under this head the Custom House shows the value of the imports for 1862 of the value of $2,262,349, showing a decrease from 1861 of $789,211.

Woollens.—This branch of trade has been good. Some of the Canadian cotton mills have been converted to woollens, and the demand is increasing for the fabric. The following is a statement of the value of the dry goods entered at Montreal for the years 1861, 1862:

	1861.	1862.
Cotton goods	$3,051,560	$2,262,349
Linen, do.	192,856	195,324
Silk, do.	494,233	371,573
Wool, do.	90,875	133,823
Cotton yarn and warp	49,850	36,756
Carpets	77,586	81,952
Clothes ready made	37,635	34,623
Hosiery	88,422	69,601
Lace goods	.....	12,704
Thread	.....	.....
Woolen goods	2,452,776	2,048,668
Cotton and flax waste	15,394	15,818
Cotton wool	7,908	145,109

IRON AND HARDWARE.

This branch of trade has not been marked with fluctuation. There has been a fair average demand and at good prices. Stocks on hand not heavy. The quantity of hardware goods being manufactured around Montreal is increasing.

Pig iron ruled low in the Spring and Summer, and barely paid cost and charges of importation.

Prices rose with a Western demand in October and November from $18, for G. M. B. No. 1 Brands to $24@25 per ton. Stocks in hand light.

The following is a statement of the iron and metal imports for 1861 and 1862:

	1861.	1862.
Iron and hardware	$686,361	$612,637
Machinery	32,955	50,841
Chain cable	3,406	3,921
Bar rod and sheet iron	488,825	401,344
Railroad bars	24,644	14,676
Boiler plate	6,701	11,425
Pig	165,053	168,847
Round and square	.....	.....
Hoop	26,637	17,709
Wrought iron cranks	7,307	1,168
Lead	8,509	15,652
Steel	67,939	63,791
Tin and zinc	4,473	18,780
Telegraph wire	.....	.....
Anchors	940	589
Copper	3,834	8,199
Chains otherwise than cables	.....	.....
Railroad wheels and axles	.....	.....

GROCERIES.

The year past has been the most prosperous in this branch of trade ever known in Montreal, owing to light stocks at the commencement of the season, increased consumption. The tea market of Montreal is said to be the cheapest on the continent, and the bulk of the Western trade has gone there. This advantage has, however, been modified by the overtrading among the Western Canadians where has been a pressure for money, owing to short crops, low prices and bad roads. The *Gazette* believes that Montreal will become at no distant period, the emporium for the great Western States.

The quantity of tea entered at Montreal is large. Four vessels arrived direct from China with full cargoes. The assortment on hand being larger, the terms of sale being more liberal and the prices lower than in New York, buyers flocked to the market in the hope of carrying on an illicit trade with the United States. The Canadian duty is 4c. per lb. and 15c. *ad valorem*.

The quantity and value of teas imported for the last ten years at Montreal are as follows:

	Pounds.	Value.
1853	2,240,299	$553,764
1854	2,018,169	474,140
1855	1,937,519	442,788
1856	1,919,386	461,592
1857	1,717,373	503,680
1858	2,096,229	513,640
1859	2,041,750	603,460
1860	1,577,179	471,381
1861	2,585,641	967,281
1862	4,879,212	1,858,193

Remaining in bond 1862, Dec. 31, 799,280 lbs. $299,257.

Prices ruled as follows:

	April.	Dec.
Young Hyson	73@98	65@90
Souchong	40 to 63	40 to 65

Sugars.—Prices varied, with a disposition to rise, chiefly on account of the Canadian tariff of July 1, 2 cents per lb. specific duty, and 10 per cent. *ad valorem*.

The imports of raw sugar in 1862 were	25,811,507 lbs.	$1,029,193
Do. repaid	6,992 cwts.	57,067
Remaining in bond raw, 2,933,619	"	166,276
Do. refined	555 "	5,024

Coffee, owing to its scarcity in New York and the English markets, ruled higher at the opening of the season than at the close of 1861. The market closed dull with light stocks.

	Pounds.	Value.
The quantity of green imported in 1861 was	794,935	$92,678
in 1862 was	1,468,258	196,677

	Per lb.
Prices of La Guayra April 1862, were	22@23c.
" Java no quotation.	
" La Guayra Dec. 1862	23@33c.
" Java " "	28@28c.

In tobacco, owing to the war a considerable rise obtained. The imports of manufactured were light, and prices at the close of the season advanced from 20 to 50 per cent., though with a downward tendency. A market for Montreal manufactured has sprung up in England for Australia.

Imports of manufactured tobacco.

	Value.
1861	$79,694
1862	60,290
Unmanufactured—	
1861	$84,125
1862	592,445

Sugars at the commencement of the year showed a tendency to rise, and advanced under the influence of a large Western demand, adverse advices from Havana and the new tariff which came into effect the 1st of July.

The imports of raw sugar were in 1861, 222,242 lbs. of the value of $910,810; 1862, 25,811,507 lbs., value $1,029,193.

	Pounds.	Value.
The imports of refined sugar, 1861	192	$1,747
1862	6,992	57,067

Remaining in bond 1862, 2,933,619 lbs., value $166,276.

	April.	Dec.
Port Rico, per 100 lbs.	$6.25@7.00	$7.10@8.75
Cuba " "	6.15@6.75	7.25@8.60
Canada loaf	11c. per lb.	12½

Molasses has two regular periods of trade from January to March, and October and November. The year opened with a good demand, at fair prices, and rose under the tariff of July, 5 cents per gallon specific, and 10 cents *ad valorem*. At the end of the year the market was dull.

The imports were:

	Gallons.	Value.
1861	790,298	$128,937
1862	790,447	147,009

Remaining in warehouse, 174,806 gallons.

	Per gal.
Prices in April for Muscovado	24@26 cts.
" Dec. " "	30@34 "
" April for sugar house syrup	32@36 "
" Dec. " "	36@37 "

Pepper.—An active demand set in, and the market was relieved by orders from New York to intercept the American tariff. Market closed at 11¾ cents, and 12 for black.

Paints.—The season has been dull, price of white lead No. 1, in December was $2.30@2.50. Putty $4 to 4.60.

Glass ware.—Window and plate glass.—In window, the business was under average, and stocks light. In plate, Belgian increased.

Bottles, the supply was ample and trade quiet. The imports in 1861 were of the value of $60,289
" 1862 " " 95,360

Soap.—Prices have ruled steady, with no advance on last years rates. Prices of Liverpool, 5@5½.

Imports for 1861	$34,696
" 1862	18,470
Inland	1,194

Mustard.—In the first of the year prices ruled high. A decline took place on the arrival of the usual supply. Coleman's closed Dec., 20@21cts.

Rice has been continuously dull. Prices opened fair, but the market closed heavy at $3.50 to $3.60 for Arracan, no Patna offering.

Imports in 1861	$76,944
" 1862	89,543

Saltpetre, was eagerly picked up. Prices in December 11½@12½ per lb.

Seeds.—Timothy opened at $1.80@1.90, and the supply equal to the demand.

Clover.—Closing price 8 cents.

Flax.—Demand good, and prices stiff. $2 paid for finest samples.

Candles.—Imports show a considerable decrease, and the market has been stiff.

Imports, 1861	$20,002
" 1862	9,662

Tobacco, pipes.—Little fluctuation. Prices closed at $1.40@1.50, for Henderson's T. D.

Starch.—Canadian is pressing out British manufactured. Prices closed, Glenfield 9c. to 14c. per lb. Canada 6 to 8c.

Imports, 1861	$7,780
" 1862	5,457

Tallow.—Trade dull. Prices closed heavily in December at 9½.

Varnishes.—Advanced. Turpentine No 1. Varnish quoted at $3@4.50.

Vinegar.—Imports of English not so heavy. French full supply. Prices have closed higher, viz:

English	40@45 cts. per gal.
French	45@50 " "
Imports, 1861	11,634 gallons.
" 1862	12,826 "

Salt.—Had many fluctuations. The season opened for Liverpool, bag at 72c., in June saw it at 47½c., when an American demand caused a rally, and a constant rise continued throughout the season. Closing for Liverpool, bag $1.35@1.40, (coarse.)

Oils, vegetable and fish.—Linseed rose from deficiency of crop, from 85c. in January, to $1.25 in October. A fall then took place, and prices closed at $1.10 to 1.15 for boiled, and $1.05@1.10 for raw. Fish oils were scarce. Cod closed at 71 to 74c. Whale at 60 to 65c. Olive fluctuated closing firm at $1.30.

Indigo.—With light stocks, prices declined and the market closed heavy at 80@95 cents per lb. for Madras.

Imports in 1861	$11,590
" 1862	41,680

Naval stores.—Turpentine has ruled high, and stock light. Rosin has advanced, and the market is bare. Price of the former closed at $2.75@3.00 per gallon. Of the latter there was none.

Coal.—Of American the stock is smaller than usual. Of English, an increased quantity has been imported.

Prices of—

Steam closed at	$5.50@ 6.00 per chaldron.
Lehigh " "	9.00@10.50 per ton 2,000 lbs.

Raisins, currants, figs, prunes, nuts and almonds.—Of the former the prices have been low, and demand small, the Western houses getting their supplies at New York. Currants not in demand, and prices closing at 4 cents below those of last year. Figs and prunes sold satisfactorily all the year. Nuts and almonds scarce, and bringing full prices.

The imports of dry fruit were:

1861	$77,431
1862	161,595
Green—	
1861	$79,083
1862	151,031

Wines and spirits.—Brandies have been reduced in consumption. First class brands ranged at 13sh. 6d. to 14sh., duty paid. Stock light and holders firm.

Gin.—Prices have gone up 5 cents per gallon. Old stocks were forced off at 80@95c. Case gin in demand at 12sh. 6d. at 15sh. green case, red, 21sh.@28sh. 9d. Stocks light.

Rum.—Prices rule too low to favor importations from Jamaica.

Scotch Whiskey.—Limited, and scarcely quotable.

Wines.—A good demand existed, but not equal to that of former years.

Canada Whiskey.—The trade is prosperous, with a sharp competition, lowest price 65 cents, highest 70 cents, (high wines.)

Ale and porter.—The import of this article has almost ceased, the home supply, a superior quality taking the place of the foreign. Prices advanced 2 cents per gallon.

The imports of—

Wines were in 1862 in wood		$189,226
" " " bottles		35,829
Whiskey, " " "		6,175
Gin, " " "		22,973
Rum, " " "		15,920
Brandy, " " "		104,184
Ale, " "	in wood	2,884
" " "	in bottles	17,024

The Money Market has been well supplied. Exchange plentiful, and of a first class character, and American silver become a drug. Rate of interest 6 to 8 per cent.

New York and Harlem Railroad.

(*Abstract of Annual Reports; years ending 30th September.*)

LENGTH OF RAILROAD.

Main Line—New York City to Dover Plains	80.17 miles.
Albany Extension—Dover Plains to Chatham	50.58 "
Branch—Melrose to Port Morris	2.12 "
Total length of main line and branches	132.87 "
Length of second track and sidings	29.06 "
Equivalent in single track	161.93 "

ROLLING STOCK.

Locomotive engines		32
Cars: 1st class passenger (8-wheel)	35	
" city passenger (4-wheel)	42—	77
" baggage, mail and express (8-wheel)		13
" freight (8-wheel)		428

STATEMENT OF SHARE CAPITAL.

Common, 42,171 shares	$4,217,100	
Preferred 7 per cent., 15,000 shares	1,500,000	$5,717,100

STATEMENT OF MORTGAGE DEBT.

1*st mortgage 7 per cent. coupon bonds* $3,000,000

—dated 1st May, 1853, and payable, coupons semi-annually, 1st May and 1st November, and principal, 1st May, 1873. Secured on the whole road and sundry lots of ground in the city of New York and along the line.

2*nd mortgage 7 per cent. coupon bonds* $1,000,000

—dated 1st August, 1854, and payable, coupons semi-annually, 1st Feb'y and 1st August, and principal 1st August, 1864. Secured on the same property as the 1st mortgage and additionally on the rolling stock. The company intend to redeem these bonds at maturity from the proceeds of sales of real estate not used for railroad purposes.

3*rd mortgage 7 per cent. coupon bonds* $1,000,000

—dated 15th January, 1858, and payable, coupons semi-annually 1st Jan'y and 1st July, and principal, 1st January, 1868. Secured on the same property as the 2nd mortgage bonds and further by a lien upon the Albany Extension Certificates to the amount of $1,500,000.

The remainder of the bonded debt of the Company amounting to $565,487 are plain bonds, and excepting $80,000 due in 1867, and $106,000 due in 1872, have already matured.

Albany Extension 7 per cent. Certificates	$2,000,000	
Less amount converted into stock and bonds	1,779,000	
Amount outstanding 30th September, 1862		$221,000

These certificates, which were issued for the construction ofthe road north of Dover Plains, are now being exchanged for the sinking fund bonds of the company.

COST OF ROAD AND ROLLING STOCK.

Construction (including land and land-damages) of the road from New York to Dover Plains	$7,385,739
Construction etc. of Albany Extension (represented by Albany Extension Certificates of which the company hold $1,779,000)	2,000,000
Locomotives and fixtures and snow-plows	306,411
Horses and stable equipage	52,507
Passenger and freight cars	291,886
Total	$10,036,544

Besides the road and equipment as above represented the Company own—

Real estate in the city of New York and elsewhere	$1,137,014
Less amount of mortgage thereon	218,573
Net value of real estate	$918,441

GENERAL STATEMENT (approximate).

Share capital common	$4,217,100	Cost of road and equipment (as per statement above)	$10,036,544
" " preferred	1,500,000	Real estate in New York and elsewhere not used for railroad purposes	1,137,014
Bonded debt	5,565,487	Balance (not accounted for)	633,311
Floating debt, being bills payable less cash on hand	84,709		
Albany Extension Certificates outstanding	221,000		
Real estate mortgages	218,573		
Total	$11,806,869	Total	$11,806,869

Statement of capital account yearly since the completion of the road to Dover Plains in 1848:

Year.	Share Capital.	Bonded Debt.	Floating Debt.	Total.
1848	$3,026,680	$350,000	$200,887	$3,579,567
1849	3,388,750	350,000	142,693	3,881,443
1850	3,887,930	365,568	212,685	4,466,208
1851	3,887,930	869,201	115,366	4,873,317
1852	4,725,250	977,463	606,368	6,309,081
1853	5,127,550	1,489,201	632,444	7,249,195
1854	5,716,050	2,714,201	813,393	9,243,644
1855	5,717,100	3,074,301	995,468	9,786,869
1856	5,717,100	3,853,305	440,664	10,011,069
1857	5,717,100	4,060,497	841,012	10,618,609
1858	5,717,100	5,151,287	147,641	11,016,028
1859	5,717,100	5,353,297	188,573	11,258,970
1860	5,717,100	5,372,179	.....	11,089,279
1861	5,717,100	5,537,664	160,571	11,415,335
1862	5,717,100	5,565,487	84,708	11,367,295

EARNINGS AND EXPENSES, 1861-'2.

EARNINGS.		EXPENSES.	
Passenger	$411,684	Maintaining road	$155,550
Freight	573,742	Repairs of machinery	123,246
Mails and expresses	9,775	Operating expenses	418,509
Rents receivable	19,802	Total expenses	$697,305
Miscellaneous	1,000	Net earnings	456,698
N. Y. & N. H. R. R. Comp'y	138,000		
Total	$1,154,003	Total	$1,154,003

The earnings and expenses yearly since the opening of any part of the road have been as follows:

Fiscal Years.	Miles of R'd.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating Expenses.	Net Earn'gs.	Div. p.c.
1832	0.85	$384	$------	$------	$384	$4,650	(*loss*)	*nil*
1833	1.72	5,019	------	------	5,019	1,862	$3,157	"
1834	4.43	21,680	------	------	21,860	3,676	18,182	"
1835	4.43	38,429	------	------	38,429	52,188	(*loss*)	"
1836	4.43	54,035	------	------	54,035	60,992	"	"
1837	6.58	55,622	------	------	55,622	71,408	"	"
1838	6.58	79,094	------	------	79,094	62,501	17,193	"
1839	7.65	99,783	------	------	99,783	81,419	18,364	"
1840	7.75	105,724	------	------	105,724	86,921	18,803	"
1841	7.75	99,616	------	------	99,616	81,087	18,529	"
1842	14.01	120,250	------	------	120,250	87,333	32,917	"
1843	14.01	125,033	------	------	125,033	91,250	33,783	"
1844	26.01	138,190	2,494	------	140,684	78,286	62,398	"
1845	26.01	167,554	9,883	------	177,437	81,958	95,479	"
1846	26.01	170,923	11,882	------	182,805	86,737	96,068	"
1847	51.26	225,606	29,616	------	255,221	136,268	118,953	"
1848	80.17	253,953	65,082	------	319,035	193,480	125,555	2½
1849	80.17	271,622	118,786	31,484	421,892	205,450	216,442	2
1850	80.17	324,368	114,406	43,793	482,567	246,719	235,848	4
1851	80.24	372,652	156,806	61,484	590,942	348,587	242,355	4
1852	130.75	433,572	187,298	60,575	681,445	356,951	324,494	3½
1853	132.87	555,654	301,801	61,338	918,793	537,271	381,522	4
1854	132.87	520,680	337,311	84,403	942,394	787,540	154,854	2
1855	132.87	524,048	424,780	86,749	1,035,577	801,451	234,126	*nil.*
1856	132.87	529,527	436,245	83,621	1,040,393	715,501	324,892	"
1857	132.87	494,103	486,725	96,744	1,027,572	840,731	186,841	"
1858	132.87	462,556	443,301	69,996	975,853	617,061	358,792	"
1859	132.87	490,616	506,341	79,365	1,076,322	695,996	88 ,326	"
1860	132.87	533,091	529,411	80,349	1,142,851	709,135	433,716	"
1861	132.87	448,193	533,653	163,129	1,144,980	753,727	391,253	"
1862	132.87	411,684	573,742	168,577	1,154,003	697,305	456,698	"

Annexed is a statement of the operations of the City Passenger Line for the last ten years:

Years.	Number of Cars.	Miles run by cars.	Passengers. Number.	Passengers. Carried 1 m.	Earnings at 6c. p. pass.
1852–'53	29	(*not stated*)	1,895,787	(*not stated*)	$94,789
1853–'54	29	(" ")	1,621,616	(" ")	85,347
1854–'55	32	(" ")	1,860,843	(" ")	93,042
1855–'56	35	(" ")	1,799,382	(" ")	89,969
1856–'57	42	296,593	2,014,486	2,100,000	100,724
1857–'58	42	574,800	3,069,721	3,150,000	153,486
1858–'59	42	512,422	3,493,113	5,239,669	174,655
1859–'60	42	564,351	3,990,934	5,986,401	199,547
1860–'61	42	555,120	3,607,889	5,411,833	180,394
1861–'62	42	554,350	3,530,227	5,295,340	176,511

RELATION OF NET EARNINGS AND INTEREST.

	Net earnings.	Interest on debts.	Deficit of earnings.	Surplus earnings.
1853	$381,522	$131,618	$.....	$249,904
1854	154,854	168,402	13,548	.....
1855	234,126	297,231	63,105	.....
1856	324,892	307,641	.....	17,251
1857	186,841	393,012	206,171	.....
1858	358,792	406,793	48,001	.....
1859	380,326	388,142	7,816	.....
1860	433,716	392,883	.....	40,833
1861	391,253	403,318	12,065	.....
1862	456,698	415,202	41,496	.....

RAILROAD EARNINGS—MONTHLY.

Buffalo, New York and Erie:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,285	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,586	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,984	229,789	2,547,610
1863	242,720	204,587	260,269	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,123	74,090	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	72,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,469	115,201	111,955	1,225,001
1863	90,806	107,443	106,816	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,357	1,181,003
1861	83,030	63,975	77,007	76,609	102,103	90,621	88,410	130,542	154,084	152,537	123,319	116,763	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,275
1863	139,686	126,521	119,836	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,831	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	981,157
1863	68,143	81,750	90,677	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,891	165,178	180,063	1,716,843
1863	166,687	152,425	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,490	889,499
1861	85,289	76,918	85,663	90,324	65,302	63,137	52,209	60,285	84,640	98,528	83,401	105,253	950,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,933	79,655	100,072	113,730	124,639	100,710	1,155,504
1863	145,950	147,487	164,845	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1858	376,357	328,047	461,495	557,985	473,360	384,379	383,322	389373	375,250	456,226	436,899	392,293	5,014,993
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	485,959	536,608	414,764	4,661,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	661,448	412,723	6,785,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	734,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	963,859	8,400,334
1863	835,453	829,734	946,041	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,168	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,630	143,632	1,777,541
1863	132,517	121,161	124,097	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	193,589	175,773	121,123	141,269	115,444	125,305	155,164	156,978	170,157	157,443	232,013	1,932,434
1860	212,714	209,422	161,047	134,606	166,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,922
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,209	146,424	173,261	197,762	248,253	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	263,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	295,773	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,889	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	43,766	125,999	111,766	91,459	68,673	137,187	164,309	122,863	63,771	1,025,046
1863	66,699	66,686	56,171	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,875	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	120,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,120	76,132	44,925	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,256	138,084	122,796	101,710	151,170	173,370	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	202,000	191,500	181,000	226,819	276,109	325,918	304,084	279,539	2,658,569
1863	248,784	230,508	254,208	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,395	193,530	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,069	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,389	307,475	258,633	2,650,701
1863	242,073	245,857	236,452	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1859	380,249	370,544	503,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,302,703
1860	387,128	402,580	561,078	585,141	551,700	495,943	544,494	692,382	868,085	811,458	730,726	523,047	7,154,822
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,188	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,165	.....	.....
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,199	100,118	97,218	97,857	85,785	94,554	1,102,828
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,649	104,118	105,473	111,173	93,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,396	97,858	91,111	90,671	1,110,005
1862	100,604	96,689	102,608	94,957	94,157	87,604	101,857	102,223	98,435	107,093	99,135	125,715	1,212,177
1863	129,775	128,766	125,445	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,892	241,695	264,622	283,646	258,619	245,977	2,705,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,268	252,154	263,917	270,051	289,987	265,358	234,456	276,200	291,768	278,219	2,905,889
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	325,685	361,824	396,771	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,082	203,853	245,938	286,844	231,253	191,138	2,335,254
1861	217,262	202,071	295,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,061,787
1862	293,420	274,258	295,778	282,696	277,009	261,219	249,419	277,380	397,525	401,299	364,231	370,983	3,745,310
1863	337,350	366,593	461,322	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo and Wabash:													
1859	38,903	39,471	61,770	63,657	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	737,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,190	125,027	77,599	51,295	926,735
1861	59,639	47,843	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,868	137,086	92,574	1,172,100
1862	82,235	47,142	56,005	83,582	106,845	118,578	115,214	168,219	170,380	172,870	147,548	139,529	1,408,147
1863	86,321	91,970	103,066	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	70
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500.000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850	700,000	6	Jan. & July.	"	1880	104
" " " 1855	1,128,500	6	Jan. & July.	"	1875	104½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	112
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	380,000	7	May & Nov.	" "		103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ⅓ in '59, ⅓ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'70	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104½
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	102½
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	103½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	102
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	44½
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	125
" " " inconvertible	2,690,000	8	" "	" "	1883	125
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	280,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1962	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	111½
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		105
1st Mortgage (general)	3,000,000	7	" "	" "		82
Bonds issued for coupons of do	756,000	7	May & Nov.	" "	1863	99½
2d Mortgage	2,000,000	6	" "	" "		56½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		99½
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	894,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	103
2d Mortgage	244.200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	110
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	105
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	89½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "	" "	1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	96
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	104
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	115
2d Mortgage	2,516,500		March & Sept.	" "	1881	111
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	96
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,680,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	114½
1st Mortgage (Extended)	871,000	7	" "	" "	1882	116
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	112
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	115
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	86
Land Security	5,000,000	7	April & Oct.	" "	1881	70
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	----
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	122½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	118
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	113
Convertible	1,002,000	7	" "	" "	1867	117
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	121
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			110
Income	281,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "		100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	111
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,090,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		32
2d Land Grant (Western Div.)	353,600	†	" "	"		22
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6			'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	115
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7				
Louisville and Frankfort:						
Louisville Loan	109,000				1881	----
1st Mortgage	228,000	---			'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1rt Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	285,789	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,800,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	118
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81.000	7	" "	" "	1865	88
Goshen Air Line	701.000	7	" "	" "	1868	104
Detroit and Toledo	812,000	7	" "	" "	1876	105½
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1865	113
2d General Mortgage	2,656,500	7	" "	" "	1877	105½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	105
1st Preferred stock	1,051,000	8				103
2d Preferred stock	1,014,000	7				90
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				60
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	112
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	118,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	
New Jersey:						
Company's (various)	658,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,685,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	586,000	8			1869	
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	113
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	119½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	113
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	113
Real Estate Bonds	252,975	6	" "	" "	1883	105
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	108
Convertible Bonds	930,000	7	Feb. & Aug.	" "	1876	125
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	117½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	119
3d Mortgage	6,000,000	7	" "	" "	1883	113
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	108
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	107
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	115
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	103
3d Mortgage	980,300	7	Jan. & July.	" "	1867	104
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	111½
Mortgage Bonds, Coupon	978,000	6	April & Oct.		1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	....
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. lt. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	....
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	....
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	....
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	....
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	....
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1869	100½
2d Mortgage	3,077,000	7†	" "	" "	1861	21½
North Missouri:						
State Loan (30 years)	4,350,000	6				90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91
Chattel Mortgage	360,000	10	" "	"	1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Bonds for Dividend Scrip	100,000	7			'64–74	....
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–70	....
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	....
2d Mortgage	258,000	†	April & Oct.	" "	1880	....
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	....
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	....
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	....
2d Extension	600,000	8	May & Nov.	" "	1873	....
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6				90
State Loan (S. W. Branch)	1,268,000	6				
Construction	3,285,000	6				
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	....
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July	Philadelphia.	1880	115½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	....
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	750,000	6	April & Oct.	Boston.	'74–'75	....
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	....
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	....
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	....
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	....
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				....
1st Mortgage (1859-'70-'75)	365,000	6			var.	....
3d Mortgage (1862-'70-'72)	378,000	6			var.	....
Special Mortgage (1865-'68)	175,000	6			var.	....
Last Mortgage (1861 to 1869)	133,500	8			var.	....
Phila., Germant'n and Norriat'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1839, (unconvertible)	498,000	5	Jan. & July.	Philadelphia.	1867	....
" 1856, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	105
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,543,300	6	" "	"	1880	110
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,656,500	6	" "	"	1886	104½
" 1856, "	1,175,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	138½
Improvement	119,000	6	May & Nov.	Boston.	1863	....
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6				....
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	109
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	81
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1878	....
Chicago Depot Bonds	297,758	6	May & Nov.	Chicago.	1865	....
" "	39,420	8	May & Nov.	"	1865	....
Pittsburg and Steubenville:						
Mortgage	800,000	†			1866	....
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	....
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	....

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		....
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	....
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	....
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	....
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	....
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	....
Richmond and Petersburg:						
Coupon	159,000				1875	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	62
2d Mortgage	997,500	7	" "	"	1863	10½
3d Mortgage	435,050	7	" "	"	1863	1½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	....
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	....
2d Mortgage	997,000	7			1863	....
3d Mortgage	1,000,000	7			1875	....
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1850	....
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	....
3d Mortgage	75,000	7			1870	....
Dividend Bonds	12?,083	7			1873	....
South Carolina:						
State Loan	187,000	5			1868	....
Sterling	183,333	6			1863	....
Sterling	2,000,000	5		London.	1866	....
Southern Mississippi:						
1st Mortgage	500,000					....
South-Western (Ga.):						
1st Mortgage	631,000				1875	....
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					....
2d Mortgage	450,000					....
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
2d Mortgage	900,000	7	" "	"	1865	....
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					....
St. Louis County Subscription	1,000,000					....
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	110
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	....
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	102
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	84½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					....
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	....
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1868	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	105
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	95
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	95
Interest Bonds	245,700	7				94
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	56
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	14½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	....
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	....
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1854	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	....
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	....
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	....
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	....
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68–'76	....
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	....
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	110½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	....
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	....
Sterling, issued in 1858	144,500	6			1868	....
Company's, endorsed by State	150,000	6			1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (Total), incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,736	*	—	877,453	503,500	105,255	1,515,701	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	618,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,087,006	777,777	240,485	2,476,023	109.6	.....	297,626	117,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,289	6	....
1 May, '61	—	—	—	209.5	....	....	....	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	201.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,924	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	313,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,413,584	122.4	229,088	800,412	97,999	—	....
31 Aug. '62	61.4	1.6	64.6	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,360	380,299	11½	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,192	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	268,209	94,691	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	145,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	696,827	66.0	166,905	151,731	38,765	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,800	808 060	301,979	—	123
30 Nov. '62	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	214,100	2,122,500	700,000	99,600	.....	66.4	.....	356,655	153,917	—	84½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 168	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	639,112	32.0	.....	7,557	2,935	—	....
.. .. '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	80.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	415,086	205,827	8	125
.. .. '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	50.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,857	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	55	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 468	1,715,925	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,348	232.6	.....	1,159,158	528,048	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 615	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,554	—	669,950	249,000	—	1,026,868	50.0	.....	202,774	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,236	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,522,913	228.8	.....	.....	358,583	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	—	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,361	1,225,001	457,794	—	69½
30 Apr. '62	138.0	—	28.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,115	168.0	1,087,025	1,551,227	679,772	—	107½
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	938,000	762,865	188,085	2,050,065	45.0	14 mo.	245,252	135,284	—	....
1 Apr. '62	242.0	—	—	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	20½
31 Mar. '62	161.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	95
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	580,000	—	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,309	Galena and Chicago Union	8,168,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,841	854,005	6	96½
31 May, '61	176.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,900,000	2,391,000	—	.....	176.0	.....	485,943	181,529	—	....
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,728	4	94½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	oper. by Chic. & R. Is.		125,000	.....	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	—	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper. by Chic.		& R. Is.		—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,609	568,020	—	41
								INDIANA.													
.. .. ..	106.0	—	....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	153,009	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	381,813	165,989	—	....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,555,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,959	3,060,128	135.0	201,402	280,563	99,080	—	....
.. .. '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,235,522	73 0	319,251	565,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,736	665,000	92,663	1,542,762	50.0	.....	.....	.....	—	....
31 Dec. '59	80.0	—	....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,256	48,771	—	....
31 Dec. '62	111.0	—	....	289.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	—	.....	.....	.....	.....	.....	—	....
1 Jun. '58	88.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	466,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,406	227,534	—	65
30 Jun. '57	20.0	—	....	118.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	}	18	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	103,944	43,267	—	80
30 Jun. '61	65.1	—	....	—	—	—	—	} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,451	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	612,803	716,478	371,122	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,565,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	455 434	—	....
31 Aug '60	53.7	—	....	135.3	....	....	....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	106.434	1,710 819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Extra sliding.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,881	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	188,817	2,345,574	137.0	.....	318,505	94,038	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.9	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—		180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	113	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,368	115,732	6	115
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	86
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,064	9,838,621	155.0	940,558	1,920,641	927,341	—	38
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.0	—	—	—	—	Berkshire	1,500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,425,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,949	136,191	6¾	109¾
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,003	4,076,974	—	86,656	4,774,086	119.3	616,701	835,137	378,123	7	126
30 Nov. '62	47.0	7.0	32.5	—	25	40	2)4	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,862	8	131½
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,[illegible]62,644	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	142
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,7[illegible]0	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	30½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	108
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,858,400	1,885,000	84,000	4,908,862	89.0	452,168	565,939	246,402	—	105
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	.....	71.6	.....	643,158	217,054	8	116
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	99½
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	832,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	134
30 Nov. '61	20.1	1.5	1.0	—	7	16	148	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	95
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	60
30 Nov. '61	79.5	7.7	26.5	—	27	46	858	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	506,320	219,608	6	130
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	109
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	134
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	110
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	13½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usatonic.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	190½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	.....	.....	.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,288,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	37½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	76,854	14,242,462	217.9	.....	1,894,568	812,997	8	152½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	88,188	4.5	76½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,269	188.0	.....	340,898	.....	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	104½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,618,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,818,831	1,461,276	—	67½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	45
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,504,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
... ...	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	628,357	—	3,486,705	7,003,000	402,193	19,550,960	189.0	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	358,000	227,720	86,338	—	42
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,088,925	738,200	84,327	3,163,781	63.6	.....	327,741	125,159	—	35½
30 Nov. '59	23.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	868,264	23.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,582	459,650	128,366	8	68
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	120
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,008	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	105
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	36,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	118
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,186	4	69
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76.0	.....	241,403	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	169
31 Dec. '61	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic (Pref.)	1,333,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	30,076	—	16
31 Dec. '62	64.0	—	43.0	—	38	20	540	Central of New Jersey	5,507,812	606,542	—	3,630,000	2,000,000	320,433	6,322,193	64.0	637,204	1,397,586	774,341	10	177
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	—
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	—	5,695,704	33.8	512,349	1,111,087	502,699	10	160
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,929	*	—	156,860	200,000	70,786	427,636	21.2	.....	89,804	9,754	—	—
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & R.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,718	*	—	1,276,000	600,000	718	1,876,718	24.0	.....	220,827	105,997	6½	111
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—	34,902	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.		—	—	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by Western.		—	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	29,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176.6	669,076	823,429	275,486	—	85
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by Erie.	24,000	—	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by Erie.	30,000	—	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.5	oper. by West'rn	—	—	—	—
30 Sep. '62	144.0	4.0	115.0	—	65	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	298,424	13,193,890	259.0	—	2,730,386	707,592	—	116
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	28
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,555	664.9	5,368,772	6,356,828	3,749,077	6	116
31 Dec. '62	460.0	97.0	302.0	—	226	101	3,279	Erie	39,021,792	*	—	19,973,200	20,131,500	682,029	41,622,172	633.0	4,835,359	8,460,334	1,636,351	—	84
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	25,517	14,584	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,583	165.0	1,200,243	1,144,980	393,283	—	76½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.		60,000	—	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,990	—	4,571,990	139.5	368,460	425,637	140 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B. N. Y. & E. 4,906				—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	oper. by Rens. & Sar.		—	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,548	8,804	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,789	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	803,500	271,097	1,686,508	38.4	247,898	271,198	134,988	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	oper. b. Hud's River.		—	—	6	55½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by other Cos.		—	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	—	oper. by Erie R. W. Co.			—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,435	383,441	164,672	6	86
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,968	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,230,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,685	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	6	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	299,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	—	404,533	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	17
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	135
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	—	926,628	1,724,917	1,033,637	20	160
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,045	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '62	101.	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	—	1,436,317	552,800	—	84
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	106½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. r. w. Lit. Miami.		177,371	137,891	8	160
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222.951	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,175	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,585	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	880,496	*	—	427,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	162,694	—	45.0	—	128,170	33,412	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,587	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	442,002	2,981,267	1,400,000	—	4,960,780	138.0	814,998	1,336,991	632,114	8	145
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,363,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '62	153.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,125	5,377,413	205.9	401,452	438,163	107,033	—	—
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239.395	82 988	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.		—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,206,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Dec. '62	242.4	—	—	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,088	2,835,550	6,211,618	198,580	8,785,373	250.0	1,614,932	1,938,202	950,462	—	61
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55.029	—	1
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,589	10	70
31 Dec. '61	63.5	—	3.5	—	22	14	800	Catawissa	3,076,000	305,000	—	3,350,000	34,000	59,359	3,472,746	146.0	—	289.137	219,548	22,490	7½
30 Sep. '61	52.5	—	8.2	—	11	5	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,686	—	150
30 Nov. '61	35.8	—	2.3	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,812	1,116,712	35.8	—	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	38
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	oper. r. b. Buf. & S. L.		—	—	10	—
31 Aug. '61	36.9	13.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by Penn. R.R. Co.			14½	66½
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,309,565	500,000	100,000	2,409,565	32.3	—	21,477	25,427	4.263	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	—	122,047	173,941	62,897	—	15
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	—	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	—	339,089	339,084	334,976	8	76
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	oper. r. by Catawissa R.R. Co.				—	40
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	—	—	528,246	326,933	6	59
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367	—	3,248,600	—	—	3,248,600	130.0	293,692	619,043	335,671	11	62
30 Nov. '62	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,485 476	408,187	—	3,147,350	2,860,000	—	6,447,780	65.7	263 334	397,186	218,960	—	12½
31 Dec. '61	331.1	28.1	301.7	—	229	119	3,651	Pennsylvania	26,541,156	447.522	1,421,980	18,264,100	16,637,400	1,322,915	34,224,569	423.0	4,413,036	7,300,001	2,646,988	6	66½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	106	Phila., Germant'n & Norrist'n	1,367,634	234,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,966	110,387	7	58½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,236,48	151.4	1,795,927	2,905,888	1,412,906	—	34½
30 Nov. 61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	999,200	250,000	—	1,249,200	28.0	oper. by Cam. & Amboy			8	161

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (--) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6.0	—	—	82	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,434	6¼	70
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville ..	2,828,595	90,803	—	1,756,436	1,500,000	85,312	3,428,836	22.0	11,408	70,228	21.21	—	----
31 Dec. '62	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,691	12,935,173	—	19,451,677	467.5	2,694,467	3,745,310	1,836,912	—	69
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville ...	1,947,462	*	—	1,221,277	280,000	-------	-------	----	----	----	----	—	----
30 Sep. '61	54.0	—	8.0	—	7	7	26	Schuylkill and Susquehanna..	1,258,700	*	—	1,258,700	97,000	-------	1,355,700	54.0	----	----	----	—	----
30 Nov. '61	0.2	15.3	4.9	—	----	----	----	Schuylkill Valley	573,616	*	—	576,050	-------	-------	573,616	24.5	oper. by	Ph. & Reading.		5	----
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822.117	5,435	1.327 552	----	-------	105,568	55,143	----	40
30 Sep. '61	148.0	—	8.5	288.0	14	9	176	Sunbury (Phila.) and Erie----	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,825	341,582	149,082	—	23½
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999	—	367,300	396,500	65,726	-------	29.6	68,543	101,499	64,270	6	48
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	6
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	-------	-------	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,866	*	—	4.7,.17	8,500	-------	-------	13.6	-------	26,454	6,914	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,589	-------	-------	1,916,515	217,577	-------	2,134,092	13.2	-------	-------	-------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	-------	-------	-------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina.	1,719,045	*	—	1,201,000	384,000	-------	-------	109.6	-------	283,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	-------	-------	49.3	-------	-------	-------	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia.....	2,439,769	324,161	—	1,429,008	1,145,000	345,540	2,919,554	164.5	-------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	-------	-------	200,000	22.5	-------	-------	-------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,216	-------	575,729	32.0	-------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	-------	220,014	96,145	—	----
31 Dec. '60	126.0	106.0	----	—	62	59	760	South Carolina.....	-------	-------	-------	-------	2,643,833	-------	-------	----	-------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	-------	-------	-------	-------	-------	-------	-------	25.1	-------	-------	-------	—	----
								TENNESSEE.													
30 Sep. '60	47.0	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	-------	29,967	19,187	—	----
1859.....	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	-------	30.0	29,845	9,359	7,486	—	----
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia...	3,637,367	*	—	1,289,673	2,020,000	200,000	-------	140.0	-------	318,718	187,486	—	----
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia .	2,210,033	156,264	—	536,654	1,902,000	390,407	-------	130.3	150,142	297,806	149,167	—	----
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston.....	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	201.0	-------	1,635,096	873,597	—	----
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio.....	2,259,267	141,144	—	570,000	1,361,000	145,000	-------	----	-------	-------	-------	—	----
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	-------	-------	----	-------	-------	-------	—	----
1859.....	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	-------	59.4	69,870	177,256	60,029	—	----
1850.....	47.4	—	2.5	—	4	5	48	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	-------	47.4	54,175	83,129	44,666	—	----
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester.	533,807	56,816	—	144,894	406,000	5,000	-------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga....	3,632,882	*	—	2,056,544	1,781,000	-------	-------	159.0	-------	734,118	337,384	6	----
1859.....	----	—	----	—	----	----	----	Nashville and Northwestern ..	-------	-------	-------	-------	-------	-------	-------	----	-------	-------	-------	—	----
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	660,000	204,544	-------	45.8	57,950	127,958	87,243	—	----
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	-------	-------	—	216,962	413,000	408,477	-------	30.0	-------	1,248	-------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'r'do	-------	-------	-------	-------	-------	-------	-------	32.0	-------	-------	-------	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	-------	-------	-------	-------	-------	-------	-------	56.0	-------	-------	-------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria.....	1,250,000	-------	-------	275.000	240,000	171,560	-------	50.0	31,300	32,670	-------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central ...	4,232,345	*	—	455,000	975,000	369,000	-------	70.0	102,200	282,846	196,568	—	----
— — '58	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf.	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
— — '58	28.0	—	----	756.0	----	----	----	Southern Pacific	-------	-------	-------	-------	-------	-------	-------	28.0	-------	-------	-------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.5	3	5	153	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	-------	90.7	118,219	183,750	92,683	—	80
31 Aug. '61	119.6	—	13.0	—	26	18	600	Rutland and Burlington.....	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '61	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	-------	-------	-------	62.0	142,839	150,318	30,288	—	----
31 Aug. '61	119.0	—	20.0	—	42	28	885	Vermont Central.....	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '61	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	-------	-------	1,350,000	-------	-------	1,380,695	ope	r. by Vt.	Central	-------	—	147
31 Aug. '61	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	-------	-------	23.7	47,960	45 930	8,522	—	----
31 Aug. '61	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	-------	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
1 Aug. '58	41.0	—	----	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	-------	-------	-------	—	----
30 Sep. '51	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	-------	113.7	703,084	136,302	43,062	—	----
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg.....	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '58	108.5	—	----	—	8	—	—	Northwestern Virginia.....	5,322,150	*	—	468,605	5,719,229	-------	-------	103.5	345,427	248,004	loss	—	8
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	-------	-------	-------	2,063,655	2,517,500	500,056	-------	167.7	270,846	450,427	222,214	—	----
30 Sep. '55	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg....	3,040,636	374,996	—	1,385,300	1,851,500	292,842	4,745,256	133.4	-------	410,166	201,344	—	----
30 Sep. '58	59 2	21.8	---.4	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	-------	326,554	218,852	7½	----
30 Sep. '61	140.6	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	660,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	-------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	-------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River....	704,840	20,554	—	657,812	85,000	-------	-------	23.7	12,542	-------	-------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke.....	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	-------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541.197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	538,475	2,400	3,452,813	3,265,000	571,958	10,288,271	214.9	480,193	740,489	347,957	—	----
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	-------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford.....	1,500,000	55,000	—	800,000	700,000	25.000	-------	55.0	-------	-------	-------	—	----
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*.....	7,400,000	*	—	4,940,000	2,460,000	-------	-------	199.9	-------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago.....	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	27.8	—	----	----	----	Milwaukee and Horicon.....	919,757	*	—	1,101,200	-------	-------	-------	42.0	10 mos.	60,066	-------	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,540	8,036,604	234.4	-------	1,108,354	436,089	—	45
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	-------	-------	345,861	132,000	-------	-------	50.0	-------	121,401	-------	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,035,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	-------	-------	-------	-------	-------	operated	by	Fox River	Vall.	-------	—	----
								CANADA.													
31 July '62	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (1 y)	11,938,000	*	—	11,750,000	188,000	-------	11.938.000	16.10	-------	235.420	55,495	—	----
31 Dec. '61	49.0	—	----	—	16	17	214	Montreal and Champlain.....	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	-------	242,708	117,842	—	11
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa.....	-------	-------	-------	-------	-------	-------	-------	48.0	-------	-------	-------	—	12
0 Sep. '58	324.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,361,133	-------	46,964,261	761.0	2,049,997	1,069,219	4,000	6	39
31 July, '62	229.0	128.0	----	—	92	126	1,689	Great Western (half year).....	23,846,460	*	1,250,000	16,750,785	9,120,440	-------	26,104,725	357.0	-------	1,221,145	586,888	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley.....	-------	-------	-------	-------	-------	-------	-------	24.0	-------	-------	-------	—	----
31 Dec. '61	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.).....	-------	-------	-------	-------	-------	-------	-------	96.6	-------	-------	-------	—	----
— — '61	54.0	—	----	—	5	8	118	Ottawa and Prescott	-------	-------	-------	-------	-------	-------	-------	54.0	-------	-------	-------	—	----
— — '61	25.0	—	----	—	4	—	57	Welland	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.6	12 0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	-------	-------	4,658,706	108 0	160,421	107,610	20,005	—	----
1 July,'61	60.0	—	----	----	----	----	----	New Brunswick and Canada.	1,402,748	102,388	—	1,380,000	18,100	136,000	1,779,232	60 0	-------	132,555	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	-------	-------	4,273,281	92.0	158,416	139,107	37,181	-	----
								NEW GRANADA.													
31 Dec. '62	48	—	....	—	11	22	120	Panama.....	8,000,000	*	615,658	8,000,000	3,275,000	-------	10,763,723	48.7	-------	1,743,294	1,018,444	12	184

New York Stock Exchange.

Actual Sale Prices for the week ending April 29.

	Th.23.	F.24	Sat.25.	M.27.	Tu.28.	W.29.
STATE STOCKS:—						
California 7s	128	130				
Illinois War Loan	102½		103			
Indiana War Loan				103½		
Kentucky 6s						
Louisiana 6s						72
Michigan 6s, 1878						
Minnesota 8s						
Missouri 6s	61	61	61½	62¾	62½	62½
Do. iss. to H. & St. J. R.	86					
North Carolina 6s			72	72		72
Ohio 6s, 1881	112					
Tennessee 6s, 1890	60	60		59	59½	
Virginia 6s						
RAILROAD SHARES:—						
Buffalo & State Line						
Chicago & Alton		69	68	68	69½	
" " pref.	87	88	88	89	91	
Chicago, Burl. & Q.	111½	112	112½		x107¾	
Chic. & Northwest'n.	22½	23½	26	26½	25½	29½
Chicago & Rock Isl.	90½	92¼	94½	96	94½	95
Clev., Col. and Cin.	160	160				
Clev. and Pittsburg.	74	75½	75	79¾	79½	84
Clev. and Toledo	98	101½	106	106	106	106½
Del., Lack. & West.						
Galena and Chicago.	93½	94½	96½	97	96½	96½
Hudson River	114½	117	114½	115	114	116
Illinois Centr. (scrip)	91	92	95	95	99½	94½
Michigan Central	103	103	104½	105	104½	104½
M. S. and N. I.	60½	61½	62	64¾	65	67½
M. S. & N. I. guar'd.	103½	104½	105	106¾	105½	110
Mil. and P. du Chien	40	45	44½	44	44	43
M. & P. du C. 1st pref.					107	
M. & P. du C. 2d pref.			78	80	80	80
New York Central	114¾	116¾	116½	117½	117	116½
Erie	79½	80¾	81½	84½	84	84
Erie pref.	98½	99¾	100	102½	101¾	102
Norwich & Worcest'r			83		84½	
N. York & Harlem	70	70	70	72½	72½	76½
N. Y. & H. "pref."	91	91	90	91½	92	94½
Panama			134			
Phila. and Reading	92½	92¾	93½	95	95	94½
Pitts. Ft. W. & Chicago	64	65	65½	67	66½	69
St. L., Alton & T. H.	39½	43	43½	43	42	41
" " " pref.	69	70	70½	71	70	71½
Toledo & Wabash	58	57½		60	61	
" " Pref.				75	75	75
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.					110	
Chicago & Alton, 1 M.						
" " Inc. b'ds						
Chic. & N. W. 1st M.	79	79½	80	80½	81½	82
" " 2d M.	50	51	54	57½	56½	56½
" " S. F.						
" " A. B.						
" " I. B.				100	99½	
" "Ap. Ext'n.						
" " G. B. Ext.						
Clev. & Pitts., 1 M.						
" 2 M.						
" 3 M.						
" 4 M.	81½	83	82	84	88	89½
Cl. & Tol. S. F. 7 p. c.		109½				110
Chi., Bur. & Q. 8 p. c.						
Chi. & R. I. 1st M. '70.	111½					
D. L. & W. 1 M. 8p. '71-5.						115
" 2 M. 8p. c. '81						
Gal. & Ch. 1 M. 7p. c. '63						
" 2 M. 7p. c. '75						112
" 1 M. Ex. '82	116					
Hann. & St. J. bonds.			69			70
Huds. R. 1 M. 7p. c. '69.		116½			116½	
" 2 M. S. F.		122			118	
" 3 M. 7p. c. '75			113			118
" conv. bonds			117			
Illinois Central bonds		120			121	
La Crosse & Mil. L. G.						
Mil. & P. du C. 1st M.						
Mich. Cen. S. F. 8 p. c. '82		120			120	
" conv. 8 p. c. '69			118			
M. S. & N. I. 1 M. S. F.			113		112½	113
" " 2 M.		104½	105	105½	105½	
N. J. Central 1st M.						
" " 2d M.						
N. Y. C. 6p. c. certif. '83	113					
" 1 M. 7 p. c. '64						
" bonds 1876				120		
N. Y. & E. 1 M. 7p. c. '67						
" 2 M. 7 p. c. '79	119x					
" 3 M. 7p. c. '83		113				
" 4 M. 7p. c. '80	106	106		107	107½	108
" 5 M. 7p. c. '88	106			106	107	107
N. Y. & H. 1 M. 7p. c. '76						
" 2 M. 7p. c. '64						
" 3 M. 7p. c. '67	104					
Pitts., Ft. W. & Ch. 1 M.		109		109	109	
" " " 2d M.	103½		103	104	104½	104
" " " 3d M.	78	79	79			81
St. L., Alt. & T. H. 1 M.						
" " 2 M. pref.	92	92			93	
" " Inc. b'ds.	85	85		85	85	85
Toledo & Wab. 1 M.			104		105	
" " 2 M.	94½	94½	94½	95	95	95
" " Int. b'ds.						94
MISCELLANEOUS:—						
Del. & Hud. Canal	132	131½	131½	132	133	134
Penn's Coal Co.		120	120	121½	125	126
Pacific Mail S.S. Co.	188½	189	189	189½	189	190½

New York Stock Exchange.

Actual Sale Prices for the week ending April 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.			95			
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.	95	95				
U. S. 5s, 1874, coup.	97		97½	97½	97½	97½
U. S. 5s, 1865						
U. S. 6s, 1881, reg.	105		105	105½	106	105½
U. S. 6s, 1881, cou.	106½	106	106½		106½	106½
U. S. 6s, '81, O. W. L. y.						
U. S. 6s, 1881, "	102					
U. S. 6s, 1867, reg.						
U. S. 6s, 1868, "		105½		105½		106
U. S. 6s, 1868, coup.						
U. S. 6s, 1 year certif.	101	101½	101½	102	101½	101½
U. S. 6s, " new	99½	99½	99½		99½	
U. S. 6s, 5-20s, coupon						
Treasury 7 3-10 Notes	105½	105½	106	106	106	105½
U. S. Demand Notes		152½		151		
American Gold	147½	151½	152	150	149½	150

Boston Stock Exchange.

Actual Sale Prices for the week ending April 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
Boston and Lowell					126	
Boston and Maine	124½					131½
Boston and Providence	131					
Boston and Worcest			142	142		
Connecticut River						
Eastern, Mass.		103	102½	103½		105
Eastern, N. H.					104½	105
Fitchburg	113½		114	114	115½	116
Manchester & Lawr'ce						
Michigan Central			103	104½		
Northern, N. H.		69½			69	69
Old Colony and Fall R.	121				127	130
Ph., Wil. & Baltimore	69½	70		70½	70½	70
Portl'd, Saco & Ports.						
Vermont & Canada						
Vermont & Mass.	38	38		37½	37½	37½
Western				153½		152½
Cambridge (Horse)		128			122	122
Metropolitan "	72	72½	73	72		
Middlesex "	106½	106½	106½	106½	106½	
Central Copper Co.		54½		54½	53	
Franklin Copper Co.	55	54	54½	55	56	57
Isle Royale "		29½	29½	30	29½	
National "		27	27½		28	
Minnesota "	106½	107½		110	108½	
Pewabic "	63	63	64	64½	65½	65½
Pittsburg "						
Quincy "		84½	84½	85	85½	84½
Rockland "	25½		25½	26	26½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 28.

	W. 22	Th.23	F.24.	Sat.25.	M.27.	Tu.28.
Beaver Meadow			69	69	70	70
Cattawissa	7	7½		7½	7	
" preferred	23½	23½	23	23	23½	23½
Camden & Amboy	168	168			168	169
" " 6s, '67						
" " 6s, '70						
" " 6s, '75		103½				
" " 6s, '83	104	104	103½			
" " 6s, '89						
Elmira & W'mesport	37½				37	38
" " pref.		54				
" " 7s						
" " 10s						
Harrisburg						
Lehigh Navigation	60	59	60	60		59
" " 6s				46		
" " scrip.	46½	45½	46		46½	48
Lehigh Valley R. R.						
" " scrip						
" " 6s						
Little Schuylkill R. R.	46½	46½	46½	46	46	46
" " 7s						
Long Island						28
" " 6s						
Minehill	61½		62		62	62
North Pennsylvania	12½	12½	12½	12½	12½	12½
" " 6s		90½			91	91
" " 10s		110				111
Pennsylvania R. R.		66		66	66½	66½
" 1st m.						115½
" 2d m.		108	108		108	108
Penn. State, 5s	101½	101½	101½			101½
" " 5s, coupon		105½				
" " 6s, "	111½				111	110½
Philadelphia City, 6s	105½				107	
" " new			111½	111½	111½	111½
Phila., Germ. & Nor.				58½		58½
Phila. & Reading	46½	46½	46½	47	47½	47½
" " 6s, '86	104	104		104½	104½	
" " 6s, '70				104½	105	
Philadelphia & Erie, 6s	106		106		106	106
Philad. & Sunbury, 7s		109½				
Sunbury and Erie, 7s						
Arch street, (Horse)	28	28½				
Chestnut & Wal. "						
Girard College, "						
Green & Coates, "						
Race and Vine, "				101½		
2d and 3d streets, "						
Spruce & Pine, "		15½	15½			15½
13th & 15th sts., "						
West Philad., "				67		67
10th & 11th sts. "						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 27.

	Tu.21.	W.22.	Th.23.	F.24.	Sat.25.	M.27.
Baltimore City 6s, 1875						
" " 1886						
" " 1870						
" " 1890			109½			109½
Balt. and Ohio	84½				86	84½
" " b'ds, '62						
" " " '67	104					
" " " '75						104½
" " " '80			102½	103	104	
" " " '85		100½				
Northern Central	38		38			
" b'ds, '85					100½	101
" " " '95						
Washington Branch						

London Stock Exchange.

The following were the closing prices for American Securities on the 7th April:

Maryland 6s		to	
United States 5s, 1874		57	59
Virginia State 5s		49	51
Do. 6 per cent.		43	44
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	69½		70½
Do., Pennsylvania do. do.	68½		69½
Erie shares, $100 (all paid)	47½		48½
Do., 7s, preference	58		60
Do., 7s, 1st mort., 1867	75		80
Do., 7s, 2d mort., 1859	75		80
Do., 7s, 3d mort., 1883	70		75
Do., 7s, 4th mort. x. c.	60		65
Do., 7s, 5th mort.	60		65
Illinois Central 6s, 1875	78		80
Illinois Central 7s, 1875	74		76
Do. do. $100 shares, $90 paid, dis.	42½		41½
Do. do. $100 shares, all paid	51		53
Michigan Central 8s, Convertible, 1869	75		80
Do. do. S. F. 1st mort., do., '62. x. c.	75		80
Michigan S. and N. Indiana 7s, S. F., 1885	70		75
Do. do. do. $100 shares	28		32
New York Central 6s, S. F., 1883	70		75
Do. do. 7s, 1864	65		70
Do. do. 7s, S. F., 1876	75		80
Do. do. 7s, Convertible, 1876	75		80
Do. do. $100 shares	68		72
Panama, 1st mortgage 7s, 1885	103		105
Do. 2d mortgage 7s, 1872	100		102
Pennsylvania, 1st mort., 6s, Convertible	68		72
Do. 2d mort., 6s, do.	88		90
Do. $50 shares	38		40
Philadelphia and Reading, $50 shares	24		26

American Railroad Journal.

Saturday, May 2, 1863.

Stock Exchange and Money Market.

One of the most remarkable circumstances attending the present struggle for the maintenance of the Union, is the ease of the Money Market, and the facility with which the National Government obtains all the money it needs for its vast expenditures. In the closing period of Mr. Buchanan's weak and faltering administration, the Treasury found considerable difficulty in raising a small amount of money at 12 per cent. interest; and as the war broke out, the leading British journals took care by every means in their power to prevent any successful efforts on our part to obtain any money abroad. Their readers were admonished to beware of federal loans, and taught to expect bankruptcy and a collapse on this side the Atlantic. In order to secure the accomplishment of these predictions, every aid and facility were extended to the South, and even now the delusion of our failure is attempted to be kept up with a persistent injustice, which is as undeserved as it is harmless. While our system of finance has been assailed with extreme bitterness, that of the South, which is without any basis whatever, is sustained and commended. But never did any nation in any struggle for its life loom up more grandly than our own. We never knew till now our great strength and resources. So far from seeking aid from abroad, as the Confederates have been obliged to do, we have all the means at hand of our own to sustain ourselves, and the Treasury has actually rejected several important offers from

foreign continental capitalists. There is no truth in the rumors that we have any agents abroad to consider or accept them. Mr. Aspinwall, now in England, has authority to expend and not to borrow money, and Mr. Walker who has followed him may be commissioned to make certain investigations, but his mission is esteemed in certain intelligent quarters, rather the result of political strategy than a trust of a National character.

Side by side with this advance of the public credit, is that of our armies. That of the Potomac is at length on the move, with a very different inspiration from what it has hitherto enjoyed, and from the west and southwest comes the news of important and extensive successes.

The ease of the Money Market so advantageous to the Government, is equally so to the people who sustain it. An immense number of buildings is being erected all over the country, and numerous manufactories constructed to supply the demand for fabrics occasioned by the war. Money was never cheaper than at this moment, and if we have inflation, industry, production and distribution are running such a race with it, that they preserve their equality and prevent any ill consequences. This is the solution of the problem, which troubles so many theorists at home and abroad. As long as our currency is absorbed and used in productions and exchanges, it will never be in excess. And this too is the difference in our favor which foreign economists do not understand. If there is an excess of currency, it is immediately solidified and made permanent, by investments which fasten themselves to the soil and rise in form of towns, villages and cities, spread over it as canals and railways, fructify it in "fresh fields and pastures new," and everwhere enrich individuals and States. Even the money paid to our gallant soldiers is gathered up in large quantities, and sent back to their families with a thrift and forecast, unknown in foreign armies. In short, the invincible enterprise, industry and persistence of the American character, rise superior to all ordinary obstacles, and bear the nation on its way in war as in peace to the sure goal of a great superiority. No one who has looked at the history of the past two years can fail to see, that in spite of the politicians who seek to turn alike success or disaster to their own personal advantage, in spite of the miserable mismanagement which has been shown in the general conduct of our military and naval affairs, in spite of the intrigues of ambitious men to make the future as the past conducive to their own ends, seeking to turn the leagued loyalty of the country into machinery for their own advancement, in short, with all the disadvantages which war gives to certain classes to advance themselves at the expense of others, there is a solid, true, brave, hopeful and honest population at the base of our country and institutions which cannot be moved, and which, whenever it crops out, shows its granitic and ever-enduring character. We repeat, therefore, that our financial policy has been a complete success. The people find they are equal to any demand of money that may be made to uphold the system under which they have prospered. Small difficulties are cheerfully met or postponed. When the war is over we shall see how to provide against them hereafter. We must expect abuses in times like these.

Government stocks and Treasury paper continue to be in great favor, the new 5-20's being the favorite investment, and likely to be entirely absorbed. It is a curious fact that our soldiers are largely investing their earnings in this security, and orders are coming in from all quarters. The next coupon will begin to run from the 1st of May, and this will probably lead to immediate and heavy conversions for obvious reasons.

The deposits with Mr. Cisco continue to be large, of which heavy sums are placed for conversion. In Philadelphia, the amounts received for this purpose are beyond all expectation, and the limit is nearly reached. Money is very easy and the rise or fall of gold does not affect any substantial transactions in anything. With the exception of a few articles affected by the war and the tariff, prices are not much enhanced, and all the comforts of life are plentiful and cheap.

Railway shares are firm, and holders confident. Among those which have attracted speculation is the Harlem, which after a long obscurity, seems coming into greater sunshine than ever. This road has always been a favorite for many reasons, its pleasant and beautiful route, its clean and comfortable cars, its respectable and well-behaved conductors, and from its being managed with such scientific skill and knowledge of what railways may do when properly handled. It has been long staggering under its former load, for which the present direction is no way responsible, but it has been working along with an honest courage which is about to be rewarded. The Madison avenue and Broadway grants, the connection with the Housatonic, and the Northern and Canadian lines, the Hudson river bridge grant, the construction of an independent line from Chatham to Albany, and finally the successful funding of its debt in long bonds, and the settlement and liquidation of its various indebtedness, are likely to place its affairs in such a position that it may take rank with the longest and best lines in the country. We have not the slightest interest in the road, but it gives us pleasure to do justice to good railway management like this. In the years 1833 and 1834, this JOURNAL entertained similar views as to its franchises that it does now. Mr. Chase has gone to Boston. While here he has been surrounded with bankers and politicians all proffering advice and support.

It is stated that quite a number of produce bills had been returned by the last steamers. We have not heard the particulars.

In another column will be found S. Hallett & Co.'s *Circular*, which presents the Harlem Company in a favorable light, independent of its relations with the Broadway franchise.

We publish a full statement of the commercial condition of Montreal for the year 1862, made up from the columns of the *Gazette*. This thriving city presents a most favorable aspect from the reports of its Board of Trade, and we rejoice to hear of its prosperity.

The Chicago and Alton Railroad Company will pay the coupons due May 1, on the Preferred First Mortgage Sinking Fund Bonds at their new office, corner of William and Pine streets.

The coupons due May 1, 1863, from the funded coupon bonds of the Chicago and Northwestern Railroad Company will be paid on presentation at the office of the company. The coupons from registered bonds will be paid only to the parties in whose name the bonds are registered, or upon their written order.

The second mortgage coupons of the preferred and income bonds of the St. Louis, Alton and Terre Haute Railroad Company, due 1st May, will be paid at the Bank of North America.

The coupons for interest, due May 1st, on the second mortgage bonds, and on the sinking fund or interest bonds of the Toledo and Wabash Railroad Company, will be paid at the Bank of the Republic.

Coupons of the first mortgage bonds of the N. Y. and Harlem Railroad Company, due May 1, will be paid at the office of that Company on and after that date.

The coupons due May 1, on the mortgage bonds of the Indianapolis and Madison Railroad, will be paid at the office of J. & S. Ferguson, No. 35 Pine street.

The coupons of the Evansville and Crawfordsville Railroad Company, due May 1, will be paid at No. 56 Wall street.

The Buffalo, New York and Erie Railroad Company will pay the interest due May 1, 1863, on their second mortgage bonds, at the Bank of Commerce.

The coupons due May 1, on the mortgage bonds of the Cleveland and Pittsburgh Railroad Co., will be paid at the office of Wm. C. Gilman & Son, No. 46 Pine street.

Coupons on the bonds of the Long Island Railroad, due May 1, will be paid at the Bank of the State of New York.

The Manchester and Lawrence Railroad has declared a dividend of $4 per share, payable May 1.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :—

New York.—Buffalo, New York and Erie 2d mort., 103¾; Miss. and Mo. R. R. Land Grant, 60; Goshen Branch bonds, 104; Rome and Watertown, 84@86; Stonington, 117@120; Illinois Central full stock, 90; do., canceled bonds scrip, 80; Illinois Canal registered bonds, 100; Illinois coupon bonds, 1870, 106; do., 1877, 107; N. Y. City 6s, 1887, 118; Brooklyn City Water Loan, 116; Canton Co., 25½@30; Cumberland Coal pref., 22¾@27; Central American Transit Co., 31¼@33; Quicksilver, 42½@49; Minnesota Mining Co., 107@109; N. Y. State 5s, 1874, 108½; N. J. Zinc, 100.

Boston.—Michigan Central 8s, 1869, 118; Great Fall and Conway guar. 6s, 1874, 99¾; Great Falls and South Berwick guar. 6s, 1864, 99¾; Western R. R. 6s, 1875, 110½; Mad River and Lake Erie R. R. 7s, 1866, 46; Northern (Ogdensburg) 1st mort., 100½; do., 2d mort., 18¾@21½; Vermont Central 1st mort., 54@56; do., 2d mort., 14½; Rutland and Burlington 1st mort., 61@62; do., 2d mort., 10½; Cheshire, 35½; South Shore, 10½@13½; Worcester and Nashua, 76¾; Maine State 6s, 114; N. Hampshire 6s, 1867, 111¼; Chicago 7s, 114¼; Albany City 6s, guar., 108¾; Boston 5s, 1867, 110¾; do., 1885, 120¼; Hartford City 6s, R. R. Loan, 1871, 110; Malden and Melrose, horse, 15; Lynn and Boston, 35¼; Chelsea, guar., 8 per cent, 49; Somerville guar., 33¼; Acton Mining Co., 5⅛; Bedford, 62½c.; Hancock, 13; Manhattan, 7; Mesnard, 11; St. Mary's, 6¾; Copper Falls, 10; Black River, 50c.;

Canada, 1; Columbian, 4½; Bohemian, 9; Albany and Boston, 12½; Pontiac, 4¼; Superior, 10¼; Winthrop, 3¼; Great Western, 3; Toltec, 2⅞; Huron, 14; South Side, 1⅞; Petherick, 4; North Western, 5½.

Philadelphia.—Ph., Wil. and Balt. R. R. 6s, 138½; Phila. and Reading 6s, 1844–'80, 110; Cleveland and Mahoning 1st mort., 108; Delaware R. R. 6s, 104; Allegheny Valley R. R. 7s, 100; Sch. Haven and Lehigh R. R., (5 paid,) 17; Camden and Atlantic, pref., 16; North Penn. chattle scrip, 80; Philadelphia and Erie, 23@24⅛; Sch. Nav., 10¼; do., pref., 23¼; do., 6s, 1882, 86½; do., Improvement bonds, 90; Union Canal, 3; do., do., pref., 3@5; do., bonds, 28@30; do., scrip, 18; Susq. Canal, 10¼; do., scrip, 50@59½; do., bonds, 51½@58½; Wyoming Canal, 21½; Chesapeake and Delaware, 88; do., 6s, 98½; New reek, ¾@1½; Morris Canal, 66@71½; do., pref., 136¼; do., 1st mort., 108; Del. Div., 40@44½; 17th and 19th streets, 11½; 5th and 6th streets, 60.

Baltimore.—N. Western Va., 1st mort., 104; 2d mort., 101; do., 3d mort., 18; Central Ohio 2d mort., 97@102; Western Maryland bonds, 84½; do., guar., 104; Maryland coupons, 1870, 114. The quotations are: Balt. and Ohio, 85@86; do., 6s, of 1862, 85; do., 1867, 105; do., 1875, 104; do., 1880, 103@104; do., 1885, 101¼; N. W. Va., ; Northern Central, 36@37¾; do., bonds, 1885, 101¾; Central Ohio 3d mort., 60@75; do., 4th mort., 44¾; do., income 1857–'60, 21¼; Maryland 6s, Ins., 115¼; Baltimore 6s, 1873, 106; do., 1875, 110; do., 1890, new, 109½.

Railroad Earnings—Weekly.

The traffic of the Great Western Railroad for the week ending April 17, 1863, was as follows:

Passengers	$21,450 72
Freight and live stock	31,284 02
Mails and sundries	1,260 80
Total	$53,945 54
Corresponding week of 1862	49,564 29
Increase	$4,381 25

The earnings of the Grand Trunk Railway for the weeks ending April 11 and April 18, 1863, were:

	April 11.	April 18.
Passengers	$25,062 53	$25,992 29
Mails and sundries	4,200 00	3,500 00
Freight and live stock	43,192 06	41,628 71
Total	$72,454 59	$71,121 00
Same weeks, 1862	86,520 41	66,835 69
Decrease	$14,065 82	Inc. $4,285 31

The earnings of the Chicago and Alton Railroad for the 3d week of April, 1863, were:

Passengers	$12,107 37
Freight	24,029 37
Sundries	1,035 83
Total	$37,172 57
Same week last year	17,571 95
Increase	$19,600 62

The earnings of the Galena and Chicago Union Railroad for the 3d week of April, 1863, are:

Freight	$22,487 43
Passengers	8,379 17
Mails, etc.	1,250 00
Total	$32,116 60
Same week, 1862	19,501 11
Increase	$12,615 49

The earnings of the Michigan Central Railroad for the 3d week of April, 1863, were $57,011 30
Same week, 1862 40,351 45

Increase $16,351 85

The earnings of the La Crosse and Milwaukee Railroad for the 2d week in April, 1863, were $23,239 24
Same week, 1862 11,140 92

Increase $12,098 32

The earnings of the Toledo and Wabash Railroad Company for the 3d week of April, 1863, were $31,339 36
Same week, 1862 18,993 14

Increase $12,346 22

The earnings of the Chicago and Rock Island Railroad for the 3d week of April, 1863, were $34,496 00
Same week, 1862 19,480 00

Increase $15,016 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 2d week in April, 1863, were $28,511 40
Same week, 1862 15,915 83

Increase $12,595 57

The earnings of the Cleveland and Toledo Railroad for the 3d week of April, 1863, were $25,148 00
Same week, 1862 19,149 00

Increase $5,999 00

Notice to Contractors.

The Albany and Susquehannah Railroad Company will receive proposals, until the 2d of June, for the Grading, Masonry, Bridging and Fencing, of 31 miles of their road, extending from Richmonville, in Schoharie Co., to Oneonta, in Otsego Co. Plans, profiles, etc., will be ready on the 25th of May. See advertisement.

New York and Harlem Railroad.

The immediate interest which centres in this road grows out of the authority recently conferred upon the company by the City Council to lay down a city passenger track in Broadway, the great thoroughfare of the city, in obedience to their legislative privileges granted to the company in 1832, and subsequently confirmed, to construct, with the consent of the City Council, railroads through *any* street in the city of New York. The value of such a privilege, or franchise is so enormous, that its existence, when discovered upon the statute book, was enough to cause an excessive rise in the securities of the company. Hence the rapid appreciation in the value of the stock several weeks ago. It subsequently declined under the apprehension that the City Council might not carry out the legislative provisions in favor of the company. There was almost instantly a strong rally in the stock, when it became apparent that the proposed action of the legislature in granting, without compensation to the city, the right to construct a railroad in Broadway would raise an issue between that body and the City Council, by which the latter would seek to make available to the city Treasury, what by legislative action at Albany, was to be secured to members of the legislature and a crowd of followers. The value of the franchises of the four street railroads already constructed in the city, cannot be estimated at less than $8,000,000, all of which vast sum has been the profits of their lucky recipients. Never before was such a rich placer opened to rapacity, consequently the legislature for years past, has been the theatre of the most vigorous and desperate contests for similar grants. Some have been successful, but the great prize of all had still remained untaken. The opposition to a road in this imperial highway had been as formidable as the efforts in its favor till the present year, when a master spirit in such enterprizes, who had already monopolized two similar grants and grown confident by success, appeared in the field. It was very soon seen that he had the legislature, and that the grant would be made, worth millions to its promoters as an indirect and more efficient means of taxing our citizens. Remonstrances from them went for nothing, when our City Fathers cast about for some means of self-defence and protection. It was found but with their consent, the legislative right to construct a city passenger road in Broadway was perfect. All that was wanting was the sanction of the city Government. The only question remaining to be settled was the terms upon which the grant to the Harlem Company should be confirmed. The compensation for the franchise was fixed at 10 per cent. of its gross, which will probably equal fully 25 per cent. of its net earnings. This rate exclusive of the tax on the cars will yield to the city Treasury $200,000, a capital sum of about $3,000,000, the compensation which the city will realize for granting the privilege of constructing some three miles of the road. This was the prize struggled for, and the prompt and decisive action of the city council in view of the impending danger was most creditable to good sense, and entitles it to the heartfelt thanks of every tax payer. It was a masterly stroke of policy, and it excites unusual applause even from the opponents of the road. All see that the construction of such a work is only a question of time, and all rejoice in the defeat of a corrupt lobby, and that the franchise is now in the hands of a company standing deservedly high in popular estimation, whose road is a model of its kind and from whom the public will receive every accommodation and the city every security that could be asked.

Such is the present position of this struggle that has so excited our people, rendering Harlem the all engrossing subject in the financial circles. The Broadway bill that passed the egislature is in the hands of the Governor, where it is likely to remain, *unsigned*. If so, this vexed subject is forever removed from the legislative halls. But it is not at all likely that the city council will stop with granting to the Harlem Company the Broadway franchise. By conferring it upon this company, it has realized to the city some $3,000,000. It should at once extend in its favor grants for roads in *all* other streets needing them, upon proper terms, the city receiving a proper compensation, and guarding its own rights, as well as the interests of the public. This is the only mode in which any compensation can be had for the use of our streets for city Railroads. In the Harlem Company the city has a reputable and responsible party with which it can deal—and there never was a more propitious moment in which to secure to the city beyond repeal its proper rights. All these rights should be granted before another legislature meets. The city may in this way add an enormous sum to its annual revenues, diminishing to an equal degree the burdens of taxation, which all are now feeling to be oppressive.

While the city has been more fortunate in the contract closed with the Harlem Company, the value of the recent grant to the latter can

be hardly over estimated. This company has already the right to extend its line through Madison Avenue, the construction of which is commenced, so as to bring it in direct connection with the Central Park. Such a line united to the Broadway Railroad, would be equivalent to a monopoly of the city travel to this great pleasure ground, the two would pass directly in front of nearly all our great public houses. The prolongation of the main line of the Harlem through the whole extent of the city, would give that road a decided advantage over any other line for travel going North as well as East. It would in fact give advantages which hardly any railroad in the world, which certainly none in the United States, possesses. It cannot fail to double its traffic during the first year after the completion of its Broadway line.

The Harlem is a most valuable property even without the Broadway grant. Forty second street, to which the trains can run at full speed, will soon be the centre of our metropolis, the route of this road is the great northern gate into it. The road is not only thoroughly constructed and equipped, but it possesses a real estate not wanted for its business, the value of the whole of which cannot be less than $1,500,000. The following is a schedule of a portion of the property of the company, exclusive of the track and equipment:

Block of lots and depot between Fourth avenue and Madison, and 26 and 27th streets, full block.

Block between Fourth and Madison, between 32d and 33d streets, full block.

Block beyond, between Fourth avenue and Madison, ½ block in depth.

Block opposite, between Fourth avenue and Lexington, full block.

Block between 33d and 34th street, east side of Fourth avenue, full block.

Block between 42d and 43d to Madison avenue, half block, with freight and engine houses thereon.

Block opposite, between the same streets, block 110 feet deep.

Block between 43d and 44th, same side, 110 feet deep.

Block between 125th and 126th streets in Harlem 100 feet in depth.

Water front on the Harlem river, both sides 200 feet, connected with the proposed ship canal across the island.

The property and station buildings at Tryon Row.

Sixty acres of land, eight hundred feet of wharfage in deep water at Port Morris, connected by a track with the main line.

Here is the ship terminus of the route, having facilities for transhipment of freight to ocean vessels not enjoyed by any other company in this State. Here is to be the berth of the Great Eastern, and in case of any foreign difficulties, will be the point from which vessels destined for the sea, must take their departure to avoid a blockading fleet off Sandy Hook.

The company are now taking measures to sell its surplus property, preparatory to the removal of its station and offices to 42d street. The proceeds will be applied to the payment of its funded debt, reducing the present amount to something like $4,000,000. When this is accomplished, and the proposed additions and improvements are completed, the Harlem Railroad cannot fail to stand first among our great lines, both in the extent of its income, and in the value of its securities.

While we have given full importance to the possession of the Broadway franchise, and can well see the enormous in come to be derived by the Harlem Company from that branch of its business, for in that street every corner will be a station and every house a depot yet, it is proper to consider one contingency affecting it. There is no doubt a serious litigation yet to be encountered. While lawyers seek briefs, and judges can grant injunctions, it may be expected that the disappointed parties in this case will contest the right of the Harlem Company under the grant of the Common Council, step by step.

But this will not in the least impair the great value of the road arising from other and undisputed causes.

A short connection between the Harlem and Housatonic from Dover to Kent, authorized by the Legislatures of New York and Connecticut, will enable the former to add a hundred miles of road to its present line, traversing the beautiful and fertile valleys of Berkshire, and diverting its traffic from its present circuitous route *via* Bridgeport.

A further connection from the Northern Terminus at North Adams, of but a few miles, will add to this line that of the Western Vermont road, and open up the shortest route between New York and Montreal.

The Harlem Company has never abandoned the idea of having an independent line of its own between Chatham Four Corners and Albany, and it has the right by law to cross the new bridge the same as the other companies. Should an amalgamation of the Central and Harlem become a necessity, for reasons obvious enough in the judgment of many, this continuation of the line from Chatham Four Corners will be of immense advantage and great economy.

The receipts of the last seven months, are so much in advance of those for the same period the last year, that for the fiscal year ending the 30th of September they will be fully equal to $1,400,000.

A plan of funding the debt shortly coming due, as well as the various classes of the other indebtedness, which circumstances now favor, which is eminently practicable, and is being actually carried out, is all that is now wanting to place the financial operations of the company in the most perfect order, and on an equality with the reputation the road deserves for its scientific and economic management, its increas ing business, and its connection with the Western and Northern routes which will place it in the front rank with our great lines.—*Samuel Hallett & Co.'s American Circular.*

LEAVES FROM THE DIARY OF AN ARMY SURGEON, or Incidents of Field, Camp and Hospital Life.—By Thomas T. Ellis, M. D., Late Post Surgeon at New York, and Acting Medical Director at Whitehouse, Va., Duodecimo, 312 pp. JOHN BRADBURN, Publisher, N. Y.

This is a new work by a medical gentleman, who had been a staff surgeon in the British Army, and seen active service at the Cape, before he entered ours. It is full of interest, both to professional and unprofessional readers, and gives some curious details which have never been made public, though they throw much light on events already generalised into history. This volume settles the question as to the personal bravery of GEN. MCCLELLAN, as it describes him on several occasions being in the hottest of the enemy's fire.

Atlantic and Great Western Railroad.

The Jamestown *Journal* says: Trains on the Atlantic and Great Western Railroad now run daily through from Salamanca to Ravenna, Ohio. Much of the western travel and freight are beginning to centre on this route. The earnings of this road for the week ending April 3d, were $69,010.

NOTICE to CONTRACTORS.

ALBANY AND SUSQUEHANNA RAILROAD. —Sealed Proposals will be received by the undersigned, at the Office of the Albany and Susquehanna Railroad Company, No. 73 State street, Albany, until Tuesday, the 2d day of June next, at 10 o'clock A. M. of that day, for the Grading, Masonry, Bridging and Fencing of 31 miles of the line of said railroad, extending from Richmondville in Schoharie County, to Oneonta, in the County of Otsego.

The line will be divided into sections of convenient length, and proposals will be received for single sections or for the whole line.

The line will be ready for examination by contractors on and after Monday, the 25th day of May next, and Maps, Profiles and Plans, with Specifications, may be examined at the Engineer's Office, in Albany, on and after that date. Blank proposals with all necessary information will also be furnished to those wishing to propose for work.

Proposals should be enclosed in an envelope and endorsed "Proposals" and directed to the undersigned.

The proposals which may be received in pursuance of this notice will be opened by the undersigned and canvassed, and the results reported to the Directors to aid them in making a proper award of the work.

Parties proposing, who are unknown to the undersigned, will be required to give satisfactory references.

The right is reserved to reject any or all proposals, as may be deemed for the interests of the Company. Albany, April 24th, 1863.

5t18 C. W. WENTZ, Chief Engineer.

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Containing Tables and Formulæ for use in Superficial and Solid Mensuration; Strength and Weight of Materials, Mechanics, Machinery, Hydraulics, Hydrodynamics, Marine Engines, Chemistry, and Miscellaneous Recipes. Adapted to, and for the use of all classes of Practical Mechanics. Together with the

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Containing formulæ for the various methods of Running and Changing Lines, Locating Side Tracks and Switches, etc. Table of Radii and their Logarithms. Natural and Logarithmic Versed Sines and External Secants. Natural Sines and Tangents to every Degree and Minute of the Quadrant, and Logarithms of Natural Numbers, from 1 to 1,000.

BY CHARLES HASLETT,
Civil Engineer.

EDITED BY CHARLES W. HACKLEY,
Professor of Mathematics in Columbia College, in New York.

Issued in a compact pocket volume of 520 pages, containing 176 diagrams, bound in morocco, pocket-book form, PRICE TWO DOLLARS. *Copies mailed free of postage on receipt of price.*

The work is eminently a PRACTICAL **POCKET GUIDE** to ALL CLASSES OF **Mechanics** and **Engineers.** As a book for practical use in field work, it is confidently believed that this is more direct in the application of rules and facility of calculation than any work now in use. The original portion of this part of the work is submitted to the profession, fully confident that its use will be practical proof of its superior merits.

The tables and examples have been prepared with great care, and their accuracy may be relied upon. Further information can be derived from the circular containing the contents in full, which will be sent on application to the publisher. Inducements are offered to clubs of six or twelve, for particulars of which also apply to publisher,

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No. 46 Walker St., New York.

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NEW YORK, HARLEM & ALBANY R. R.

For ALBANY, TROY, NORTH and WEST.

ON and after Monday, November 17th, trains will leave as follows:

For White Plains—8.15 A. M., from Twenty-sixth street depot, stopping at all stations.

For Albany—10.30 A. M., Mail Train, from Twenty-sixth street depot, stopping at Williamsbridge, White Plains, and all stations north to Chatham, and at Kinderhook, Chatham Centre and Schodack.

For Williamsbridge—11.15 A. M. and 8.30 P. M., from Twenty-sixth street depot, stopping at all stations.

For White Plains—2.30 and 5.00 P. M., from Twenty-sixth street depot, stopping at all stations.

For Pawlings—4.00 P. M., from Twenty-sixth street depot, stopping at all stations except Yorkville.

For White Plains, 6.15 P. M., from White Street depot, stopping at all stations.

RETURNING WILL LEAVE

Williamsbridge—5.30 A. M., 1 P. M. stopping at all stations.

White Plains—6.10, 7.15, 10.00 A. M. and 4.45 P. M., stopping at all stations.

Pawlings—6.20 A. M. stopping at all stations north of and at Fordham.

Albany—10.30 A. M. Mail Train, stopping at all stations north of and at White Plains, Williamsbridge, Kinderhook, Schodack and Chatham Centre on signal, for New York passengers only.

JOHN BURCHILL, Superintendent.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS**, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **91 Nassau st.**, or by addressing

CHAS. W. WELSH,
Secretary.

NOTICE to CONTRACTORS.

ENGINEER'S OFFICE OF THE HUDSON RIVER BRIDGE COMPANY AT ALBANY, April 13, 1863.

Sealed Proposals will be received by the undersigned, at the Engineer's Office, in the Exchange Building, in the City of Albany, until the 9th day of May next, for constructing the substructure, consisting of Abutments, Piers, Embankments, etc., for THE HUDSON RIVER BRIDGE AT ALBANY.

The Company reserve the right to accept or reject any proposal, without regard to the terms. Satisfactory references must accompany the bids. Competent security for the fulfillment of the contract and payment of laborers' wages, will be required on entering into contract.

The work is of sufficient importance to deserve the attention of responsible contractors, and proposals from no others will be entertained.

Plans and specifications of the work will be ready for inspection on and after the 1st day of May next, at this office, where full information will be given.

By order of the Board.
GEO. E. GRAY, Chief Engineer.

10 NEW BOX CARS,

4 ft. 8½ in. gauge, 28 ft. long, First Class Cars, Iron Trucks, 3x1 Iron, Wrought Iron Buffers, Rubber Springs, Hammered Axles 280 lbs. each.

WILLIAMS & PAGE,
Boston.

April 3, 1863. 1m15

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A COMPLETE SLIDE TABLE FOR DOUBLE or single truck cars, in perfect order, and with powerful and convenient gearing, for sale very cheap at

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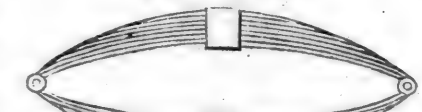
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PASSENGER.



BOLSTER.



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THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, A SUPERIOR QUALITY OF

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SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest Elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

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SHOPS—SEVENTEENTH & COATES Sts., PHILADELPHIA.

SUBSTITUTE FOR

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Kingman's Car Covering.

THIS is a kind of Elastic Mastic, a thick coating of which is applied to the top of the Car, and into it a heavy Burlap or Bagging is imbedded and thoroughly painted, thus making a covering VERY MUCH LIKE **CAR DUCK**, but at this time at half the cost. It is now successfully used by several New England Roads and Car builders. Directions and particulars sent when requested. This Mastic and Burlaps for sale by

WILLIAMS & PAGE,
67 Water street,
March, 1863. **Boston.**

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RESPECTFULLY ask attention to their stock of Machinists' and Brassfinishers' tools from the establishment of Messrs. GEO. H. FOX & Co., of Boston.

Nason's Patent Screw Chasing Lathe manufactured solely by the above firm is without a rival or substitute for the manufacture of Cocks, Valves, Hose Couplings, Steam and Gas Fittings, and general Brass Finishing.

They have and are constantly receiving from the same celebrated manufacturers, Chucks, and Slide Rests, Shafting, Pullies, Hangers, etc.

The Hangers manufactured by them are of the most approved kind. The bearing being suspended by a universal joint; its advantages over the rigid Hanger will be at once seen and appreciated by any mechanic. It is every way calculated for economy, being fitted with a patent box, which adjusts itself to the shaft, and they guarantee it to run SIX MONTHS WITHOUT REOILING, thereby saving labor, friction, oil, and the disagreeable and sometimes destructive effects of the dripping of oil from above.

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For warehouses, manufactories, hotels, mechanics' shops, stores, or any other use where power Elevators are required; they guarantee all the safety that can be combined in any machine that is made. They are arranged with an improved apparatus, to hold the load in case the rope parts, which is unerring; also an invention of their own, to automatically arrest the descent of the load, if by any cause it should move downwards beyond the prescribed speed.

They also manufacture and are the exclusive licensees of Otis Tuft's Patent Elevator. The distinctive features are: the winding drum is driven by an endless screw—two or more ropes are used instead of one, thereby insuring more than double the safety—a peculiar mode of shipping the driving Belts, which insures it to stop at the required point. It operates without noise or jarring.

Belting, Belt Lacing, and Pickett's Patent Belt Fastenings kept on hand and furnished to order. Steam and Water Gauges, Gauge Cocks, Packing, Patent Ratchet Drills.

ALL DESCRIPTIONS OF MILL WORK MADE TO ORDER.

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Parties wanting Shafting, Elevators, or any other machinery, will be waited on by an experienced Engineer, their premises surveyed, plans and estimates made, machinery located, and the erection superintended when desired.

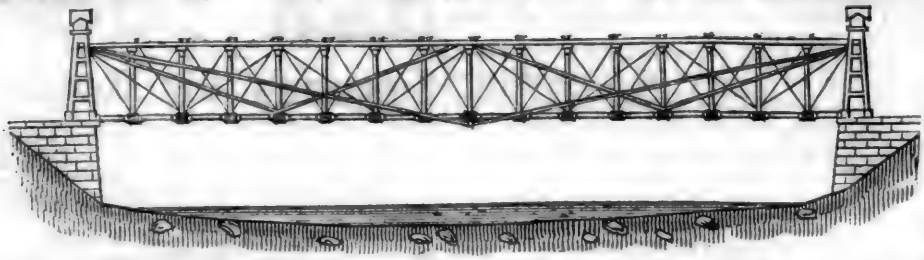
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THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS**, etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address **HENRY RUTTAN,**
Coburg, Canada.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

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EMERY WHEELS,
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For **Cutting, Grinding** and **Sharpening** Purposes.
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JACOB G. HALLET, (late with Blake Bros. & Co.)
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New York, February 14, 1863.

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BOUGHT AND SOLD ON COMMISSION.

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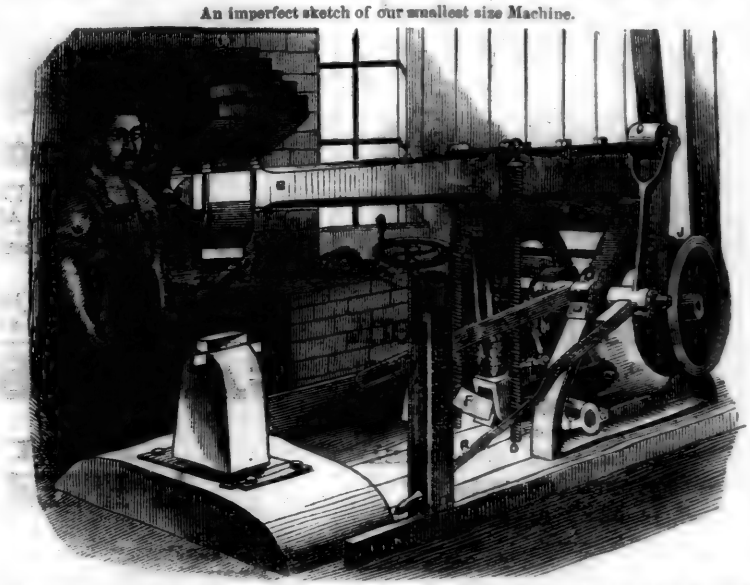
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 19.] SATURDAY, MAY 9, 1863. [WHOLE No. 1,412, VOL. XXXVI.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 9, 1863.

The Gold Mines.--Their Guarantee for the National Future.

It has been thought until very recently, that California was the Dorado of this continent, and we could expect no further supplies from that quarter, when the nuggets were exhausted and the placers ceased to yield. Attention was therefore turned to the most economical method of converting what remained of the precious metals, and quartz mining, and the machinery for crushing it were regarded with a new interest. So that the extraction of gold was beginning to be considered like any other regular business, with a certain moderate profit, rather than a lottery where there were nothing but prizes.

The late report however of the Secretary of the Interior has determined the fact, that Fairy land is not yet extinct. Of Colorado he states the fact, that gold is now "found on the loose soil of the surface, in pieces from a grain to several ounces." "Idaho and Washington Territories are exhibiting still greater richness, while Arizona, New Mexico, Nevada, Oregon, Utah and even Nebraska are all rich in the precious minerals. Thus the United States possesses a gold region of at least 17° of latitude, from the 31° 30′ to the 49th°, and as many of longitude, embracing one million of square miles. This vast region says the Commissioner of the General Land Office is traversed from North to South on the Pacific side, by the Sierra Nevada and Cascade mountains, then by the Blue and Humboldt; on the east by the double ranges of the Rocky mountains, embracing the Wasatch, the Wind river chain, and the Sierra Madre, stretching longitudinally and in lateral spurs; crossed and linked together by intervening ridges, connecting the whole system by five principal ranges, dividing the country into an equal number of basins, each being nearly surrounded by mountains and watered by mountain streams and snows, thereby interspersing this immense territory with bodies of agricultural lands adequate to the support of miners not only, but a dense population. These mountains are literally stocked with minerals, gold and silver are found in the greatest profusion over this immense surface, and daily brought to light by new discoveries. The precious metals are found imbedded in whole mountains of quartz, rich washings marking the pathway of rivers and floods."

Such astounding statements as these almost take away one's breath. Yet they are literally true. To what reflections do they not naturally lead us, and especially us of the North who are to profit almost exclusively by the possession of this territory and these treasures. Of these vast advantages, the Southern States now in rebellion against the government will be deprived, unless they return to their allegiance, and the old flag under which these territories were obtained.

The first method of their complete development is that of transit. California has the sea and the Isthmus railway at her command. Her population is 365,439. The territories have advanced in numbers without any advantages of transit whatever.

Colorado	had in	1860	34,277
Dakotah	"	"	4,839
Nevada	"	"	6,857
Nebraska	"	"	28,841
New Mexico	"	"	87,033
Utah	"	"	40,273
Washington	"	"	11,594
Idaho	"	"	20,000
Arizona	"	"	6,483

Some idea of the vastness of these territories may be obtained by a comparison of their area with the old and well known States.

Utah has 61,000 square miles, and is as large as Virginia and of the size of the six New England states. Idaho formed in the present year, has 326,373 square miles, and is equal to six such states as New York. Dakotah with 148,982 miles is three times as large as New York, Arizona has 126,141 square miles, New Mexico 121,201, these three being equal to eight of the seceding states West of the Mississippi. Colorado has 104,500, Nevada 81,539, Utah 106,382, Washington 69,994, Nebraska 75,995—a total of 1,414,992 square miles, or 905,694,880 acres of which 54,199,676 have been actually disposed.

One remarkable feature of the new territories lying between 40° and 49° North is the mildness and uniformity of their climate. It is the opinion of the appropriate departments at Washington city that the yield from the gold region we have thus described, will not fall short the present year of one hundred millions of dollars. If California with a population of 361,000 produces 70 millions, a year, then the nine territories named, would with an equal population each, produce SIX HUNDRED AND THIRTY MILLIONS of dollars per annum. And who and where is the person who will deny the possibility of this result. It is far more likely that with the Pacific Railroad in operation, the population would increase more rapidly than that of California, which is accessible to emigrants and travellers only by a month's voyage or overland journey, while these territories could be reached with far less danger and expense in five or six days.

It needs no argument then to show the propriety and necessity of the immediate construction of the Pacific Railroad, and we are happy to assure our readers from our personal knowledge, that the project is very near its realization, by far seeing capitalists and patriotic and enterprising American citizens.

We see two other results of immediate importance.

One is the flow to this country of a vast emigration from Europe. Beyond the natural tie of birth there is no reason whatever that the industrious and tax ridden people trans-Atlantic should remain there to uphold a caste of titled rulers who live in luxury at their expense, and shed their blood and take their earnings to sustain their

personal superiority. Here down trod man may lift his head without fear of losing it, and the weary may refresh himself with rest.

The other result is that our own Government by a wise system of leases or licenses, may receive out of this golden domain, a large sum annually into the public coffers. This war over, the public debt and our present taxes may be easily diminished by a few years' rental from these mines.

And the religious mind, and the philosophic mind in view of the whole subject, cannot but be struck with the wonderful interference of the Ruler of events, in giving to this country, at such a critical moment, such lasting and inexhaustible stores of wealth, from which not only to recuperate from the losses occasioned by the rebellion, but to perpetuate on this continent the wonderous experiment of free Government, with means equal to its power, scope, and blessings.

A New Ship Canal Proposed by a New Route.

To the Editor of the RAILROAD JOURNAL:

SIR—As you profess to keep your readers advised on all matters connected with Railways and Canals, I thought I would present to them a project for ship canals on new routes which, if made, would greatly facilitate commercial intercourse between this city and the great west. It is admitted by those conversant with the Erie Canal, that it has not capacity enough for the business that is now being forced upon it, and that to enlarge it again to the dimensions required, would be attended by an enormous expense, not only for the work proper, but for damages for land taken through cities on its line, for Warehouses, Mills, Foundries, Factories and dwelling houses destroyed to give room for the canal. This item alone would almost pay for the construction of a new canal on another route, where the land would be mostly given by the inhabitants on the line of it.

To make the chain of inland water communication complete there should be constructed a ship canal across the state of Michigan connecting the head waters of Lake Michigan at St. Joseph with those of Lake Erie at Toledo. Such a canal should be built at once, and the grade should be made to descend all the way to Lake Erie. Its advantages cannot be overestimated. It would save a tedious Lake navigation of 700 miles, besides rendering us perfectly independent of British cannon, on the St. Clair river in the event of hostilities between this country and Great Britain. The distance across the state between those points is about 150 miles, although the route selected might be 175 miles. Such a canal should have a surface width of 150 feet, a depth of 10 feet, with locks having an available length of chamber of 225 feet and a width of 30 feet. And the lifts should not be less than 20 feet. The greater the lifts the less number of locks and gates to open and close.

A ship canal in this state should be made from the Erie canal at Macedon in Wayne county to Seneca Lake at Geneva, which Lake could be used to its head, a distance of 36 miles, thence by canal to the Susquehanna river at Owego or Binghamton in Broome county, which river could be used by means of dams and locks to a point a short distance above Great Bend. The Susquehanna at Owego is 382 feet above Seneca Lake, the waters of which river could be used to supply the canal to the lake. From the Susquehanna a few miles above "Great Bend" a canal could be made to the Delaware river at Stockport which is lower than the Susquehanna at the point named, or it might be connected with the Delaware at a point higher up, as might be deemed best by the Engineers. The Susquehanna might be made to feed the canal to the Delaware, or the reverse might be the case.

The Delaware could be made navigable by means of dams and locks, and from Port Jervis a canal could be cut to the Hudson at Haverstraw, with a descending grade all the way to the Hudson.

These connecting links of canal should be of the same dimensions as that described for the canal across the state of Michigan. The Erie would have to be enlarged for part of the distance from Lockport to Macedon. At Macedon it is 21 feet higher than Seneca Lake. Such a line of water communication would bring Chicago within 900 miles of New York or 6 days if steam should be used in the propulsion of boats, as they unquestionably would be. The Susquehanna has a descent from Great Bend to Owego of 88 feet in a distance of 47 miles. The Delaware has a descent of 400 feet from Stockport to Port Jervis a distance of 72 miles. Port Jervis is 441 feet above tide water, from which it is distant about 50 miles. The Susquehanna at Owego is 382 feet above the level of Seneca Lake from which it is distant about forty miles, requiring about 19 locks. From Port Jervis to the Hudson about the same number of locks would be required—possibly more. From the Erie Canal to Seneca Lake two locks would undoubtedly be required. While the Susquehanna can easily be made navigable by means of dams and locks, the Delaware will be found more difficult to manage, a canal could be made on its banks and be supplied with water from the river. The importance of the subject entitles it to the most earnest consideration of the people. That something should be done immediately to increase the facilities for cheap water transportation between the Lakes and tide water is absolutely necessary. To enlarge the Erie to the required dimensions would be so enormously expensive as to forbid entertaining the idea, to say nothing of the possible interruption it might occasion to navigation.

This route would be considerable shorter than by way of Albany, besides overcoming the overslaugh, which up to this time, it has been impossible to remedy.

By such a canal the lakes can easily be reached by Gunboats and Iron clads, through the Cayuga outlet, which should be enlarged to Oswego as well the Clyde Canal to Big Sodus Bay. The Erie canal, as I previously observed, is already nearly large enough from Buffalo to Rochester. Of course the locks from Buffalo to Macedon would require to be enlarged to the dimensions indicated, and so would those of the Cayuga and Seneca canals.

In view of the possibility of war with England it would be well that this route should be surveyed immediately with a view to its availability for a ship canal. There is not a doubt of its practicability. Of course the means for making such a canal should be furnished by the General Government but the control of them should be under the government of the states of Michigan and New York, and the General Government should be reimbursed out of the earnings of the canals. In this manner the government would secure a passage for its Gunboats and Iron clads to the Lakes, and the country would secure an additional avenue through which its products could be cheaply and expeditiously transported. The importance of such an avenue cannot be overestimated, military or commercially. Only let such a water communication be made and the country would never hear of another rebellion. We should also render ourselves perfectly secure from attack by England on the Lakes. I have not alluded to the Illinois canal enlargement for the reason that it is so obviously necessary that any opposition to its consumation would entitle the opponent to the imputation of being a Copperhead. †

Railroad Convention.

The representatives of nineteen railways met at Buffalo on the 28th and 29th ult.

The following Delegates were present.

New York Central.—Erastus Corning, President; Dean Richmond, Vice President; C. Vibbard, Gen. Sup't; E. F. Folger, Chief Clerk.

Erie Railway.—N. Marsh, President; Charles Minot, Gen. Sup't; W. R. Barr, Pass'r Agent.

Pennsylvania Railroad.—Thos. A. Scott, Vice President; Lewis A. Houpt, Gen. Ticket Agent.

Michigan Southern.—E. M. Gilbert, President; M. L. Sykes, Vice President; C. P. Leland, Gen. Ticket Agent.

Cleveland and Toledo.—L. D. Rucker, Sup't.

Boston and Albany.—Henry Gray, Sup't.

Buffalo and Erie.—Geo. Palmer, President; Dean Richmond, Vice President; R. N. Brown, Sup't.

Pittsb'g, Ft. Wayne and Chicago.—W. P. Shinn, Gen. Pass'r Agent.

Toledo and Wabash.—Warren Colburn, Vice President.

Atlantic and Gt. Western.—Wm. Reynolds, President.

Ohio and Mississippi.—Edward Larned, President, E. D; Mendes Cohen, President, W. D; E. F. Fuller, Gen. Ticket Agent.

Troy and Rutland.—Jay Gould, President.

St. Louis, Alton and Terre Haute.—H. Z. Sanderson, Gen. Agent.

Shore Line.—John E. Foster, Gen. Agent.

Lake Shore and Mich. Southern.—F. G. Faxon, Gen. Agent.

Mich. Central.—R. N. Rice, Gen. Sup't.

Great Western.—Julius Movius, Gen. Agent; Thomas Roynolds, Fin'l Director.

A committee was appointed to consider and report on the subject matter of the call for the meeting, which duty was performed and the result was received at the meeting the following day. The recommendations of the committee were adopted. They are substantially as follows:

That the New York Central, Erie, Pennsylvania and Baltimore and Ohio Railroad Companies, or a majority of them, shall establish in New York and Boston a Union office, to be under the exclusive control of the lines establishing it, so far as relates to the employment of agents.

Also, that Union offices be established at Buffalo, Cleveland, Cincinnati, Indianapolis, St. Louis, Chicago and Milwaukee, at the discretion of the lines competing for business.

The expenses of the Union offices to be borne ratably in proportion to the amounts received by the several companies.

After the 1st of June, no ticket not sold in the

Union offices, or regularly on the lines of the road, to be received or accredited upon any of the lines, and all outstanding tickets in the hands of outside agents to be withdrawn by that day.

Tickets to be sold at the full published rate, without drawback or inducement in the shape of gift, pass or gratuity.

No compensation to be paid ticket agents except in the shape of salary; second and third class tickets to have no privileges above those they actually entitle the holders to.

Companies not to furnish tickets to any other agents than their own and the Union office agents.

The minimum price of emigrants or third class passengers to be 1 cent per mile free of all commissions after the 1st of July.

Tickets issued by connecting steamboat and railway lines forming parts of through connections, not parties to the present agreement, will be received if sold at their offices at the regular rates.

Half fare tickets over connecting lines not to be sold for conventions and assemblages in 1863, except as the several lines have already agreed to carry at half rates.

Half fare tickets to Clergymen may be issued, and the local arrangements of any one road not to be interferred with.

Excavations of Lands Adjoining Railroad Beds.

A general term of the Superior Court of Cincinnati, in the Little Miami Railroad *vs.* Kemper, have just held that where a grant of part of a grantor's land is made to a railway company, for the purpose of the road itself, and upon which it is to be constructed and worked, there is a right to all reasonable adjacent support from the other land of the grantor; and if the grantor, or those claiming under him, are excavating and removing the soil from the land of the grantor adjoining the land granted, and the effect of such excavation and removal will be to endanger the railway of the grantee, by reason of the withdrawal of the lateral support given to the land upon which the railway is constructed, such excavation and removal may be restrained by injunction.

The case arose upon a petition filed by the plaintiffs, stating that they obtained, by grant, from the ancestors of the defendant, two strips of ground, upon which to construct and use their railway; that these purposes are expressed in the deeds; that they had constructed their road upon said ground, and had been in the enjoyment of the premises for such purposes for many years; that the defendant owns land adjoining these two strips of ground, which, at the time of the grants to the plaintiffs, belonged to their grantors, and the defendants claims title from their grantors; that the defendant is excavating and removing the soil of this adjoining land, adjacent to the land granted to them and to their railway, by reason of which there is imminent danger of their railway being destroyed, and they suffering irreparable injury.

On the case coming on to be heard upon the petition, answer and proofs at special term, the plaintiffs gave in evidence two deeds, properly executed. By one, the grantors, for the consideration of $1,200, convey to the plaintiffs and assigns forever two lots of ground, particularly described, and the right of way for the railroad located on Lot No. 6, in the Fourth Division of Nassau continued; that is to say, the perpetual use of 25 feet on each side of the centre of said railroad, as now located, running through said lot. By the other, it is recited that it has become necessary that the plaintiffs should hold the following described real estate for the purposes prescribed in their charter, viz.: a certain strip of land, 20 feet wide and about 109 feet long, through Lot No. 5, in Fourth Division of Nassau continued; and, after describing the same by metes and bounds, conveys the premises, for the consideration of $105, to the plaintiffs in fee, reserving free egress and ingress along said railroad ground to their property on said railroad, which property is not herein conveyed.

The Judge, deeming it advisable, before the case was fully heard, to submit to all the judges at general term a question in the case, postponed the further hearing; but, under the statute, reserved and adjourned, for the decision of the Court, the following question: Whether the plaintiffs, by the execution and delivery of the conveyances in question to them, and the construction and use of their railway upon the premises thereby granted acquired such a right to the support of the soil adjacent, of the remaining premises of said grantors, as to be entitled to enjoin the grantors, their heirs or assigns, against excavations likely to endanger the railway aforesaid?

The opinion of the Court was now delivered by:

COFFIN, Judge.—The law, while it gives to an individual entire dominion over his own soil, will, in many instances, restrain him in the mode of using or enjoying his property, if such mode of enjoyment infringes upon the rights of others.

A man may dig upon his own land and remove the earth for any lawful purpose; but if thereby he removes the natural support of his neighbors land, so that it cannot stand by its own coherence, and it falls, and his neighbor is thus disturbed in the enjoyment of his property, the law will hold the man answerable for the consequences, provided his neighbor has done nothing with his own land contributing to produce the injury. This right to natural support is an incident to the land; it is a right of property necessarily attached to the soil. 19 Barb. 380; 21 Barb. 409; 2 Allen, 131.

The fact that the plaintiffs have constructed, and are daily using, a railway over the land granted to them, takes the case out of the general rule above stated.

The support which the plaintiffs claim is not merely the natural support, which they would have been entitled to if they had not built their railway, or otherwise increased the lateral pressure n the adjoining soil, but a great deal more.

They have increased, and are daily producing, by the running of their machinery over their railway, a lateral pressure upon the adjoining soil, and they claim a right to lateral adjacent support from that soil. This right, if any exists, is not an incident to the land. It is not a right attached to the soil to which the plaintiffs are entitled because of their mere ownership of the soil, but, if maintained at all, must arise out of the grants to the plaintiffs.

When a grantor conveys a part of his land to a grantee for a specified purpose, has he thereby diminished his right of dominion over the residue of his land? May not the mode of enjoyment, on his part, of the residue of his land, be restrained because of his grant?

Upon granting the land for a specified purpose, has he a right thereafter to use his adjoining land in a manner inconsistent with the enjoyment expressly granted by him by his deed?

By granting the land for a designated purpose, does he not impliedly warrant that, as to him and those claiming under him, the property granted shall be fully and beneficially enjoyed by the grantee for the purpose designated?

Looking to these deeds, it was clearly the intention and meaning of these grantors that the property conveyed should be fully and beneficially held and enjoyed by the Little Miami Railroad Company, for the purposes of their road, and upon which they might construct and work it, and that was the sole object of the grantees in obtaining the grant; and it seems to me, therefore, that, by reasonable intendment, these grantors, and those claiming under them, have no right to use the adjoining land in a manner inconsistent with the enjoyment thus expressly granted by these deeds. Of that right they have, for a valuable consideration, voluntarily deprived themselves.

The grantors, by their deeds, impliedly bound themselves, and all claiming under them, to do no act which would disturb the necessary lateral adjacent support to the contemplated works of the grantee; they incurred that obligation by the terms of the conveyances. The purposes to which the land was to be appropriated, and the mode of enjoyment by the grantees, form a part of the grant. This, I think, is the true construction to be given to these deeds. It could never have been in the contemplation of the parties, after the grantees had expended large sums of money in the construction of their road upon this strip of land, merely 50 feet wide, to be operated upon by heavy machinery in the transportation of persons and property over such a great public highway, that the grantors, or those claiming under them, should be entitled to take away from the adjacent land the lateral support necessary to enable the grantees to enjoy the grant for the purpose and in the mode expressly provided for in the grant.

It was supposed by one of the counsel, during the argument, that the opinion of the Court, in the case of Hieatt *vs.* Morris, 10 Ohio State Rep. 523, was, in some respects, adverse to the claims here asserted by the present plaintiffs; but, upon an examintion of that opinion, we are not able to see that it has any material bearing upon the question. All the Court held in that case was, that the facts stated in the declaration did not constitute a cause of action. It would seem, from the opinion of the learned judge who pronounced the judgment of the Court, that the Court thought that the parties, when they contracted for the wall then in question, had only in view the then present state of affairs, and did not anticipate the changes of circumstances which the material prosperity of the city had brought about; and could not be held to have agreed to the continuance of the wall beyond the period when, from rising fortunes of the city, a change should be desirable. The case was distinguished from that of an owner of two adjoining lots, who, having built a house upon each, with a common partition on the line of the two lots, conveyed each lot to different purchasers. In such a case said the learned judge, the right to the use of the entire partition wall would pass by the deed to each grantee.

Upon a careful examination of the question submitted, the principles involved, and the authorities cited, we are of opinion that when a grant of a part of a grantor's land is made to a railroad company, for the purposes of the road itself, and upon which it is to be constructed and worked, there is a right to all reasonable adjacent support from the other land of the grantor. If the line which divides the land granted from the land retained traverses a quarry of solid rock, it may be that no adjacent support is necessary, and the grantor may dig and remove the whole contiguous soil. But if the dividing line traverses a soil of less tenacity—say, for illustration, a bed of sand, or gravel, or loam—it will be incumbent on the grantor to leave untouched such an intervening measure of lateral support as will prevent any part of the land granted from retreating.

This opinion is fully sustained by the deliberate judgment of Lord Chancellor Cranworth and Lord Brougham, in the case of the Caledonian Railway Company *vs.* Sprot, 2 Macqueen's Rep. 449 and 462; and is in accordance with the views and principles held by Lord Campbell, in Humphries *vs.* Brogden, 12 Adolph. & Ellis, 739, S. C.; 1 Eng. Law and Equity Rep. 241; and of the Court, in Harris *vs.* Ryding, 5 M. & W. 60; and Harris *vs.* Roberts, 6 El. & B. 643, and 7 El. & B. 625.

Where the grantors, or those claiming under them, in such a grant, are excavating and removing the soil from the land granted, and the effect of such excavation and removal will be to endanger the railway of the grantee, by reason of the withdrawal of the lateral support given to the land upon which the railway is constructed, such excavation and removal may be restrained by injunction. Farrand *vs.* Marshall, 19 Barb. 380; 21 Barb. 410; Putnam *vs.* Valentine, 5 Ohio, 188.

The right of lateral adjacent support arising upon the implied warranty in the conveyance, is not affected by the "act to regulate the making of cellars, excavations, and foundations," passed April 28, 1854.

We, therefore, answer the question reserved and adjourned for the decision of this Court, in the affirmative.

Cienfugos and Villa Clara Railroad in Cuba.

We notice that the Brig Titania which sailed from Philadelphia on the 1st inst., carried as a part of her cargo, two passenger cars for the Cienfugos and Villa Clara Railroad, which crosses the Island of Cuba, connecting its Northern and Southern shores at those points. Two locomotives and four passenger cars had previously been shipped for the use of the same road. A first class passenger car has also been shipped for the railroad running from Sagua.

The Mechanic's, Machinist's and Engineer's Practical BOOK OF REFERENCE containing tables and formulæ for use in superficial and solid mensuration, strength and weight of materials, mechanics, machinery, hydraulics, hydrodynamics, marine engines, chemistry and miscellaneous recipes, adapted to and for the use of all classes of practical mechanics, together with the Engineer's Field Book, etc.—By Charles Haslett, C. E., edited by Professor Charles W. Hackley, of Columbia College. Published by J. G. Gregory, N. Y.

This is the best work of its kind, on all accounts, we have in print. It contains everything a mechanic, engineer, chemist, or artizan wishes to know at a glance, without loss of time in elaborate calculation, and in working out of principles to their results. The contents embrace practical directions in geometry, of which we quote a single example to show its value to the designer of a steam engine. "The throw of an eccentric, and the travel of a valve in a steam engine, also the length of one lever for communicating motion to the valve being given, to determine the proper length for the other."

Mensuration and instrumental arithmetic are fully explained. To the uninitiated it would be surprising to know, how many things may be cyphered out by the sliding scale. So the laws of motion, the unit of work necessary to consider when we estimate the working force of men, animals and machines, the doctrines of equilibrium and pressure of beams indispensable to builders, steam power and the steam engine, strength and weight of materials, mechanical laws of elastic fluids, necessary to be understood in gas factories, effects of heat, fuel, ductility and malleability of metals, masonry, bricklaying, plastering, woodwork and carpentry, and various other arts, such as bronzing, enamelling, dyeing, bookbinding, etc. are practically explained. The Engineer's Field Book is equally valuable. We have on a former occasion, in an article on the Management of Railways, shown what profound scientific knowledge is required for the successful designing and constructing of these works. Here may be found all the rules by which engineers arrive at their conclusions. The most intricate problems are solved in a simple way. The construction and location of curves are fully treated, and the tables of logarithms for radii, secants, tangents and of numbers, are large and complete. We recommend the work as one that should be in the pocket of every engineer and intelligent mechanic and artizan.

Toledo and Wabash Railway.

We have received a copy of the Fourth Annual Report of this company. The time of closing the fiscal year has been changed from the 31st of August to the 31st of December. The statement is therefore made to cover a period of sixteen months. A proper division has, however, been preserved in its preparation, so that the transactions of the last four months of 1861, are given separately from those of the full year 1862. For convenience of reference we have arranged the figures in the following order:

Receipts from—	Four months, 1861.	Full year, 1862.
Passengers	$74,299 22	$248,642 15
Freight	445,523 52	1,090,949 42
Mails	8,100 00	24,416 67
Express	6,396 45	16,432 43
Other sources	736 50	22,706 06
Total	$535,055 69	$1,403,146 73
Expenses viz:		
Repairs of road-bed	$47,476 36	$176,895 86
" bridges	450 61	2,058 69
" buildings	3,937 84	11,802 92
" engines	13,288 71	62,451 41
" cars	22,874 21	84,680 99
" tools, etc	3,291 48	11,049 85
Fuel	32,378 83	82,842 80
Oil and waste	4,044 07	19,469 94
Loss and damage	3,949 53	10,176 49
Agents and clerks	8,779 00	28,913 61
Conductors, etc	34,846 47	105,955 26
Handling freight	6,588 82	18,694 43
Rent of depots	2,468 32	6,880 48
Other transp. exp.	10,717 77	37,673 46
Taxes, rents, insurance, etc., as below	21,502 15	111,605 45
Total	$216,589 17	$771,151 64
Net income	318,466 52	631,995 09

The gross revenue for the entire period covered by the report was as follows:

From passengers	$322,941 37
" freight	1,536,472 94
" mail	32,516 67
" express	22,828 88
" other sources	23,442 56
Total earnings, as above	$1,938,202 42
Expenditures, viz:	
Passenger expenses	$67,289 62
Freight "	387,728 41
General "	399,615 18
Overcharges on freight	13,934 91
Rent of cars and engines	42,594 81
Salaries of officers	19,957 47
Taxes and insurance	15,265 53
U. S. Tax	3,151 64
Discount and exchange	13,724 07
Advertising and agencies	6,275 22
Commissions	5,327 38
Legal expenses	6,315 21
Miscellaneous	6,561 37
	987,740 81
Net income, as above	$950,461 61

To the net revenue should be added the following amounts, received from sources exclusive of earnings, viz: From T., W. & W. R. R. Co., $357 62; from fractional lots sold, $263 75—making the actual net surplus of revenue, $951,082 98.

Thus accounted for—		
Renewals of bridges, iron, chairs, spike and ties		$221,101 17
Construction and equipment		212,813 48
First mortgage coupons	$237,685 00	
Second " "	186,751 50	
Sinking fund "	30,348 66	
Interest on funded notes	10,761 63	
Instalment of principal on same	54,022 17	
		519,568 98
Old contract assumed		2,000 00
		$955,483 61
Loss carried to income balance		4,400 63
Total, as above		$951,082 98

The capital of the company, and which substantially represents the cost of its roadway, equipment and other property, amounts, as shown in the annexed Balance Sheet, to $8,547,168 19.

Since the publication of the last annual report, the general stock of the company has been increased 714 shares, and the preferred stock 1350 shares, the former by issues made to holders of stock in the late Toledo, Wabash and Western Railroad Company, and the latter by issues made to holders of evidences of indebtedness against that company, as they have from time to time been presented for redemption. Both of these issues of stock have invariably been made with discriminating care, and in strict conformity with the various stipulations of the agreement which in fact constituted the basis of the organization of this company. The stock and claims of the former company are now almost entirely absorbed.

The first mortgage bonds comprise two issues made by the following organizations, viz: Lake Erie, Wabash and St. Louis Railroad Company, $2,500,000; and Toledo and Illinois Railroad Co., $900,000.

These issues of bonds bear date August 1st, 1853, and the principal thereof will mature August 1st, 1865. In anticipation of this event, the holders of these securities have already signified their wish to arrange for an extension of the principal for a period of twenty-five years, which the company have acquiesced in, and the necessary coupons are now being issued in consummation of the same. The final attainment of this arrangement cannot prove otherwise than highly advantageous to all parties in interest.

The second mortgage bonds embrace two issues made by the following organizations, viz: Toledo and Wabash Railroad Company, $1,000,000; and Wabash and Western Railway Co., $1,500,000.

These bonds were issued in the year 1858, and the principal thereof matures November 1st, 1878.

The sinking fund bonds were created by this company for the purpose of retiring coupons numbers two, three and four of the second mortgage bonds, maturing on the 1st day of November, 1859, and the 1st days of May and November 1860. The authorized amount of this bonded obligation was $249,112 50, and of this sum $245,700 has been issued, leaving a further liability to issue $3,412 50 for the coupons still outstanding.

The funded coupons, forming an element of the capital, are now represented by certain promissory notes of the company, executed for the purpose of retiring coupons numbers eight and nine of the first mortgage bonds, maturing August 1st, 1857, and February 1st, 1858. The original amount of

notes required for the redemption of these coupons was $147,689 37, and of this amount $144,512 42 have already been executed and delivered, showing a further liability to issue $3,176 95 for the unredeemed coupons. The notes executed for these coupons were made payable in five equal annual instalments, commencing with November 1st, 1860, and three of said instalments having been paid, a net principal remains of $62,741 24.

Of coupons numbers eight and nine of the first mortgage bonds, and maturing August 1st, 1857, and February 1st, 1858, there remains still outstanding and subject to redemption, by the substitution of the promissory notes of the company, the sum of $3,176 95.

There remains unredeemed of coupon numbers two, three and four of the second mortgage bonds, maturing the 1st day of November, 1859, and the 1st days of May and November, 1860, and which are fundable into the sinking fund bonds of the company, the sum of $3,412 50.

At the close of the year 1861, the company having on hand and unappropriated a considerable sum of its second mortgage bonds, an amicable arrangement was then made with the holders of that class of securities, for the payment of their coupons, maturing on the 1st days of May and November of that year, in such unappropriated bonds at par. The original amount of these coupons was $156,075, and there remains outstanding and subject to redemption $11,375.

The liability of the company for matured coupons, and which are payable in cash on presentation, amounts to $2,278 23.

During the period now under review, the company have promptly paid the interest upon each and every class of its funded obligations, as the several instalments thereof have matured. The payment of the accrued interest on the preferred stock, which has been provided for, completes the adjustment of all interest indebtedness of every character, thus placing the company in a financial position not hitherto occupied since its organization, a position which it is to be hoped it may in future successfully and permanently maintain. The report says:

Although the increase in the revenues of the road for the past sixteen months has been large and flattering, it is still considerably below the amount that might have been realized if the equipment and storage facilities had been sufficient to take care of the business offered. The heavy and abundant crops of the last two years in the region immediately penetrated by the road, would alone have taxed its full capacity, but in addition to this, new sources of supply have been opened and connections formed, until such an extent of country has now become tributary to the line, that even an ordinary crop would furnish a heavy business.

The operating expenses proper have been $987,740 81, or fifty-one per cent. of the gross earnings. From various causes these expenses have been larger in proportion than in preceding years, but a large per centage of the excess is of course attributable to the greatly increased cost of labor and of all the material, oil, wood, iron, etc., used in the operation of the road. In addition to this, a very large amount of work has been performed, at the shops at Fort Wayne, in repairing and renewing the equipment of the road, taxed to its utmost by the heavy business done.

The average mileage of each locomotive for all services has been 40,928 miles for the sixteen months, which is sufficient to indicate how much has been required and how thoroughly they have been kept at work.

During the twelve months of 1862, 15,481 rails have been thoroughly repaired at the shops of the company, equal to 30 7-10 miles of track. The entire expense of repairing and changing this iron in the track, as well as that of putting in over 200,000 new ties, and laying of the new iron purchased, is all included in the operating account.

Otherwise the account of renewals has been separated from the operating account, in order to show more clearly what are the expenses of putting the road into first class condition, as well as because these renewals, which result from the extraordinary wear of seven or eight years, cannot be justly chargeable to the current operating expenses.

During the period under investigation, 1,967 lineal feet of truss bridges, 2,750 lineal feet of pile bridges, and 1,600 lineal feet of stringer or trestle bridges have been thoroughly rebuilt, at a cost of $22,979 06. There have also been procured 213,195 superior oak ties at a cost of $48,677 65, which have been mostly placed in the track.

Thirty-five hundred tons of the best American iron rails, from Danville, Penn., have been purchased and laid, and one thousand tons of iron have been re-rolled at Indianapolis, and also laid, making an aggregate of 4,500 tons of new rails, equal to 51½ miles of new track. Twenty-seven thousand seven hundred and fifty-one wrought iron chairs have been used in laying this new iron and in replacing broken chairs.

In addition to these permanent improvements to the track, the large sum of $28,742 29 has been expended in ballasting the road bed. A portion of the road, particularly that portion between Defiance and Fort Wayne, laid on a treacherous soil, had lapsed into a condition unfit for the heavy trade of a trunk line. At some expense and difficulty a superior gravel pit has been obtained in the vicinity of the track near New Haven, and during the past season a coating of a foot in average depth has been distributed over the road bed, for a distance of 29 miles, and the track put into fair condition. Inasmuch as this gravel pit affords ample material of superior quality, it is proposed to continue the ballasting through the approaching season, and until the track east of Fort Wayne shall be put into thorough order.

Four new passenger engines, weighing about twenty tons each, were purchased of the Rogers Locomotive and Machine Works, and six locomotive engines hitherto used exclusively in the passenger service, have been converted into freight engines, by substituting five feet for six feet driving wheels. This change has proved highly successful, and contributed very materially to the power of the road.

Two pony engines, for switching purposes, have been procured, to one of which is attached a powerful fire engine, for the protection of the valuable buildings and property at Toledo.

One hundred first class box freight cars have been purchased, of superior manufacture and with all modern improvements.

The most important expenditure on account of buildings has been for shops at Fort Wayne. The principal machine shop at that point was completed for use in February, 1862, and during the following summer a large blacksmith shop, with boiler and coppersmith shops attached, was constructed. These are extensive and constructed in the most convenient and thorough manner, perfectly ventilated and lighted, and completely furnished with power, tools and machinery.

A commodious blacksmith and machine shop has also been erected at Lafayette, principally for the repairs of rails and for ordinary repairs of freight cars. Shops for the repairs of rails have also been erected at Toledo, Defiance, Antwerp, Huntington and Peru.

At Attica and Antwerp, buildings have been built for passenger and freight accommodations.

The foundation for the extension of the freight house at Toledo has been put in, and the flooring and platforms completed, thus affording large additional storage room for the past autumn; however, the necessities for further storage room are such as to render it indispensable that this building should be completed during the coming season. The whole amount expended in the erection of these buildings is $39,294 01.

The great importance of providing ample elevator and storage facilities at Toledo, for the accommodation of the large and growing grain business of the road, has been fully considered, and the results of the past year in this behalf have been highly satisfactory. At the close of our last fiscal year, the total storage capacity was 375,000 bushels. The building then in process of construction has since been completed, giving additional storage room for 175,000 bushels. A division of another and still larger elevator is now about completed and ready for occupation, which affords storage equal to 350,000 bushels, and when completed 550,000 bushels. This will give an aggregate storage capacity of 1,200,000 bushels, sufficient no doubt for the present requirements of the road.

Throughout the year our trains have been operated with remarkable exemption from accidents and casualties, and our business relations with connecting roads continued harmonious and satisfactory.

The entire length of the road is 242.4 miles, of which 166.9 miles are in Indiana, and 75.5 miles in Ohio. The gauge of track is 4 feet 8½ inches.

The equipment consists of 42 locomotives; 18 passenger, 10 mail and baggage, 509 box freight, 150 stock and 80 platform cars. Miles run by engines, 1,614,932. Passengers carried, 174,742. Among the articles of freight carried east were: 8,091,929 bushels of grain; 8,082 car loads of live stock; 2,975,655 feet lumber; and 142,505,366 lbs. sundries. Among the articles carried west were: 5,224,291 feet lumber; 93 car-loads live stock; and 110,476,602 lbs. sundries.

GENERAL BALANCE.

General stock	$1,409,350 00
Preferred stock	926,200 00
First mortgage bonds	3,400,000 00
Second mortgage bonds	2,500,000 00
Sinking fund bonds	245,700 00
First mortgage coupons funded	62,741 24
" " " unfunded	3,176 95
Second mortgage coupons unfunded	14,787 50
Matured coupons payable in cash, but not presented	2,278 23
Bills payable	198,590 42
Cash account	22,549 29
	$8,785,373 63
Road bed and equipment	$8,547,168 19
Second mort., coupons to be funded	14,787 50
Toledo, Logansport & Bur. R. R. Co.	11,038 06
Fuel on hand	21,842 03
Military service	21,660 74
Post office department	5,573 61
Bills receivable	2,423 15
Quincy and Toledo R. R. bonds	3,000 00
Cash in N. Y., to pay coupons	1,137 47
Wm. Kent, agent, unpaid charges	1,977 77
Balance of income account	154,765 11
	$8,785,373 63

Dighton and Somerset Railroad.

John B. Jones & Co. of Lewiston, Me., have contracted for the grading and masonry on this road, to be completed by the 1st day of November next. Ten thousand sleepers are to be furnished by the West Greenwich Lumber Company; and the locomotives are to be built at the Taunton Locomotive Works. William Cobb of Dighton has taken the contract to build the wharves at Somerset, opposite Fall River, and the terminus of the road. H. N. Gunn of Fall River, Guilford White of Easton, and Daniel Brown of Fall River, have been appointed Commissioners, required by the act of incorporation, to designate the number and extent of the wharves. The first assessment

of $20 on a share has been paid in, amounting to $60,000.

The Bay State line of steamers will run in connection with the new road, and it is also intended to put on a line of propellers for freight.—*Taunton Republican.*

New Railroad Enterprises.--Conditional Subscriptions.

PERSONS SUBSCRIBING TO STOCK UPON CONDITION THAT THE ROAD WILL BE CONSTRUCTED ALONG A DEFINED ROUTE, ARE LIABLE TO THE AMOUNT OF THEIR SUBSCRIPTION, NOTWITHSTANDING THE ENTERPRISE IS AFTERWARDS ABANDONED.

In 1853 one Miller subscribed for twenty shares of the stock of the Pittsburgh and Connellsville Railroad Company, on the express condition that the company "should *locate* and *construct* their railroad along the route contemplated by the Meyer's Mill Plank-road Company for their road." He paid one instalment and a part of the second, but delayed the payment of the balance as the calls were made, until the company, before the road was *constructed* along the route mentioned, suspended operations, after which payment was refused on the ground that though the road had been *located* by the company they had not *constructed* it according to the condition in the subscription.

The company suspended operations in 1857, the calls upon the stock were all made previous to January 1855. The road had been located along the route desired by Miller, but owing to the suspension of the company it was not constructed. This action was brought by the company in April, 1859, against Miller, to recover the unpaid instalments upon the twenty shares mentioned. The trial was had in the Court of Common Pleas Somerset County, Penn., and resulted in a verdict in favor of the plaintiffs for $1,210.50. The defendant then carried the case to the Supreme Court of Pennsylvania, which Court now affirmed the judgment of the Court below; and *held*—

1. That the promise of subscription being precedent to that of construction upon the part of the company, the defendant could not insist upon performance by the railroad company while he refused performance on his part; and that the road being located as stipulated, and completed so far as the means of the company would allow, it was a compliance with the condition, and the plaintiffs were entitled to recover.

2. That the condition in the contract of subscription was not a condition precedent, and did not require the completion of the road before payment could be required, but only that when located and constructed it should occupy the route designated, the undertaking being on the part of the subscriber, to pay as calls should be made by the directors, and on the part of the company to locate as stipulated and construct as fast as their means would allow.

3. That the suspension of operations made by the directors, long after the payments upon the defendant's stock had been due, was not a defence in an action brought against him for the unpaid balance thereon.

4. That although the company had received subscriptions on a guarantee that they would pay interest on stock "as soon as paid," until the road was finished, interest would not accrue until the stock was fully paid; and where but a small part of the stock had been paid for by the defendant, he could not in a suit against him for the balance, set up the non-payment of interest on his stock by the company as a breach of condition.

The following is the opinion, in full, rendered by the Court upon the decision of the case:

WOODWARD, J.—The plaintiff in error, defendant below subscribed for twenty shares of the capital stock of the above named railroad company, on the express condition that the company "should locate and construct their railroad along the route contemplated by the Meyer's Mill Plank-road Company for their road." It was proved that the railroad had been located along that route—that it was completed from Connellsville to Turtle Creek, and advancing from there to Pittsburgh—that $218,000 had been expended at Sand Patch Tunnel in Somerset County, east of Meyer's Mill, and that the whole work had progressed so far as to reduce the completion of the road to nine months' more work, when, in October 1857, the company suspended operations.

The defendant paid the first instalment of his stock and part of his second, but neglected to respond to the calls for the residue of his subscription, all of which were duly made before January 1855. This action was brought to enforce payment of these calls. The defence is, that though the company have *located* their road agreeably to the above condition they have not *constructed* it, and therefore subscribers are not bound to pay.

It is a most extraordinary defence, for it presupposes that the company were to build their road without money, and to deliver it a finished work to the stock subscribers, who were then to pay their subscriptions. Such was not the contract. By his subscription the defendant made himself, voluntarily, a member of a company incorporated and authorized to build a railroad from Pittsburgh to the Maryland line, east of the mountains—a company to be governed by directors, who should dictate when and where to begin the work, and how its means should be applied—a company with authority to enact by-laws, and make calls for payment of stock—a company to whose vigorous prosecution of their work prompt payments on the part of stockholders in obedience to calls, were indispensable.

Of such a company Miller made himself a member, and now sets up the partial failure of the company to complete their work as the justification for his almost total failure to supply the means he agreed to supply. His promise was precedent to theirs. He has no right to insist on performance by them, whilst he refuses performance on his part. Had he and the other subscribers paid promptly in obedience to calls, as they promised, possibly the panic of 1857 would not have suspended the work. The stock payments were indispensable not only as furnishing funds which the company had a right to rely on, but as constituting also a solid basis of credit on which to negotiate the bonds of the company. The modern expedient chiefly relied on for building railroads is mortgage bonds, but to give these credit in the markets of the country, the payment in of a cash capital is indispensable.

All these things Miller knew, or ought to have known when he subscribed, and therefore the defence now attempted is simply absurd. The condition in his contract did not mean that the road should be constructed and finished before he paid, but only meant that when it was located and constructed it should occupy the route designated. On his part the undertaking was to pay as calls should be made. On the company's part the undertaking was to locate as stipulated, and to construct *bona fide* as fast as the means at their command would allow. This was the whole scope and effect of the condition. A suspension of the work two years and a half after the time when every dollar of the defendant's subscription ought to have been in the treasury of the company, is no defence for him. The necessity for that suspension was no doubt aggravated, perhaps induced, by the failure of himself and others to pay up their stock, but whether it was or was not, the suspension was the exercise of a discretion which every subscriber had committed to the directors. Let them not complain, therefore, that their constituted agents have under the pressure of the times and the default of subscribers, exercised the discretion that was voluntarily committed to them for the benefit of the common enterprise. Until it can be shown how railroads can be built without money, no such defence as is here set up can prevail.

But there is a breach of another condition alleged. This company conformed to the foolish practice of receiving subscriptions on a guarantee that they would pay interest on stock "as soon as paid," until the road is finished. When it is considered that railway companies are joint stock associations, and depend on borrowing most of the money they expect to expend, the absurdity of borrowing money to pay interest to themselves is self-evident. They never borrow it at less than from 7 to 10 per cent., and in so far as the money is used to pay themselves 6 per cent. on their stock, it is manifestly a ruinous as well as absurd operation. No intelligent stockholder who has the interest of the enterprise at heart, ought to accept or insist on such a condition. Still where it is inserted in the contract, it must be judicially administered, and for the present case we may dispose of it as follows: In this contract the interest is not payable until the stock be fully paid. "As soon as paid," interest was to accrue; and such was the effect of the resolution of February 22d, 1854. But the defendant has not paid. He then has no breach to complain of. He points to the resolution of the board of 15th October, 1857, suspending the payment of interest, as ground for not paying moneys due in January, 1855. This is, if possible, a more curious defence than the former. Had he paid his stock he would have been entitled to receive interest. But because the company could not pay other stockholders interest in 1857, he justifies himself for withholding moneys due in 1855. This action is to enforce the calls that were not responded to. If such a defence is worth anything now, it ought to have been good when the calls were made. But it would not have been easy to state it then, for it was wrapped up in the womb of the future, and possibly could never have been born, if the defendant had performed according to his undertaking, for in that event the company might have been able to pay interest.

It is scarcely possible to conceive of a defence more destitute of merit, and accordingly the judgment is affirmed.

Galena and Chicago Union Railroad.

(16*th Annual Report for the year ending December* 31, 1862.)

LENGTH OF ROAD AND BRANCHES.

Main Line, Chicago to Freeport	121.00	miles.
Elgin Branch, Elgin to East Elgin	1.50	"
Chicago, Fulton & Iowa Line, Turner to Fulton City	105.50	"
Clinton Bridge Branch, Fulton to Railroad Bridge	1.75	"
South Branch, S. Br. Depot, Chicago to Harlem	10.50	"
Beloit Branch, Belvidere Junction to Beloit	21.00	"
Total length of road owned by the company	261.25	"
Second Track on Main Line, 80 miles; sidings to all lines, 47.90, and gravel pit tracks, 2.54 miles	80.44	"
Equivalent in single track	341.69	"
Leased and rented Road—Beloit & Madison R.R.	17.30	
Chicago, Iowa and Nebraska Railroad	82.00	
Cedar Rapids and Missouri Railroad	69.00	
Elgin and State Line Railroad	33.20–201.50	"

ROLLING STOCK (EQUIPMENT).

Locomotive engines		62
Passenger cars	63	
Freight, baggage, cattle and other cars	1,445—	1,508

SHARE CAPITAL ACCOUNT.

Share capital authorized by charter	70,000	$100 sh. =	$7,000,000
" " paid in	60,284	" " =	6,028,400

FUNDED DEBT ACCOUNT.

	Amount issued.	Cancelled by Sinking F'd.	Amount outstanding.
1st Mortgage	$2,000,000	$11,000	$1,989,000
2d "	2,000,000	654,000	1,346,000

The 1st mortgage came due in 1862 and 1863 and is being extended to 1882 and 1883. To date $871,000 had been thus extended. The following is a comparative statement of the whole debt at the close of the two last years (1861 and 1862) respectively:

	1861.	1862.
1st mortg. bonds, due 1st February, 1862	$247,000	$2,000
" " " 1st August, "	157,000	18,000
" " " 1st February, 1863	60.000	43,000
" " " 1st August, "	1,507,000	1,055,000
" " " 1st February, 1882	22,000	871,000
	$1,993,000	$1,989,000
2d mortg. bonds, due 1st May, 1875	1,411,000	1,346,000
Litchfield (so called) bonds	10,702	.....
Total, less sinking funds	$3,414,702	$3,335,000

—all bearing interest at 7 per cent. coupons payable semi-annually February and August in New York City.

STATEMENT OF THE COMPANY'S AFFAIRS, 1st JAN., 1863.

PROPERTY AND ASSETS.

Road and appurtenances			$3,049,164
Equipment—			
Locomotives	$538,320		
Cars (773,687—			1,311,917
Machinery and tools			49,384
Real estate			19,157
Materials on hand			305,167
Stocks, bonds and other securities			288,476
1st mort. bonds purchased			19,975
Chic., Iowa & Nebr. R. R. rental			31,218
Expenditures for leased railroads, viz:			
	C.,I.&N.	C.,R.&M.	
Operating	$43,199	$12,958	
Sundries	25,964	5,575	
Total	$71,363	$18,533—	89,896
Expenses of Albany R. R. bridge		$2,254	
Expenses of Clinton Ferry		11,922—	14,176
Sundry dues, etc.			65,959
Bills receivable, etc.			21,064
Balances due from stations and other companies			45,392
Cash on hand			249,010
Total			$10,551,145

CAPITAL AND LIABILITIES.

Share capital		$6,028,400
Funded debt		3,335,000
Sinking Fund—		
2d mort. bonds cancelled		654,000
1st " " "		11,000
Turner & Harlem lots sold		6,094
Scrip outstanding		3,012
Dividends, coupons, wages, etc., unclaimed		17,856
Bills payable, etc.		15,553
Earnings of leased railroads, viz:		
	C.,I.&N. C.	R.&M.
Freight	$52,391	$10,620
Passengers	19,438	3,930
Mails	1,708	1,437
Total	$73,537	$15,987— 89,524
Albany Railroad Bridge and Ferry Earnings		13,652
Balance due other companies		22,400
Income account: surplus		255,653
Total		$10,551,145

STATEMENT OF INCOME ACCOUNT.

INCOME.

Freight earnings		$1,308,848
Passenger "		389,833
Mails, etc. "		78,861
		$1,777,542
C., B. & Quincy R. R. Co. in partition of S. Br. Depot grounds		6,412
C., B. & Quincy R. R. Co.: For lands west of S. Br. Depot		12,000
Surplus earnings, Jan. 1, '62		425,058
Total		$2,221,012

DISBURSEMENTS.

Operating expenses	$942,936
Dividends: Jan. 5 p. c. and July 3 p. c.	482,272
Interest on bonds	286,655
Cost of improvement	114,368
Cost of Sinking Fund instalments	69,085
Premiums and conversions	10,674
Suspended accounts	10,369
Surplus earnings Jan. 1, 1863	365,653
Total	$2,221,012

CAPITAL ACCOUNT FOR FOURTEEN YEARS.

End of year.	Share capital.	Funded debt.	Floating liabilities.	Sinking funds.	Miles of r'd.	Cost of r'd & equip't.
1849–'50	$261,430	$136,971	$38,950	$.....	42.50	$433,429
1850–'51	354,498	497,571	37,699	.....	42.50	695,507
1851–'52	838,114	681,500	85,806	.....	84.50	1,326,706
1852–'53	1,857,159	520,500	41,443	.....	92.50	2,230,189
1853–'54	2,682,167	1,382,000	276,369	.....	187.50	4,143,656
1854–'55	4,334,800	1,910,000	505,013	.....	211.50	6,552,163
1855–'56	5,441,500	2,814,330	514,246	40,000	249.00	8,429,043
1856–'57	6,013,100	2,958,015	672,783	98,000	249.00	8,879,804
1857	6,023,800	3,899,015	66,133	153,000	259.50	9,335,721
1858	6,026,400	3,901,015	18,516	269,000	259.50	9,339,390
1859	6,027,700	3,633,200	20,265	378,000	259.50	9,354,514
1860	6,028,300	3,524,200	25,906	487,000	261.25	9,352,081
1861	6,028,400	3,414,700	32,644	596,000	261.25	9,352,081
1862	6,028,400	3,353,000	35,421	665,000	261.25	9,352,081

DETAILS OF THE COST OF THE ROAD.

End of year:	1854–'55.	1856–'57.	1858.	1860.
Main Line	$2,083,967	$2,118,912	$2,127,906	$2,127,906
Beloit Branch	405,950	410,120	410,523	410,523
C. F. & Iowa Line	1,790,592	2,251,473	2,293,113	2,294,046
Depots	602,401	820,572	824,032	824,032
Second track	56.535	366,266	405,868	405,868
Clinton Bridge Branch	.....	.....	.....	15,591
Locomotives, etc.	820,455	1,311,917	1,311,917	1,311,917
Air Line	.....	608,166	611,600	611,600
Connections	.....	20.000	20,000	20,000
Discount, interest, etc.	106,383	385,868	644,488	644,488
Bonus stock	685,900	686,510	686,510	686,510

In the last year the construction account was closed and the items still remain at the same valuation, the road and equipment being kept up by the improvement fund.

EARNINGS AND EXPENDITURES YEARLY.

Fiscal Years.	Av. M. oper'd.	Gross Earnings. Pass'r.	Freight.	Mails.	Total.	Operating Expenses.	Net Earn's.	Divid'd. p.c.	Divid'd. Am't.
1849–'50	40½	$25,530	$22,892	$.....	$48,522	$18,620	$29,812	10½	$23,383
1850–'51	42½	68,587	56,473	2,626	127,686	48,944	78,782	15	47,711
1851–'52	62	121,805	85,176	4,329	211,310	87,362	123,948	15	62,914
1852–'53	90	272,406	192,461	8,681	473,538	187,396	286,162	20	149,973
1853–'54	130	447,657	339,996	11,350	799,012	359,199	439,814	16	363,155
1854–'55	197	859,363	629,697	17,655	1,506,710	686,517	820,193	17	546,519
1855–'56	232	1,405,325	880,410	30,142	2,315,787	1,063,745	1,252,042	22	986,524
1856–'57	249	1,463,959	906,069	47,216	2,416,344	1,295,493	1,120,851	20	1,095,590
1857(8m)	259½	1,083,230	522,187	55,390	1,640,807	921,252	719,555	5	301,115
1858	259½	1,022,142	472,269	53,150	1,547,561	927,233	620,328	4	241,024
1859	259½	918,247	397,402	53,792	1,369,441	823,021	546,420	2	120,528
1860	261½	1,041,564	341,384	79,803	1,462,752	810,491	652,261	3	180,834
1861	261½	1,319,984	338,551	61,861	1,720,396	909,211	811,185	5	301,420
1862	261½	1,308,848	389,833	78,861	1,777,542	942,936	834,606	8	482,272

Commerce of New York.

The Custom House tables of the foreign commerce of the port of New York for March supply the following figures:

Imports.	1861.	1862.	1863.
Entered for consumption	$6,700,061	$10,312,687	$11,461,572
Entered for warehouse	3,084,187	4,841,846	6,016,961
Free goods	2,873,097	3,476,004	1,328,806
Specie	5,546,406	89,327	123,616
Total entered at the port	$18,204,351	$18,719,866	$18,930,895
Withdrawn from warehouse	5,817,144	3,039,567	3,456,530
Cash duties	2,489,926	4,626,862	4,554,460
Exports.			
Domestic produce	$10,580,907	$8,985,176	$16,137,689
Foreign produce, dutiable	839,415	458,917	758,266
Foreign produce, free	109,270	65,388	213,685
Specie	301,802	2,471,233	6,585,442
Total exported from the port	$11,831,394	$11,980,714	$23,695,682
Total, exclusive of specie	11,529,592	9,509,481	17,109,640

The following is a statement of the imports and exports for the first nine months of the fiscal year:

	Imports incl. specie.	Domestic Exports. Merch'dise.	Specie.	Total.	Exports of foreign merchandise, dutiable and free.
July, 1862	$20,353,202	$14,050,437	$8,067,337	$22,117,774	
Aug. "	14,304,843	13,046,389	3,713,572	16,759,921	
Sept. "	18,147,917	14,734,993	3,085,919	17,840,912	
Oct. "	13,413,906	19,476,947	6,707,519	26,184,466	
Nov. "	10,309,398	14,060,340	6,213,251	20,273,591	
Dec. "	13,073,618	14,805,112	3,673,112	18,478,224	
Jan'ry, 1863	15,739,576	14,329,398	4,264,574	18,953,972	
Feb'ry, "	12,027,846	17,780,586	3,965,664	21,746,250	
March, "	18,930,895	16,137,689	6,585,442	22,723,131	
1862–'63	$136,360,201	139,421,891	46,636,350	186,058,241	7,263,927
1861–'62	104,122,751	100,875,310	9,893,258	110,768,568	3,193,929
1860–'61	181,915,843	88,008,116	22,075,051	110,083,167	5,594,080

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	104
Registered Bonds / Coupon Bonds... Under Act 31st December, 1848	8,908,842	6	1868	106
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	104
Registered Bonds / Coupon Bonds... Under Act 14th June, 1858	20,000,000	5	1874	94½
Registered Bonds / Coupon Bonds... Under Act 23d June, 1860	7,022,000	5	1874	97¾
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	5	1871	97
Registered Bonds / Coupon Bonds... Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	107¼
Treasury Bonds (coupon) / Treasury Bonds (coupon) Under Acts 17 J'y & 5 Aug '61	139,998,000	6	1881	107
Registered Bonds / Coupon Bonds... Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	7.3	1864	100½
Treasury Notes—		7.3	1864	106½
Under Acts 26 June, '60, and 3 Feb. and 2 March, '61	2,750,350	6	2 y'rs	51½
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Jn. & 5 Au.'61 & 17 Ma.'62 convert. into 20 / y'r b'ds due '81	14,913,315	---	Dem.	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	102
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	130
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	108½
" —University Fund Interest Bonds of 1861	650,000	6	1879	109
" —War Fund Bonds of 1861	2,000,000	6	1879	104
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	68
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
—Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	100
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,398,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	669,000	6	'63-'77	114
" —War Loan of 1861	800,000	6	1871	115
Maryland—Inscribed Certificates	5,964,251	6	Var.	118½
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	63,000	5	'61-'72	134
" — " " of 1861 "	247,000	6	'68-'72	118½
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	130
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	104
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	60½
" — " "	100,000	6	1862	63½
" — " " (loans to Railroads)	23,800,000	6	'72-'86	87½
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	631,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — " State Loan $6,756,654	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	128
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	70
Ohio—Inscribed Certificates	4,095,309	6	1881	110
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	106
" — " "	1,600,000	6	1875	110
" — " "	2,400,000	6	1886	115
" — " "	660,835	6	1868	----
" — " "	1,608,906	6	1860	106
" —War Loan (1861)	1,212,039	6	1863	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates (1st January, 1862	37,687,760	5	'61-'82	105
" — " "	400,630	5	'61-'82	101½
" — " "	388,200	6	1879	109
" — " "	100,000	4½	'63-'82	----
" —War Loan (15 May, 1861)	2,612,150	4	1877	----
South Carolina—Inscribed Certificates	1,708,017	6	1871	----
" —Coupon Bonds (sterling)	484,444	6	'68-'90	----
" — " " (R. R.)	1,310,000	5	1868	----
Rhode Island—War Loan (1861)	100,000	6	1877	----
Tennessee—Coupon Bonds (banks)	1,125,000	5½	1863	----
" — " " (internal improvement)	2,063,666	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	60½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	113
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	66
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	285,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	108½
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	114
" — " " (Bank Stock)	553,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	112
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	128½
" —Coupon Bonds (Water)	6,228,787	5	Var.	123¾
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	98
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18--	115½
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	6	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " "	720,000	5	1898	----
" — " " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " "	2,140,000	5	1887	118
" —Public Education Stock	150,000	5	1873	109
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	109
" —Vol. Soldiers' Family and Fund Bonds	600,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	100
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'76	----
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	100
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,900	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	152,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	108
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100
" " 2d " "	3,980,670	6	1882	78½
" " Improvement " "	586,500	6	1870	87
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	6	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	66½
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	30
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Chicago and Alton, Preferred	2,464,336	7	------	94
Erie Preferred	8,535,700	---	------	103½
Housatonic Preferred	1,180,000	8	------	59½
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	110½
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110
" " " 2d "	1,014,000	7	------	82½
New York & Harlem, Preferred	1,020,000	---	------	102
Philadelphia & Reading, Preferred	1,551,800	7	------	55
St. Louis, Alton & Terre Haute, Preferred	1,700,000	---	------	78
Toledo & Wabash, Preferred	926,200	---	------	78

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,683	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,099	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	149,342	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,547,510
1863	242,729	204,537	260,269	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,890	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	72,169	93,591	110,935	72,036	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,224,841
1863	96,306	107,443	106,816	127,205	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,223	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,375
1863	139,686	126,521	119,836	122,215	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,784
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	981,157
1863	68,143	81,750	90,677	------	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	147,487	164,845	117,908	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	393,322	389373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	825,453	829,784	946,041	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,595	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	135,516	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,850	107,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	148,424	173,261	197,762	246,283	2,023,537
1862	397,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,699	66,686	56,171	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,120	76,132	44,925	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,653,569
1863	248,784	230,508	254,208	267,693	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,590	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,689	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,965
1862	100,604	96,689	102,808	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,889
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	325,686	361,834	396,771	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,081,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,322	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	51,770	68,667	60,071	58,358	57,784	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	534,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	102
" " " 1850	700,000	6	Jan. & July.	"	1890	103½
" " " 1856	1,128,500	6	Jan. & July.	"	1875	103½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	112
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	681,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	380,000	7	May & Nov.	" "		103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	101½
Mort. (chgd from Sterl'g)	385,000	6	"	London.	1889	102½
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	103½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	107
2d Mortgage	600,000	7	May & Nov.	" "	1875	104
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	105
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	64
4th Mortgage (S. F.)	1,385,900	7	" "	" "	1876	34
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	343,200	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	2,690,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	111
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		105
1st Mortgage (general)	3,600,000	7	" "	" "		88
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	98
2d Mortgage	2,000,000	6	" "	" "		58½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		99½
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
Cincinn., Wilm. and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	674,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	108
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	87
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	111½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	8	March & Sept.	Boston.	1875	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	104
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	110
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	6				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'84	100
2d Mortgage (convertible)	710,000	6	Jan. & July.	London.	'62-'72	96
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,002,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	68,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,656 000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	113
1st Mortgage (Extended)	871,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	110
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	115
" Eastern "	1,350,000	7	Feb. & Aug.	"	1886	100
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	88
Land Security	5,000,000	7	April & Oct.	" "	1891	73
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				----
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	118
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	114
Convertible	1,002,000	7	" "	" "	1867	122
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1876	120
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "		------	110
Income	281,500	---				----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	------	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			------	----
1st Mortgage	260,000	7			------	----
2d Mortgage (convertible)	1,000,000	7			------	----
3d Mortgage	600,000	7			------	----
Guaranteed by Covington	200,000	6			------	----
Cincinnati (exchanged)	100,000	6			------	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†			------	----
City of Keokuk, (special tax)	150.000	10†			------	----
Lee County, 20 years	150,000	8			------	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8			------	----
City of Keokuk	200,000	8			------	----
Henry and Louisa Company's	60,000	8			------	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	111
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.	------	80
2d Mortgage (Eastern Div.)	1,000,000	†			------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	35
2d Land Grant (Western Div.)	353,600	†	" "	"	------	35
3d Mortgage (whole road)	1,700,000	†			------	----
Farm Mortgage	1,087,700	†			------	----
Unsecured Bonds	1,785,000	†			------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6			'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co. :						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7			------	----
Louisville and Frankfort :						
Louisville Loan	109,000	---			1881	----
1st Mortgage	223,000	---			'63-'78	----
Louisville and Nashville :						
State (Tenn.), 1st Lien	550,500	6			------	----
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6			------	----
Mortgage	24,000	7			------	----
Mortgage	10,000	6			------	----
Marietta and Cincinnati :						
Mortgage Bonds	225,789	7			1891	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1890	----
1st Mortgage	1,600,000	7			------	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6			------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6			------	----
Michigan Central :						
1st Mortgage Sterling	337,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1860	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	112
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	104
Detroit and Toledo	812,000	7	" "	" "	1876	104½
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	110
2d General Mortgage	2,656,500	7	" "	" "	1877	102
*Milwaukee and Beloit :						
1st Mortgage	630,000	8			------	----
Milwaukee and Chicago :						
1st Mortgage	400,000	8			------	----
2d Mortgage	200,000	7			------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8			------	10
2d Mortgage	600,000	8			------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	106½
1st Preferred stock	1,051,000	8			------	103
2d Preferred stock	1,014,000	7			------	90
Mississippi Central :						
1st Mortgage	1,007,363	7			------	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6			------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7			------	----
2d Mortgage (S. F.)	400,000	8			------	----
Oskaloosa Division	1,425,000	7			------	----
Land Grant	7,000,000	7			------	63
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1886	----
Mississippi State Loan	202,799	6			------	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6			------	----
Tennessee State Loan	674,860	6			------	----
Alabama State Loan	389,410	6			------	----
Income	1,508,070	8	Jan. & July.	New York.	61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			------	----
Montgomery and West Point :						
Alabama State Loan	122,622	---			------	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Morris Canal and Banking Co. :						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	112
Muscogee :						
1st Mortgage	249,000	7			------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---			------	----
Chat. and Clev. Subsc. (endors.)	231,000	---			------	----
*New Albany and Salem :						
Crawfordsville	175,000	7			------	----
1st Mortgage	500,000	10			------	----
1st Mortgage	2,235,000	6			------	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	119,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey :						
Company's (various)	668,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6			------	----
New Orleans City Subscription	1,500,000	5			------	----
1st Mortgage (S. F.)	666,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	110½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	119
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	110½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	110½
Real Estate Bonds	252,975	6	" "	" "	1883	105
Bonds of June, 1854	8,000,000	7	June & Dec.	" "	1864	103½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	125
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	114½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	108½
5th Mortgage	1,791,500	7	June & Dec	" "	1888	103
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112½
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	103
3d Mortgage	980,300	7	Jan. & July.	" "	1867	107
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	111½
Mortgage Bonds, Coupon	978,000	6	April & Oct.		1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	102
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	101
2d Mortgage	3,077,000	7†	" "	" "	1861	22
North Missouri:						
State Loan (30 years)	4,350,000	6	----------	----------	------	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93
Chattel Mortgage	360,000	10	" "	"	1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	----------	----------	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1868	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	----------	----------	------	90
State Loan (S. W. Branch)	1,268,000	6	----------	----------	------	----
Construction	3,235,000	6	----------	----------	------	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	115½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'69)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	105
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	110½
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	105½
" 1856, "	1,475,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	138½
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	----------	----------	------	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	81
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†	----------	----------	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	280,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1889	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,066	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	62
2d Mortgage	937,500	7	" "	"	1903	12½
3d Mortgage	435,050	7	" "	"	1863	1½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----------	----------	1856	----
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	110
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	106
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	105½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	92½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	92½
Interest Bonds	245,700	7	----------	----------	------	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	57
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	18
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880.	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	111
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,806	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.6	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	83.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,289	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	4,443,584	23.8	45,543	77,028	34,866	16	.....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11¼	142
31 Dec. '61	74.0	—	.....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	.....
31 Dec. '60	67.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,991	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	696,827	66.0	156,905	151,781	88,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,405	—	3,000,000	1,890,000	—	5,626,549	117.4	489,850	808,060	301,979	.....	123
30 Nov. '62	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	214,100	2,122,500	700,000	99,600	—	66.4	.....	353,655	158,917	—	89
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	136,970	41,466	—	.....
31 Oct. '61	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6¼	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,178	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,045	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,855	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	.....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721,057	281.0	976,381	1,225,001	457,794	—	75
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	—	109
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45 0	14 mo.	243,282	135,284	—	.....
1 Apr. '62	242.0	—	.....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	31¼
31 Mar. '62	181.8	—	.....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	95½
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580.000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	824,605	6	99½
31 May, '61	175.0	—	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '62	454.8	252.5	.....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	93½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	.....	—	.....	.....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
— — —	—	—	.....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '58	186.0	—	.....	—	.....	.....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '61	100.0	—	.....	—	.....	.....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	.....	—	.....	.....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,693	568,020	—	46
								INDIANA.													
.. .. ..	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	78.0	.....	.....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	133,009	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,939	—	.....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
.. .. '59	64.0	—	.....	—	.....	.....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	.....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,080,128	135.0	201,402	230,563	99,086	—	.....
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
— — '58	74.0	—	.....	—	.....	.....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	.....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	.....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	246,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	.....	.....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '62	55.0	52.6	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	23
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	.....	.....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	.....	22.0	.....	.....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	.....	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	.....	—				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,289	9,465,250	269 0	613,803	716,478	371,124	—	.....
— — '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	.....	.....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	.....	.....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,252,624	555 434	—	.....
31 Aug. '60	53.7	—	.....	136.5	.....	.....	.....	*Vicksburgh, Shreveport & Texas*	1,662,601	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Year ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	....
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,985	—	...
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	367,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,880	Loss.	—	....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	189,953	172,118	91,487	—	....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,369,147	54.7	oper. by	An. & K	70,666	—	....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,346	115,732	6	115
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,405	28,404	—	....
31 May, '61	18.5	—	—	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	....
								MARYLAND.													
30 Sep. '60	379.0	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,838	566,070	31,541,011	236.8	.....	3,922,203	2,305,788	5	85½
30 Sep. '60	30.0	—	.....	—	7	38	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,021	156.0	940,558	1,920,641	927,341	—	40½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	800.000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,143	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	386,565	421,969	156,191	6½	104½
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	125½
30 Nov. '62	47.0	7.0	32.5	—	25	40	291	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	436,121	702,222	355,362	8	128½
30 Nov. '62	44.8	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,355,584	83.6	564,117	1,006,130	490,364	8	142
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,086,074	47.1	76,219	102,627	50,053	2½	30½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	108
30 Nov. '62	44.2	30.51	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30 000	4,766,000	89.0	462,168	635,629	315,734	—	106
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184.7.0	784,119	21.2	66,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,629,341	93.4	342,542	560,580	254,146	6	116
30 Nov. '62	14.0	—	2.8	—	4	4	86	Fitchburg and Worcester	234,774	40.226	—	219,828	64,100	5,846	289,772	26.4	32,739	38,558	4,619	6	99½
30 Nov. '62	29.8	—	3.0	—	3	8	—	Hampshire and Hampden	577.933	28,748	—	292,951	303,014	—	660,181	29.8	27,424	16,344	1,293	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12 4	.....	21,780	21,780	6	....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95.684	—	600,000	—	—	802,461	71.0	148,516	188,183	46,540	8	134
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	600,000	300,000	—	800,000	36.7	42,202	124,178	45,893	5	95
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,586	—	—	220,240	234,900	140,902	597,586	—	oper. by	B & M.	Co.	—	....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	298,701	550,000	175,672	1,019,373	25.0	53,624	44,599	9,673	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,068	4,187,740	102.1	388,585	580,150	312,031	6	128
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	48,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	18	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	134
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243.503	226,900	464	471,170	ope	r. by B	and L'r	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,686	150 000	1,456	531,715	11.5	.....	22,218	64,425	20,484	—	15½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usaton.	31,409	7	....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,570	—	—	923,810	979,308	42,352	1,948,570	ope	r. by T.	and B.	.....	—	40
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,990	77.3	112,242	216,065	115,241	—	37½
30 Nov. '62	166.1	17.3	120.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,267,201	2,095,922	984,564	8	152½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	76½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped	by G'r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	....
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,598	—	2,950,000	4,250,000	.....	9,008,360	188.0	.....	340,898	.....	—	....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	8	111½
31 Mar. '63	346.0	281.0	.....	—	83	110	1,108	Mich S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,851	1,461,276	—	9½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	—	.....	.....	.....	.....	.....	—	....
-- -- '62	—	—	—	176.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	—	.....	.....	.....	.....	.....	—	....
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	....
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	—	.....	.....	.....	.....	.....	—	....
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,760,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	....
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	437,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	108
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	628,857	—	8,486,705	7,003,000	402,193	19,550,960	189.0	417,357	457,184	103,205	—	....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	70,213	4,600,000	.....	.....	114.0	71,433	104,135	33,864	—	....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	52
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,768,697	322,287	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	35½
30 Nov. '59	23.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,582	459,659	128,366	8	68
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	129
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,608	1,528	—	....
30 Nov. '59	13.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	105
31 Mar. '59	20.5	—	.....	25.8	8	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	38,800	108,259	1,006,459	ope	r. by Con	cord.	88,577	8	116
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	596,587	383,400	303,517	1,282 604	52.7	.....	59,774	21,156	—	....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	71
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,374	19,897	—	....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,608	78,855	—	....
31 Dec. '61	62.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124 2	.....	2,058,989	913,829	12	170½
31 Dec. '61	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic (Pref.)	1,833,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	50,076	—	16
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	5,507,812	606,542	—	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,586	774,341	10	177
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	....
31 Dec. '61	53.0	—	.....	46.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	....
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	5,583,951	397,378	1,397,974	4,397,800	678,000	—	6,695,704	33.8	512,349	1,111,087	692,699	10	160
31 Dec. '61	21.8	—	.....	—	2	6	17	Northern New Jersey	411,929	*	.....	156,850	200.000	70,786	427,636	21.2	.....	89,804	2,754	—	....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	849,089	*	—	248,000	100,000	1,089	850,000	ope	r. by N.	Y. & E.	26,600	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,276,713	*	—	1,276,000	000,000	713	1,276,713	24.0	.....	220,827	105,997	6½	111
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—	84,802	17,157	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Siding.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,035	—	439,005	1,576,099	50,000	—	oper. by Rens. & Sarat.					
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by Western.				6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,516	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,468	106,697	—	492,050	161,480	97,880	750,229	23.8	677,687	122,103	57,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,081,289	284,837	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	90
30 Sep. '61	68.3	—	14.5	—	25	32	325	Buffalo and State Line	2,267,886	521,376	—	1,960,500	1,049,000	—	3,009,500	82.8	367,865	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,156	59,884	10,752	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by Erie.		24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by Erie.		30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by West'rn			—	—
30 Sep. '62	144.0	4.0	115.0	—	65	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	298,424	13,193,890	259.0	.....	2,730,386	707,592	—	123
30 Sep. '61	94.0	6.5	—	—	15	49	126	Long Island	2,666,328	354,611	—	1,852,716	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	28
30 Sep. '62	297.8	258.1	379.0	—	229	231	2,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,566,835	654.9	5,36 ,772	9,256,828	3,749,077	6½	120
31 Dec. '62	460.0	97.0	302.0	—	226	101	3,279	Erie	39,021,792	*	—	19,973,200	20,131,500	682,029	41,025,172	683.0	4,885,359	8,400,334	1,636,351	—	86
30 Sep. '61	8.0	—	—	—	2	6	6	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	95
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.			60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	40 061	—	—
30 Sep. '61	36.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	83	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,759	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	15	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,760	—	859,760	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,050	oper. by B. N. Y. & E. 4,996				—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	.....	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,050	oper. by Rens. & Sar.				5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,628	77,584	—	600,000	376,000	15,898	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	.....	16,543	5,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,895	271,168	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (quar.)	258,835	36,073	—	274,400	—	—	—	oper. by Hud a. River.				6	55½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by other Co's.				—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by Erie R. W. Co.			—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,606	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	88
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,603	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,889,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	823,069	477,564	235,201	6	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	264,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	.....	77,294	.....	.....	.....	.....	.....	—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,684	*	11,000	1,859,813	1,231,760	51,243	3,300,668	118.2	.....	404,533	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,455	6,810,432	141.0	.....	699,716	230,661	—	17
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,916,727	504,892	79,947	2,155,800	1,344,000	—	3,518,784	198.3	.....	646,205	329,714	7½	135
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	28
1 May, '59	131.8	—	—	31.0	18	10	382	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,178	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 100	191.2	926,628	1,724,917	1,033,637	20	162½
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,035	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	99.6	578,991	1,244,975	734,991	10	200
30 Nov. '62	101.	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,406,317	552,800	—	84½
31 May '62	109.3	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,596	148,660	7,628,820	188.6	610,292	1,002,637	545,488	3	110
31 Dec. '58	61.4	—	—	53.0	6	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	76,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	64,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. r. w. Lit. Miami.		177,871	8	150	
31 Mar. '62	144.0	—	7.9	—	15	4	327	Dayton and Michigan	5,099,278	127,387	4,800	2,448,965	2,623,700	801,316	5,586,705	144.0	365,470	400.1 8	222,951	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,056	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	.....	126,170	38,412	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,258,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	.....	69,352	—	—	—
30 Nov. '58	18.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 521	412,002	2,981,267	1,400,000	—	4,960,780	188.0	814,908	1,336,991	632,114	8	145
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,283	226.6	.....	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	8,23,932	119,032	—	14
31 Aug. '58	177.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	126.0	.....	.....	.....	—	—
30 Jun. '62	153.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,000	2,589,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,606,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	160,000	3,500	346,500	oper. by C., C. & C.				—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	—	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,650	6,211,618	193,590	8,785,373	250.0	1,614,432	1,938,202	950,462	—	76
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	378,455	58,811	.....	.....	45.0	.....	106,924	55,029	—	1
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	.....	1,816,150	1,500	.....	1,817,650	24.5	174,.38	345,505	194,589	10	70
31 Dec. '61	68.5	—	5.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	52,350	3,472,746	146.0	289,137	219,543	22,490	—	7½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	161,057	249,778	150,531	6	—
31 Dec. '61	110.8	2.3	36.9	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744 579	11,780,945	202.0	.....	2,169,946	1,339,680	—	154
30 Nov. '61	35.8	—	2.5	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	.....	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,637	*	—	1,000,000	1,000,000	55,296	2,214,873	78.0	252,639	307,490	130,149	—	38
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	oper. by Buf. & S. L.				10	—
31 Aug. '61	36.9	15.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.6	oper. by	Penn. R.R. Co.		14½	66½
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,258,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	178,941	62,997	—	15
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,686	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,952	217,810	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,268,350	1,165,000	52,258	3,770,608	46.0	339,086	389,084	384,976	8	76
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,600	oper. by Catawissa R.R. Co.				—	46½
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,908	9,406,699	.....	.....	628,246	326 933	6	58
31 Dec. '61	130.0	—	60.5	—	—	—	2,026	Mine Hill and Schuylk. Haven	2,973,898	278,357	.....	3,248,000	.....	.....	3,248,000	130.0	292,692	619,043	335,671	11	68½
30 Nov. '62	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,486 476	408,187	.....	3,147,350	2,860,000	.....	6,447 780	65.7	2 3 334	397,186	218,960	—	14½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447 522	1,421,980	13,264,100	16,637,400	1,322,915	34,224,569	423.0	4,413,039	7,300,001	2,646,988	6	65½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	150,000	—	20.0	.....	1,637	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	234,439	—	1,243,500	374,600	—	1,618,300	24.0	249,960	219,965	110,387	7	56½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,461	645,170	11,548,929	12,411,600	—	26,225,48	151.4	1,795,927	2,905,888	1,412,905	—	47
30 Nov. 61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	990,200	250,000	—	1,249,200	28.0	oper. by	Cam. & Amboy		8	161

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	32	109	665	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	3,742,000	200.5	439,780	1,516,985	675,484	6½	69½
31 Oct. '61	59.0	13.0	5.0	83.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,830	22.0	11,408	70,228	21,21	—	—
31 Dec. '62	467.5	—	68.7	—	104	80	1,201	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,591	12,935,173	—	19,451,677	467.5	2,694,467	3,745,310	1,866,912	—	68½
30 Sep. '59	31.0	—	----	11.0	...	...	....	Pittsburg and Steubenville	1,947,482	*	—	1,221,277	280,000	.....	.....	...	...	...	...	—	—
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	...	...	...	—	—
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*	—	576,360	.....	.....	573.616	24.5	oper. by	Ph. & R	eading.	5	—
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822,117	5,435	1,327 552	...	...	105,568	55,143	....	40
30 Sep. '61	148.0	—	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,844,000	1,776,123	10,940,298	148.0	236,925	341,582	149,082	—	23½
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999	—	367,300	396,500	65,726	.....	29.6	68,543	101,499	61,270	6	43
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	6
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	—	.....	62.0	240,449	331,522	105,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	448,666	*	—	457,917	8,500	—	.....	13.6	.....	26,454	6,914	....	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
— — '58	40.3	—	....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	....	....
31 Aug. '58	22.5	—	....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	....	—	...	...	....	North-Eastern	2,011,852	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	...	.....	1,499,636	701,943	7	....
31 July '58	25.1	—	....	41.9	...	...	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	...	...	...	...	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	...	...	...	...	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	819,618	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	....
1859.....	.....	—	....	—	...	...	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	...	...	....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'rado	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	58 0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110 0	...	...	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '59	28.0	—	....	756 0	...	...	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	185	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,560	979,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	960,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,589	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	oper	r. by Vt.	Central	.....	—	147
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45 930	8,522	—	—
31 Aug. '60	54.0	10.5	....	—	...	...	....	Western Vermont	1,083,500	*	—	532,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	7
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,600,000	56,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	—	...	...	....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,906,565	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	....	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,828,800	2,467,000	58,549	8,036,604	234.4	.....	1,106,354	436,039	—	45
— — '57	50.0	—	....	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '61	104.0	—	....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,035,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 July '62	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	235.420	55,495	—	....
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	11
— — '62	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
0 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
31 July, '62	229.0	128.0	....	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	26,104,725	357.0	.....	1,221,145	585,885	1½	....
— — '62	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	—
31 Dec. '61	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	98.6	.....	.....	.....	—	—
— — '61	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	—
— — '61	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	186,000	1,799,232	60.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	....	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,765,723	48.7	.....	1,745,294	1,013,444	15	189

New York Stock Exchange.

Actual Sale Prices for the week ending May 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
STATE STOCKS:—						
California 7s	----	----	----	----	----	130
Illinois War Loan	----	----	----	----	104	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	63⅞	64¼	65¼	64¼	63¼	
Do. iss. to H.&St.J.R.	----	88	----	----	----	----
North Carolina 6s	----	----	----	----	----	70
Ohio 6s, 1881	----	----	----	----	----	110
Tennessee 6s, 1890	60	60	60	60¼	60¼	
Virginia 6s	----	65	----	66	----	
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	
Chicago & Alton	74¼	76	78	76	75	
" " pref.	95	95	----	94	----	
Chicago, Burl. & Q.	108¼	108	108¼	----	109	
Chic. & Northwest'n.	25⅝	28	33	31¼	31¼	
Chicago & Rock Isl.	97	96	96	95⅞	95¼	
Clev., Col. and Cin.	162	161¼	162¼	----	----	
Clev. and Pittsburg	86	84	85	84¼	84⅞	
Clev. and Toledo	110	110	112	111¼	110	
Del., Lack. & West.	----	----	----	----	154	
Galena and Chicago	99¼	98⅜	99¼	99	99¼	
Hudson River	117¼	125	129	127¼	128	
Illinois Centr. (scrip)	95	94¼	94¾	94¼	93¾	
Michigan Central	106	106	109⅛	110	111¼	
M. S. and N. I.	70¼	70	71¼	69	69¼	
M. S. & N. I. guar'd.	111	109¼	111	110¾	110¾	
Mil. and P. du Chien	44¼	44¼	48	46	45	
M. & P. du C. 1st pref.	----	----	----	----	----	
M. & P. du C. 2d pref.	----	81	----	81½	82¼	
New York Central	116¼	116¼	121	120	120	
Erie	85	85	87¼	86¾	86	
Erie pref.	103	102	104	103	103¼	
Norwich & Worcest'r	84¼	86	----	86¼	89	
N. York & Harlem	87	85	89¼	94	95	
N. Y. & H. "pref."	96	96	98	99¼	102	
Panama	----	----	----	188	189	
Phila. and Reading	95	95	95	94	94	
Pitts. Ft. W. & Chicago	70¼	69½	69¼	68¼	68¼	
St. L., Alton & T. H.	43¼	44¼	48	45¼	46	
" " pref.	73	75¼	82	80¼	78	
Toledo & Wabash	----	----	77	76	76	
" " Pref.	77	76	80	80½	78	
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Ohio. & N. W. 1st M.	82	83	89	88	88	
" " 2d M.	57	57	60	58	58¼	
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
" "Ap. Ex'n.	----	----	----	----	----	----
" "G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	88¼	87	88	86	87	
Cl. & Tol. S. F. 7 p.c.	----	111	111	----	111¼	
Chi., Bur. & Q. 8 p.c.	----	----	----	----	----	----
Chi. & R. I. 1st M. '70	----	----	----	111	----	----
D. L. & W. 1 M. 8p.'71-5.	----	----	----	----	----	----
" 2 M. 8p.c.'81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p.c.'63	----	----	----	----	----	----
" 2 M. 7p.c.'75	----	----	----	----	----	----
" 1 M. Ex.'82	----	----	----	----	----	----
Haun. & St. J. bonds	72	72	73	----	----	
Huds. R. 1 M. 7p.c.'69	----	----	----	----	----	116¼
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7p.c.'75	114¼	114	----	----	----	
" conv. bonds	----	----	----	122	----	
Illinois Central bonds	----	120	----	120	120	
La Grosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	----	108	----	106¼	
Mich. Cen. S. F. 8pc.'82	----	----	----	----	120	
" conv. 8p.c.'69	----	----	----	----	----	
M. S. & N. I. 1 M. S. F.	----	----	110	110	----	
" " 2 M.	----	101r	102	----	----	
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. Central 7s, 1864	103¼	----	----	----	----	
" 7s, S. F. 1876	----	----	----	----	----	119
" 7s, conv. 1876	----	----	----	----	----	----
" 6s, S. F. 1883	----	----	110¼	----	----	
N. Y. & E. 1 M. 7p.c.'67	----	----	----	----	----	----
" 2 M. 7p.c.'79	----	----	----	----	----	----
" 3 M. 7p.c.'85	115	----	115	115	114¼	
" 4 M. 7p.c.'80	108	108	109	108¼	----	
" 5 M. 7p.c.'88	----	----	----	108¼	----	
N. Y. & H. 1 M. 7p.c.'73	----	----	----	112¼	----	
" 2 M. 7p.c.'64	----	----	----	----	----	----
" 3 M. 7p.c.'67	----	107	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	----	----	----	110	----	
" " " 2d M.	----	104	104	----	----	
" " " 3d M.	82	82¼	----	81	----	
St. L., Alt. & T. H. 1 M.	----	105	----	----	106	
" " 2 M. pref.	92¼	----	92	93	----	
" " Inc. b'ds	85	82	----	85	85	
Toledo & Wab. 1 M.	105	----	----	105¼	----	
" " 2 M.	----	91¼	----	92¼	----	
" " Int. b'ds	----	----	----	----	----	
MISCELLANEOUS:—						
Del. & Hud. Canal	135	138	142	143	143	
Penn'a Coal Co.	125¼	----	127¼	----	130	
Pacific Mail S.S. Co.	191	190	190	----	188	

New York Stock Exchange.

Actual Sale Prices for the week ending May 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	96	----	97	----	----	
U. S. 5s, 1871, coup.	----	----	----	----	----	
U. S. 5s, 1874, reg.	----	----	97⅛	97⅜	97⅜	
U. S. 5s, 1874, coup.	----	----	----	----	----	
U. S. 5s, 1865	----	----	----	----	----	
U. S. 6s, 1881, reg.	105⅜	104	106⅜	----	107	
U. S. 6s, 1881, cou.	----	106	108	108	----	
U. S. 6s, '81, O.W.L.y.	----	107⅛	----	----	----	
U. S. 6s, 1881, " ⅓y.	----	----	----	----	----	
U. S. 6s, 1867, reg.	----	104	----	----	----	
U. S. 6s, 1868, "	----	----	106	----	----	
U. S. 6s, 1868, coup.	----	106	----	----	----	
U. S. 6s, 1 year certif.	102	102	101⅞	----	101⅛	
U. S. 6s, " " new	99⅜	99⅞	99⅛	99⅛	99⅛	
U. S. 6s, 5-20s, coupon	----	----	----	----	----	
Treasury 7 3-10 Notes	106⅛	106⅛	109	108⅛	106⅛	
U. S. Demand Notes	----	----	----	----	151⅛	
American Gold	150⅜	149⅞	148⅛	148⅛	151⅞	

Boston Stock Exchange.

Actual Sale Prices for the week ending May 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Boston and Lowell	----	----	----	----	----	
Boston and Maine	----	125	125¼	----	----	
Boston and Providence	132	----	----	----	133½	
Boston and Worcest.	----	142	----	142	142	
Connecticut River	----	----	----	----	----	
Eastern, Mass.	----	105¼	105¼	106	----	
Eastern, N. H.	----	----	----	----	----	
Fitchburg	116	----	----	----	----	
Manchester & Lawr'ce	----	----	----	----	----	
Michigan Central	----	----	----	----	----	
Northern, N. H.	70	----	70¼	71	71	
Old Colony and Fall R.	130	130	----	----	128	
Ph., Wil. & Baltimore	69¾	----	69¼	----	69¼	
Portl'd, Saco & Ports.	----	----	----	----	----	
Vermont & Canada	----	----	----	----	----	
Vermont & Mass.	----	37¼	----	----	----	
Western	153½	----	153	154	----	
Cambridge (Horse)	----	----	----	----	----	
Metropolitan "	72½	----	73½	----	74	
Middlesex "	----	107	108	107¼	----	
Central Copper Co.	53⅛	----	53⅛	----	----	
Franklin Copper Co.	55⅝	55⅛	55⅝	55	55⅛	
Isle Royale "	29⅛	----	29⅛	29¼	29⅛	
National "	28½	----	29¼	----	----	
Minnesota "	----	108	109½	110	110¼	
Pewabic "	64	63½	63½	64	64	
Pittsburg "	----	85	----	----	86	
Quincy "	86	----	87	88¼	90	
Rockland "	26	----	25½	----	25	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 5.

	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.
Beaver Meadow	----	----	70	70	----	----
Cattawissa	7½	----	----	7¼	7¼	----
" preferred	----	----	23¾	23¾	23¾	----
Camden & Amboy	169	----	170	170	170¼	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	103½	103½	103¼	----
" " 6s, '83	----	----	105	----	----	----
" " 6s, '89	----	----	----	----	----	----
Elmira & W'msport	----	----	37½	37¼	38	----
" " pref.	----	----	----	54	----	54
" " 7s	----	----	----	111	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	59	----	58	----
" " 6s	----	----	----	45½	45	----
" " scrip. 49	----	----	49	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	46	46¼	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	61⅜	----	----	----	----	60¼
North Pennsylvania	12⅜	----	12⅜	12⅜	12⅜	14⅜
" " 6s	----	----	----	----	92⅜	93
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	66⅛	----	66	66	65⅛	----
" 1st m.	----	----	----	116⅛	----	----
" 2d m.	108⅛	----	----	----	----	108
Penn. State, 5s	101⅛	----	101⅛	----	101⅛	101⅛
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	----	107	107	107	107
" new	111⅜	----	112	112	111⅜	111⅛
Philad., Germ. & Nor.	58⅛	----	----	----	59⅛	----
Phila. & Reading	47⅛	----	47⅛	47⅛	47⅛	47⅛
" " 6s, '86	104⅞	----	105	105⅛	----	105⅞
" " 6s, '70	105	----	----	----	----	----
Philadelphia & Erie, 6s	----	----	106⅛	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Arch street, (Horse)	----	----	27	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	42½	----	----
Race and Vine, "	----	----	11½	12½	----	13
2d and 3d streets, "	----	----	----	----	12½	----
Spruce & Pine, "	----	----	----	----	15½	----
13th & 15th sts., "	----	----	----	33	33	33
West Philad., "	----	----	----	----	----	----
10th & 11th sts. "	----	----	----	----	40	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 4.

	Tu.28.	W.29.	Th.30.	F.1.	Sat.2.	M.4.
Baltimore City 6s, 1875	----	----	----	----	108	108¼
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	108¼	109
Balt. and Ohio	84⅜	84¼	----	82	----	85¼
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	103¾	----	----	----	----
" " " '80	----	----	----	103½	----	----
" " " '85	104	101¾	----	102	----	----
Northern Central	----	----	----	41¼	40¼	----
" " b'ds, '85	101	101¼	----	----	102	----
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 24th April:

Maryland 6s	73	to	75
United States 5s, 1874	56	"	58
Virginia State 6s	48	"	50
Do. 6 per cent.	42	"	44
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	69¼	"	70¼
Do., Pennsylvania do. do.	67	"	69
Erie shares, $100 (all paid)	44¼	"	45¼
Do., 7s, preference	54	"	56
Do., 7s, 1st mort., 1867	70	"	75
Do., 7s, 2d mort., 1859	68	"	72
Do., 7s, 3d mort., 1883	66	"	68
Do., 7s, 4th mort. x. c.	58	"	62
Do., 7s, 5th mort.	58	"	62
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	71	"	73
Do. do. $100 shares, $90 paid, dis.	46	"	45
Do. do. $100 shares, all paid.	48	"	50
Michigan Central 8s, Convertible, 1860	70	"	75
Do. do. S. F. 1st mort., do., '82. x. c.	70	"	75
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares.	28	"	32
New York Central 6s, S. F., 1883	70	"	75
Do do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	68	"	72
Do. do. $100 shares	66	"	66
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	65	"	70
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	38	"	40
Philadelphia and Reading, $50 shares	25	"	28

American Railroad Journal.

Saturday, May 9, 1863.

Stock Exchange and Money Market.

The severe contest on the Rappahannock not being finally determined up to Wednesday last, gave room for the usual agitation in the Money Market and Stock Exchange. The spirit which actuates the dealers has little connection with any exalted estimation of political necessities. A defeat is as welcome to a certain class of operators, as a victory is to others. When hundreds of our brave soldiers are killed in battle, gold goes up, and there are too many who are indifferent to the loss of life, if they but fill their pockets.

All over the world, however, the Bourse is an unpopular institution, however useful and necessary it may be in a great commercial capital. The historians of France and England have not failed to notice its conduct in those countries on similar occasions, and there is no severer critic of its tendencies than Napier, who relates the manner in which the English operators defrauded whenever they could, both the Government and the army. The following extract from a late foreign journal thus characterizes the present Stock Exchange in Paris:

"There are two sorts of gamblers at the Bourse, the big ones and the little ones. The big ones, the gamblers certain of winning, occupy high positions. They are versed in the mysteries of the game. They haul millions by shovelfuls, and spend them as quickly, in order to have the pleasure of getting them back again. Those gentlemen mostly buy what they call 'an affair'—a mine, a factory, a contract. They pay a certain

sum for it on Saturday, and on Sunday they sell it for four times its cost, to a good-natured company, of which they naturally take the direction. They then issue half the shares, keeping the other half in their pocket-book. Thanks to their credit as thorough-grained rogues, the shares issued sell for a premium, which increases and rises like the flowing tide. Then, when it seems to have reached the maximum, they throw upon the market, at one single cast, the other half of the shares which they held in reserve. They flood the market; the tumble begins. The fall, driven on by panic, descends below all reasonable limits. When it has reached its lowest point, the founders of the company, little by little, buy up the panic-stricken shares, which soon rise again to par, and the see-saw of the market recommences. By this very simple game, millions of francs are realized. We may, therefore, consider every financial company which gambles at the Bourse as a machine organized by clever rogues for turning simpletons to profit."

The uncertainty of the result on the Rappahannock, as we have already hinted, had its effect. Gold rebounded from 146 to 150½ on Wednesday, and sellers of exchange waited to see if they could not put up their rates. Even the banks attempted by calling in their loans, to raise the rates of interest, but without success. Money was too plentiful to be coerced to a higher price. Railway shares continued firm in spite of the pressure; Harlem jumped forward another step, and the more established lines stood up to nearly their best quotations with a prospect of improvement. It is understood that the stock of the Harlem is, a majority of it in new hands, and that some of the heaviest of the old stockholders have taken advantages of the rise to realize and enjoy their immense profits while they could. It is quite possible there may be some changes in the Board of Directors, and if so it is to be hoped the company will not become a Wall street bubble as it was in the days of Robert Schuyler. Under the scientific and practical management of Allan Campbell who has a world-wide reputation, the Harlem has risen to respectability, solvency and importance. It has the best immediate future of any railway of its class in the United States. But it requires skill in handling, sagacity in its combinations, and economy in expenditure. To depart from its present line of conduct is to invoke its ruin. The stock of the Mississippi and Missouri has been placed on the list of the public board, and will be introduced at the regular Stock Exchange. It represents the extension of the Rock Island road through Iowa, and gives promise of success in all particulars. The line is being rapidly pushed through to the Missouri.

The Treasury is getting plethoric. There is no want of money to any extent required. There was in the Sub-Treasury in this city on Tuesday a clear balance of $22,449,310. With the ability shown by Mr. Chase on the one hand, and the generous confidence of the people on the other, there has been no lack of means to carry on the war, without the aid of any foreign capital whatever. There is no such other instance to be found in history, of such a successful system of finance. The people of this country, however, are not less shrewd than patriotic. The conversion of their profits and the currency afloat, into the 5-20's, is the very best method they could take to secure these profits, and save their earnings from any further depreciation in the currency at a future day. A Treasury note to-day for all practical purposes at home, is as good as an equal amount in gold; it will buy as much, in fact the prices of most articles of necessity as well as ornamental, are not higher than they were before the war. Now is the time for prudent people to guard against the consequences of a future excess of currency, by judicious investments in Government stocks, by which act also, the redundancy of the currency will be checked. It is quite possible to get on without further issue of paper money, if the present holders of it fund it in the public securities. If there is any thing in that shape which is permanent, it is these national obligations founded on resources of the mightiest extent, increasing every hour, and not exceeding even if they were double what they are, but a small part of the annual earnings of the nation's industry.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Long Dock Company, 125; Stonington, 119; Ohio 6s, 1870, 106; Illinois coupon bonds, 1879, 110; Canton Co., 30¼; Buffalo, New York and Erie, 90; Rome and Watertown, 88; Miss. and Mo., 23; do., Land Grant bonds, 62@63; N. Y. 6s, 1873, 118; Brooklyn Water Loan, 116; Illinois Central canceled bonds scrip, 82; Warren R. R., 107½; Minnesota Mining Co., 109@110½; Cumberland Coal pref., 24¼; Quicksilver, 47; Central American Transit Co., 32½.

Boston.—Northern (Ogdensburg) 1st mort., 101; do., 2d mort., 22; Rutland and Burlington 1st mort., 62; do., 2d mort., 12½; Vermont Central 1st mort., 57; do., 2d mort., 18; South Shore, 13½; Manchester and Lawrence, 116; Boston and Lowell, 109½; Somerville horse, 33; Brooklyn 6s, 115; Sandusky, Dayton and Cincinnati 6s, 1878, 17½; Huron Mining Co., 14¼; Mesnard, 11½; Acton, 4⅞; Canada, 1⅜; Pontiac, 5¾; Toltec, 2⅞; Winthrop, 3¾; Bedford, 56¼@62½c.; Copper Falls, 9; Manhattan, 7; Petherick, 8½; South Side, 1@2; Superior, 10; Star, 3; Wickam, 1¼; Albany and Boston, 12¼; Bohemian, 9½; Dana, 62½c.; Hancock, 13½.

Philadelphia.—New Creek, 1⅛; do., bonds, 25; Penn. Mining, 1⅞; Morris Canal, 71; Union Canal, 2½; do., pref., 4¾; do., 6s, 28; do., scrip, 18; Sch. Nav., 8½; do., pref., 22¾; do., bonds, 1876, 70½; do., 1882, 85; do., Imp. 6s, 87; Susq. Canal, 10⅛; do., 6s, 56¾@59½; do., scrip, 57; East Brandywine 7s, 76; Del. Div., 44⅛; Wyoming Canal, 30; Chesapeake and Delaware 6s, 100; Philadelphia and Erie, 28¾; Camden and Atlantic, pref., 16; Allegheny Valley R. R. 7s, 100; Allegheny County R. R. 6s, 70; Georgetown and Washington, 65; Pittsburg 6s, 100; Chester Valley bonds, 38; Reading 6s, 1843-'80, 110½; 2d and 3d streets 2d mort., 108½; 5th and 6th streets, 60½; 17th and 19th streets, 11¼.

Baltimore.—Western Maryland bonds, 85; do., guar., 104; N. W. Va., 3d mort., 18. The quotations are: Balt. and Ohio, 83@85; do., 1867, 101; do., 1875, 104; do., 1880, 103; do., 1885, 101; Northern Central, 38@40; do., bonds, 1885, 102; N. Western Va., 5@7; 1st mort., 103; 2d mort., 100½; do., 3d mort., 15@19; Central Ohio 2d 101@105; do., 3d mort., 64; do., 4th mort., 34; do., income 1857-'60, 22@30; Maryland 6s, Ins., 114@116; Baltimore 6s, 1870, 106; do., 1873, 106@107; do., 1875, 108@108¼; do., 1890, new, 108¾@109; do., 1890, coupon, 110; do., 5s, 1338-'70, 95.

Pacific Railroad.

We understand a meeting was held a few evenings since at Delmonico's, at the call of the Secretary, to take into consideration the subject of the Pacific Railroad. We suppose this was a private meeting, as some of the corporators who have been most active from first to last in support of the project, were not invited to attend. A committee was appointed to take action on the subject, and speeches were made, one of them by a clergyman not much known hitherto in this line of business.

We look however to another quarter then the one indicated, for a real and substantial prosecution of the great work.

New Ship Canal.--New Route.

We publish in another part of the JOURNAL an original proposition to connect Lake Michigan with the Hudson by a Ship Canal. The scheme is brought forward evidently in good faith. It is one of an extraordinary character, since it proposes to bring ships through Seneca Lake down the Delaware and Susquehanna rivers which began their voyages in Michigan, and are to conclude them by a short cut from Port Jervis to the Hudson River.

The route proposed is from St. Joseph's in Michigan to Toledo at Lake Erie, but why not to a nearer point on this lake is not explained. The Erie canal is to be widened and deepened down to Macedon in Wayne Co. The same process is to be repeated between that point and Geneva. Seneca Lake thus becomes a part of the canal, and would certainly make a most splendid section of any canal in the world.

Thence it is to be extended to Owego or Binghamton on the Susquehanna, the point apparently being of little consequence. The river is then to be dammed and slack-watered so as to make it navigable to some place on the Great Bend. Thence the canal is to cross the mountains to Stockport on the Delaware, which is then to be made navigable by dams to Port Jervis, and from thence to the Hudson river. We confess we cannot even imagine such a route as this, nor in our judgment could any civil Engineer in existence, either calculate the cost or prepare plans by which contracts could be safely made. We do not believe it practicable to make the Delaware and Susquehanna rivers navigable for vessels of ten feet draft by any slack water contrivances. The experience obtained in Pennsylvania is conclusive against these kind of works, even for canal boats, and they invariably give way at the first good chance to the system of railways. On the banks of these streams there is barely room enough for a railway track, and to get a continuous depth of water of ten feet, would compel in all probability a change of the present grade and the destruction of the line. The mountain cuts between these rivers would be like tunnelling Mount Cenis.

Independent of these considerations there are others to which we attach even more weight. One argument in favor of the canal is that it will enable the Government to send ships of war through it to the Lakes. We thought this specious imitation of a reason had been exploded during the recent debates in Congress on a similar proposition.

We are surprised that men of reputation, known as the friends of internal improvements should ever

have put it forth. Was it intended to cover private views by a show of patriotism, and cheat congress into incurring a large national debt? Whether so or not, all the vessels of war we want for the Lakes are there already, convertible into Iron clads in a few weeks time, more than a match for any of the small craft that could be squeezed through the St. Lawrence canals. If we wish to build Monitors, there are plenty of points on our canals within a few miles of the Treaty of Ghent limit, where they can be built and prepared without the least difficulty.

But we are totally opposed to the idea now too prevalent that long lines of canals may be used for ships. The worst place a ship or steamer can be in is a canal or narrow river. This has been fully demonstrated by the losses we have sustained in attempting to navigate the bayous and narrow streams which are connected with the Mississippi and its confluents. Our vessels come out of these streams almost torn in pieces by the ordinary casualties of such narrow channels, without ever being seen by an enemy. Besides, the available capacity of a steamer is diminished by the space occupied by its machinery. It is demonstrable that horse power on a canal where the speed is limited and not essential, is far more economical than steam. All long ship canals like the Caledonian for example, have proved failures and always will be.

The real place of a ship canal in the United States, will be found in that around the Falls of Niagara on the American side. We see a large advantage to this country in having its lake navigation and commerce with the Canadas, extended and advanced in that direction. Here in New York, we think highly of our trade with foreign countries. Why should not our North Western ports regard with equal favor those which nature offers them also. Why should they not as well as we, have the choice of foreign and domestic markets, so advantageous always to the producer and the factor. These views will largely enter into the consideration of the convention to be held at Chicago in June, and have their influence in that body. And though for a time the good people of that city may have been disappointed in enlarging their present inland communications, they will lose nothing in the end for themselves or their country, if they seek to improve the great natural outlets, which have been the cause of their prosperity, and which must ever secure them in the advantages of their position.

Redemption of Pennsylvania State Loans.

The five per cent. loan of the Commonwealth issued under an act of March 28th, 1831, will be redeemed on the 1st of July, at the Farmers' and Mechanics' Bank, Philadelphia, and the five per cent. loan issued under acts of 1828 and March 30th, 1831, will be redeemed on the 1st of August at the same bank. The redemption is by the Commissioners of the Sinking Fund.

New Creek Coal Company.

We have been furnished with the outlines of the proposed plan for placing the New Creek Coal Company in a productive position. The main features are comprised in a call upon the bondholders to surrender all overdue coupons, and receive new bonds for seventy-five cents on the dollar, commencing to draw interest six months hence; thus relieving the Company from embarrassment, and enabling it to develope new mines. The coal is said to be equal to the Cumberland, and in great demand at $1 50 on the Company's land at Piedmont. We are informed, by the same authority, that the New Creek Company own 10,000 acres of coal land, and have no floating debt other than the over-due interest on the bonds.—*Phila. Ledger.*

British Board of Trade Returns.

From the annual statement of the Commerce of the United Kingdom, recently issued by the British Board of Trade, we have compiled the following table, which compares the aggregates of the last three years, and shows the relative proportion which the commerce with this country bears to the total commerce of England, and to that carried on with France and the British Colonies:—

	1860. Imports.	Exports.
Total commerce	£210,531	£135,843
With United States	44,727	21,814
" France	17,774	.....
" Colonies	42,959	.....
	1861. Imports.	Exports.
Total commerce	£217,485	£125,163
With United States	49,389	9,064
" France	17,826	8,895
" Colonies	52,676	42,245
	1862. Imports.	Exports.
Total commerce	£228,693	£124,138
With United States	27,692	14,399
" France	27,663	9,210
" Colonies	42,959	41,984

From this table it appears first, that the imports of England last year from this country, constituted about one-eighth part of the total imports from all parts of the world, and the exports to this country about one-ninth of the total exports; secondly, that the foreign trade between the United States and England, notwithstanding the interruption of the war, is still larger than that carried on between England and France; thirdly, that for the food and other products of unskilled labor which constitute the chief part of our exports to England, she pays us about one-half in the products of her skilled labor, and the balance in commodities from tropical and other countries.

La Crosse and Milwaukee Railroad.

The La Crosse and Milwaukee railroad, from Portage to La Crosse was sold on the 25th ult. The Milwaukee *News* of that date, says:

The case of Greene C. Bronson *et al.* against the La Crosse and Milwaukee Railroad Co. and others, occupied the attention of our U. S. Circuit Court nearly all day yesterday. Mat. H. Carpenter appeared in behalf of the Minnesota Railroad Co., and made application for leave to file a bill of review to restrain the sale of the mortgaged premises described in the bill of complaint, which premises have been advertised to be sold to-day, at 2 o'clock p. m., at the Post Office.

The application was resisted by John W. Carey and J. W. Emmons on behalf of the complaints. The arguments of counsel on both sides were able, and were listened to attentively by the Court and many members of the bar. Upon the conclusion of the arguments of counsel, the Court (the Hon. Samuel F. Miller delivering the opinion) gave a very clear and decided opinion, refusing an injunction to stay the sale of the mortgaged premises, giving the views of the Court on the merits of the bill sought to be filed.

The Court remarked at the close of the opinion, that it was not necessary to pass on the question as to whether the bill of review sought to be filed disclosed sufficient interest in the Minnesota Railroad Co. to entitle it to the consideration of the Court; but indicated very strongly that the bill did not show such interest as would authorize the Court to interfere.

The importance of this decision will be appreciated, inasmuch as it involves the whole of the La Crosse Road from Portage to La Crosse, and the land granted by Congress, about 387,000 acres. The whole amount involved is about $4,000,000.

It is not improbable that another important question will arise, viz: whether the purchaser is entitled to the possession of the road, or only to the *pro rata* share of the earnings.

Holliday's Cove Railroad Bonds.

The Pennsylvania Railroad Company are offering for sale the first mortgage six per cent. bridge bonds of the Holliday's Cove Railroad Company, amounting to $300,000, issued to J. Edgar Thomson, Trustee, under an act of assembly of the State of Virginia, authorizing the construction of a railroad bridge across the Ohio river at Steubenville, confirmed by an act of Congress approved July 14, 1862. These bonds are for one thousand dollars each, secured by a mortgage redeemable in 1886. The coupons are payable in February and August, at the office of the Pennsylvania Railroad Company, and the principal at the Farmers and Mechanics' Bank, at maturity. This bridge will form part of a through line from Pittsburg to Cincinnati, under one management, twenty-nine miles shorter than any other route and fifty-eight miles shorter than the present route *via* Crestline. It will, probably, be ready for business throughout its whole extent by July 1, 1864. The tolls which will be charged are as follows:

For each passenger	15 cents.
For each ton of freight	15 "
For each eight-wheeled freight car	50 "
For each four-wheeled freight car	25 "
For passenger, express and baggage car	100 "

These tolls do not vary with the rates of freight, but are permanent and specificially pledged to the payment of the interest on the bonds, and twenty per cent. per annum to a sinking fund for the redemption of the bonds at maturity. A very limited traffic will yield an ample revenue to meet these requirements. Parties best acquainted with these bonds and their security pronounce them a first class investment.—*Philad. Ledger.*

Revenue Tax upon Products of Iron Foundries.

The Commissioner of Internal Revenue has made the following decisions with reference to taxes imposed upon various products of iron foundries:

1st. All steam engines, whether marine, locomotives or stationary, are subject to a duty of three per cent. ad valorem.

2d. Cast iron shafting is liable in all cases to a specific duty of one dollar and fifty cents per ton, under the act of March 3d, 1863. Wrought iron shafting, if held to be manufactured within the meaning of division No. 71, is liable to a tax of three per cent ad valorem.

3d. Railroad car wheels are taxable in all cases one dollar and fifty cents per ton. All other castings of iron exceeding ten pounds in weight, not otherwise provided for, are taxable one dollar and fifty cents per ton, by act of March 31st, 1863.

4th. Castings of all descriptions made exclusively for instruments, articles or machinery upon which duties are assessed and paid, are exempt from duty under section second, act of March 3d, 1863.

5th. Castings not exceeding ten pounds in weight, which are so well known and so generally used as to have a commercial value in themselves, are taxable three per cent. ad valorem, when not otherwise provided for.

6th. Castings used for bridges, buildings, or other permanent structures, are taxable one dollar per ton. Permanent structures are interpreted to mean bridges, buildings, monuments and edifices of all descriptions. Lamp posts, water and gas pipes are not held to be permanent structures; but all such castings are taxed at the rate of one dollar and fifty cents per ton.

7th. Stoves and hollow ware are taxed at the

rate of one dollar and fifty cents per ton of two thousand pounds.

8th. Casual and ordinary repairs are not taxable, but the renewal of any part of an engine, as, for instance, a boiler, cylinder, piston-rod, valve motion, or governor, such parts being considered manufactures in themselves, are taxable, when made to replace a corresponding part of an engine, broken or worn out, and thrown aside. The same is true of cars, and all machinery, when new parts are supplied.

Oil Springs (Ca.) Railway.

A great contest has been going on between the two great Railway Companies—the Grand Trunk and Great Western, with respect to the means of access to the Oil Springs. These lie between the main line of the latter road and its Sarina Branch. To reach them, the Grand Trunk Company must cross that branch, and a great fight has been made for the monopoly or the right to use each other's lines. It has at length been arranged that the Great Western Company shall build the line from the Springs station to its main line, and the Grand Trunk from its lines across the Sarnia branch of the Great Western to the Springs station, the buildings at this latter point to be common to the two roads, and each Company having the right to run over the whole branch from one main line to the other.—*Montreal Gazette.*

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending April 24, 1863, was as follows:

Passengers	$20,683 74
Freight and live stock	31,212 52
Mails and sundries	1,559 67
Total	$53,455 93
Corresponding week of 1862	47,870 72
Increase	$5,585 21

The earnings of the Grand Trunk Railway for the week ending April 25, 1863, were:

Passengers	$24,043 68
Freight and live stock	46,579 92
Mails and sundries	3,250 00
Total	$73,873 60
Corresponding week, 1862	65,726 25
Increase	$8,147 35

The traffic returns of the Northern (Ca.) Railway for the weeks ending April 18th and 25th have been as follows:

	April 18.	April 25.
Passengers	$1,794 80	$1,746 24
Freight	7,075 53	4,428 88
Mails, etc.	94 17	95 58
	$8,964 50	$6,270 70
Same weeks, 1862	6,971 15	9,561 82
Increase	$1,993 35	Dec. $3,291 12

Total traffic from 1st January, 1863	$126,780 83
Corresponding period of 1862	96,568 46
Increase	$30,212 37

The earnings of the Galena and Chicago Union Railroad for the 4th week of April, 1863, are:

Freight	$31,213 19
Passengers	8,349 18
Mails, etc.	1,250 00
Total	$40,812 37
Same week, 1862	28,901 68
Increase	$11,910 69

The earnings of the Michigan Southern Railroad or the 4th week of April, 1863, were $90,825 82
Same week, 1862 68,227 71

Increase $22,698 11

The earnings of the La Crosse and Milwaukee Railroad for three weeks in April, were:

	1863.	1862.	Increase.
First week	$15,245 60	$9,351 48	$5,894 12
Second "	22,027 78	9,925 58	12,102 20
Third "	23,239 24	11,140 92	12,098 32

Total increase $30,094 64

The earnings of the Illinois Central Railroad for the 3d week of April, 1863, were $66,932 25
Do., 1862 41,954 55

Increase $24,977 70
The earnings of three weeks are $188,336 37

The earnings of the Chicago and Northwestern Railway for the 3d week in April, 1863, were $22,311 57
Do., 1862 11,587 49

Increase $10,724 08

The earnings of the Chicago and Alton Railroad for the 4th week of April, 1863, were:

Passengers	$8,714 92
Freight	16,830 01
Sundries	974 83
Total	$26,519 76
Same week last year	19,514 45
Increase	$7,005 31

Morris Canal and Banking Company.

We have the report of this company for the fiscal year ending February 28, 1863. From this we learn that the canal was opened for business on the 1st of April, and that the navigation was maintained to a later period than usual, closing on the 20th of December.

The revenues of the company from tolls and other sources, were $303,154 39

And the expenses were:

Repairs of canal and works	$79,857 14	
Operating canal	33,268 22	
Salaries, law and other expenses	21,062 30	
Transportation expenses	1,636 85	
		135,814 51
Balance, profit of business		$167,339 88
Balance at credit, Feb. 28, 1862		12,720 76
		$180,060 64
Dividends on preferred stock		$117,500 00
Interest on mortgage bonds		41,310 00
Loss and depreciation of boats, etc.		11,142 43
Balance, surplus		10,108 21
		$180,060 64

Compared with the previous year, the revenues show an increase of $11,308 02; with a decrease in expenses of $7,588 36—making the increase in net earnings, $18,896 38.

The expenditures during the year for the permanent improvement of the canal and its works have been as follows:

Rebuilding inclined planes	$520 97
Lengthening locks	1,950 87
Piers, wharves and basins at J. C	19,796 96
Land damages	1,447 31
General improvement account	10,518 33
	$34,234 44

The rebuilding of the inclined planes is now completed according to the original plan adopted in 1850. This improvement has cost $679,102 23, to wit: Planes 6 and 9 west, and 12 east, constructed with double tracks, and overcoming an elevation of 220 feet, have cost $101,128 38, being at the rate of $459 67 per foot lift. The other twenty planes, overcoming an elevation of 1,229 feet, and constructed with single track, have cost $577,973 85, being at the rate of $470 28 per foot lift. The average elevation of the double track planes is 73.33 feet, while that of the single track planes is only 61.45 feet. This fact explains why the single track planes have cost more per foot lift, than the double track planes. No further expenditure will be required under this head until the trade of the canal is greater than can be accommodated upon a single track.

The expenditures at Jersey City have been made in accordance with the plan adopted by the Directors in 1859.

In the general improvement account, is embraced $5,518 13, expended for enlarging the basins, and improving the shipping facilities at Port Washington and Port Delaware.

In addition to the foregoing expenditures for permanent improvements, there has been charged to capital account the sum of $4,889 17, discount upon bonds sold—making the total expenditures on capital account $39,123 61; from which should be deducted $9,596 69, a reduction of the inventory of boats resulting mainly from losses in the great freshet in June last, leaving the net increase of capital account for the year, $29,526 92.

By reference to the annexed general statement, it will be seen that the company are free from floating debt, and from the earnings have paid the interest on their bonded debt, the usual dividends on their preferred stock, provided for the loss in boats sustained by the freshet, the depreciation of other boats, and for bad debts charged off, and have a net balance to the credit of profit and loss of $10,108 21.

GENERAL STATEMENT.

Cost of canal and appurtenances		$2,925,489 71
Assets:—		
Cash	$10,326 00	
Bills receivable, etc	24,522 68	
Materials	12,518 64	
		47,367 32
		$2,972,857 03
Capital stock—consolidated		$1,025,000 00
" preferred		1,175,000 00
Mortgage bonds		727,250 00
Current liabilities		35,498 82
Profit and loss—surplus		10,108 21
		$2,972,857 03

The entire tonnage of the canal the past year has been 612,018 tons.

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Notice is hereby given that the undersigned, JENKINS VAN SCHAICK, STEPHEN F. MASSETT, WILLIAM R. TRAVERS and GEORGE A. OSGOOD, all of whom reside in the city of New York, have this day formed a limited partnership pursuant to the provisions of the first title of the fourth chapter of the second part of the Revised Statutes of the State of New York, and the various acts of the Legislature amendatory thereof.

That the name of or firm under which the said partnership is to be conducted, is VAN SCHAICK & MASSETT.

That the general nature of the business to be transacted is the Stock Exchange and Brokerage business, and all financial transactions connected therewith, on commission. That the said JENKINS VAN SCHAICK and STEPHEN F. MASSETT are the general partners, and that the respective places of residence of the said general partners, are as hereinbefore stated, and the business of the said partnership is to be carried on in the City of New York. That each of the said special partners has contributed, as capital to the common stock of the said partnership, the sum of fifty thousand dollars. That the said co-partnership commences the first day of May, one thousand eight hundred and sixty-three, and will terminate on the first day of May, one thousand eight hundred and sixty-eight.—Dated NEW YORK, May 1, 1863.

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BY CHARLES HASLETT,
Civil Engineer.

EDITED BY CHARLES W. HACKLEY,
Professor of Mathematics in Columbia College, in New York.

Issued in a compact pocket volume of 520 pages, containing 176 diagrams, bound in morocco, pocket-book form, PRICE TWO DOLLARS. *Copies mailed free of postage on receipt of price.*

The work is eminently a PRACTICAL **POCKET GUIDE** to ALL CLASSES OF **Mechanics** and **Engineers.** As a book for practical use in field work, it is confidently believed that this is more direct in the application of rules and facility of calculation than any work now in use. The original portion of this part of the work is submitted to the profession, fully confident that its use will be practical proof of its superior merits.

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For ALBANY, TROY, NORTH and WEST.

ON and after Monday, November 17th, trains will leave as follows:

For White Plains—8.15 A. M., from Twenty-sixth street depot, stopping at all stations.

For Albany—10.30 A. M., Mail Train, from Twenty-sixth street depot, stopping at Williamsbridge, White Plains, and all stations north to Chatham, and at Kinderhook, Chatham Centre and Schodack.

For Williamsbridge—11.15 A. M. and 8.30 P. M., from Twenty-sixth street depot, stopping at all stations.

For White Plains—2.30 and 5.00 P. M., from Twenty-sixth street depot, stopping at all stations.

For Pawlings—4.00 P. M., from Twenty-sixth street depot, stopping at all stations except Yorkville.

For White Plains, 6.15 P. M., from White Street depot, stopping at all stations.

RETURNING WILL LEAVE

Williamsbridge—5.30 A. M., 1 P. M. stopping at all stations.

White Plains—6.10, 7.15, 10.00 A. M. and 4.45 P. M., stopping at all stations.

Pawlings—6.20 A. M. stopping at all stations north of and at Fordham.

Albany—10.30 A. M. Mail Train, stopping at all stations north of and at White Plains, Williamsbridge, Kinderhook, Schodack and Chatham Centre on signal, for New York passengers only.

JOHN BURCHILL, Superintendent.

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Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS,** and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.

Cost per hour, 5 cents.

Cost of wicks, chimneys, per year, $4 80.

Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **21 Nassau st.,** or by addressing

CHAS. W. WELSH,
Secretary.

NOTICE to CONTRACTORS.

ALBANY AND SUSQUEHANNA RAILROAD. —Sealed Proposals will be received by the undersigned, at the Office of the Albany and Susquehanna Railroad Company, No. 73 State street, Albany, until Tuesday, the 2d day of June next, at 10 o'clock A. M. of that day, for the Grading, Masonry, Bridging and Fencing of 31 miles of the line of said railroad, extending from Richmondville in Schoharie County, to Oneonta, in the County of Otsego.

The line will be divided into sections of convenient length, and proposals will be received for single sections or for the whole line.

The line will be ready for examination by contractors on and after Monday, the 25th day of May next, and Maps, Profiles and Plans, with Specifications, may be examined at the Engineer's Office, in Albany, on and after that date. Blank proposals with all necessary information will also be furnished to those wishing to propose for work.

Proposals should be enclosed in an envelope and endorsed "Proposals" and directed to the undersigned.

The proposals which may be received in pursuance of this notice will be opened by the undersigned and canvassed, and the results reported to the Directors to aid them in making a proper award of the work.

Parties proposing, who are unknown to the undersigned, will be required to give satisfactory references.

The right is reserved to reject any or all proposals, as may be deemed for the interests of th Company. Albany, April 24th, 1863.

5t18 C. W. WENTZ, Chief Engineer.

10 NEW BOX CARS,

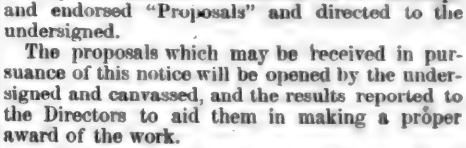
4 ft. 8½ in. gauge, 28 ft. long, First Class Cars, Iron Trucks, 3x1 Iron, Wrought Iron Butlers, Rubber Springs, Hammered Axles 280 lbs. each.

WILLIAMS & PAGE,
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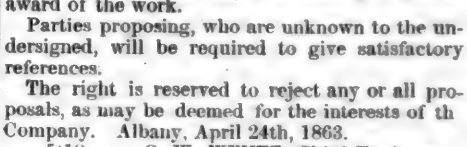
April 3, 1863. 1m15

RAILWAY SPRINGS.

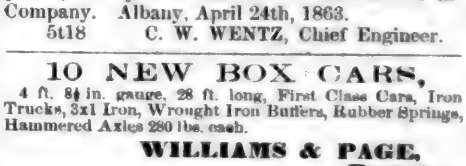
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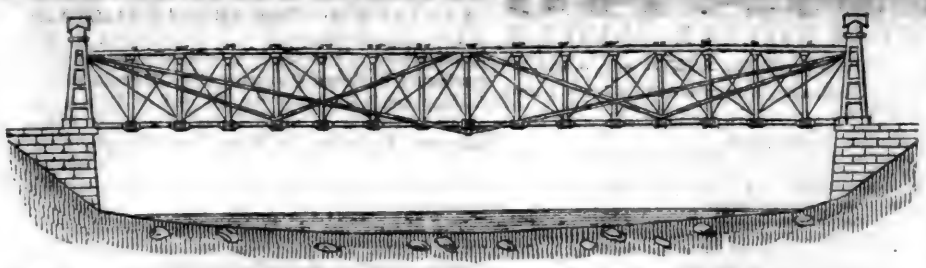
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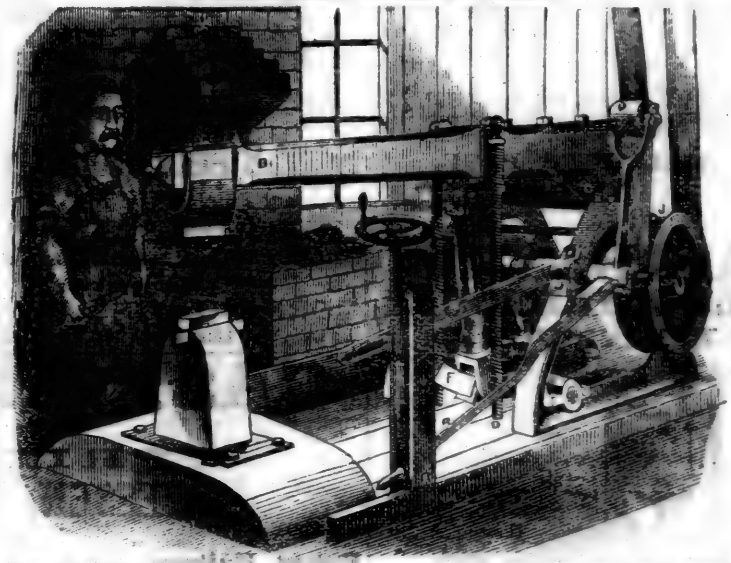
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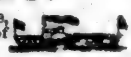
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8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.
10.00 A. M., MAIL, for Buffalo and intermediate Stations.
4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.
6.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.
7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.
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Kingman's Car Covering.

THIS is a kind of Elastic Mastic, a thick coating of which is applied to the top of the Car, and into it a heavy Burlap or Bagging is imbedded and thoroughly painted, thus making a covering VERY MUCH LIKE **CAR DUCK**, but at this time at half the cost. It is now successfully used by several New England Roads and Car builders. Directions and particulars sent when requested. This Mastic and Burlaps for sale by

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March, 1863.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York, Saturday, May 16, 1863.

The Gold Territories.—How the National Debt may be Lessened.

In the RAILROAD JOURNAL of last week, we brought to the notice of our readers, the enormous extent of the gold bearing territories of this country, embracing altogether a million of square miles, each of them estimated to be as prolific as California. We allude to the nine new territories, several of very recent formation, already beginning to assume the compactness of older settled countries, and inviting population by the enormous quantities of the precious metals of which even unskilled labor may secure its full share. The following interesting facts are derived from official documents, emanating from departments at Washington, and demonstrate the truth of statements which otherwise might be deemed fabulous.

COLORADO.—It appears from the reports of various officials resident in this territory, that "a development of mineral wealth superior to that of any other portion of the Pacific coast has taken place." Discoveries of great importance are being continually made; the surface and depths alike reward the toil of the searcher. According to Gov. Evans, millions of paying claims might even now be offered to competition with the certainty of large profits.

NEVADA.—Our Government has had similar gratifying information from this territory. Here are the great silver mines, and also the Potosi gold rock and silver mountain. The geologists of Nevada claim for it a superiority in richness over all the other territories! In August last there were 140 crushing mills in operation, which turned out weekly, each eight cords (so called) of ore, yielding $160 per cord.

NEW MEXICO.—According to the report of the Surveyor General, September, 1862, it appears that valuable gold fields had been discovered near the Colorado not far from the 35th parallel of latitude, and that emigration had begun to direct itself to that quarter; gold and silver had been previously obtained in large quantities in various other places when the rebellion broke out, and New Mexico became for a time the scene of Texan forays.

IDAHO AND WASHINGTON TERRITORIES.—These lying north of California, between the latitudes of 42° and 49° are also rich beyond calculation in the precious metals. About ten thousand claims have been worked successfully the last year, and every day increases the number. We may then safely assume that these territories are full of the precious metals. Where the native rock commonly produces $150 per ton, and this yield may be reasonably considered an average for the best quartz bearing districts, it is almost beyond the region of figures to determine how much gold and silver are to be taken out of these hundred millions of square miles.

The great question is how to make these territories most valuable to the country. We have not yet ended this war, and a large national debt is hanging over us. To our mind, the territories offer themselves at the very right moment to dispel all anxiety on that subject. The Commissioner of the Land office has already taken up the idea of disposing of the mineral lands, so as to produce the most revenue to the Government. The general opinion is, that the fee of these lands should be kept in the nation as a perpetual inheritance, and only licenses to work them should be issued for a certain per centage. This is probably the shape the subject will finally take.

With these remarks, we propose a practical adaptation of these mineral regions to the necessities of the nation. There is wealth enough there to pay off the national debt in a very few years; and there should be enough obtained at once to pay the interest of the debt and relieve the people from the taxation they now endure, and endure cheerfully, to their honor be it spoken. What is wanted is a system of Government mining, with proper Bureaus. The mining districts in each of the territories should be surveyed and mapped out, so to be easily divisible into claims, by known metes and bounds, as has been practised with other Government lands. Certain portions of these should be offered on leases at a certain rental, proportioned to the yield. This would take away all chance of an unequal bargain as between the Government and the lessee. Warrants for claims might also be issued for certain portions of the mines, in certain well-known localities, which would find a ready sale in the domestic and foreign markets, and would be a temptation to emigrants. No doubt the treasury would be largely benefited by the sale of these gold warrants. But finally, to turn these monntains of gold into the treasury, require in our judgment the following arrangements.

The establishment of a mint, assay office and crushing mills in each territory, to be carried on at the expense and for the profit of the Government. The crushing machines as now owned and managed by private capitalists, absorb from the rock worker without machines, the largest share of his gains. If the common hand laborer had the assurance of the Government that he should receive the full value of his ore, it would make a vast difference to him in his motive to labor, and in the beneficial result. In short, to express our opinions in a word, mining claims should be certain and plentiful.

The Government should furnish at convenient points all the conveniences for turning these ores into money, so that the laborer who unloaded a cord of gold ore at one end of the public building, could almost get the proceeds of it in gold dollars at the other end. If not the same day, yet at a very early one. The proceeds of the mines should be turned into coin on the spot, instead of being sent away thousands of miles to be assayed and stamped. For these services and aids the Government should charge a per centage or seignorage which it might do on almost its own terms.

Mining would become a certainty in this manner, officially directed and protected; and for this protection, regularity of operations, and prompt payment for labor, one quarter of the net proceeds would be cheerfully paid by the miner. Nor would the working of the mines in some rich localities be an unprofitable job for the Government to take itself. The Russian Treasury is largely replenished from the Ural by similar arrangements.

Our plan, then, is to turn these treasures of the territories into actual money, by the aid of the Government in establishing mills, assay offices and mints. This once known, Europe will be depopulated by the departure of the poor industrial classes to share in our great wealth. Let this system we have merely sketched be carried ont, and the national debt will disappear from our sight, and a state of prosperity be developed in this country to which the imagination is not yet equal.

Cleveland Columbus and Cincinnati R. R.

The earnings of this road for the year ending December 31, 1862, have been as follows:

From passengers		$444,944 87
" freight		1,133,262 12
" express		25,119 40
" mails		31,153 71
" rents		82,363 00
other sources		471 58
interest on deposits		7,602 25
		$1,724,916 93
Expenses for operating the road:		
Transportat'n expenses	$251,228 73	
General expenses	20,394 19	
Repairs of track	155,044 78	
" locomotives	57,545 76	
" cars	39,194 41	
" build'gs, etc.	21,777 76	
Fuel account	66,384 22	
Oil and waste	8,635 71	
Damages, gratuities, etc.	9,515 58	
Telegraph line	2,868 08	
Use of cars of other roads	1,581 10	
		634,170 32
Net earnings (63.07) per cent		$1,090,746 61
Duties and taxes	$34,244 64	
Interest and exchange	22,855 22	
		57,109 86
Balance (59.93 per cent)		$1,033,636 75
Cash dividend paid August 1st, 1862, 5 per cent.	$237,310 00	
Stock dividend paid Aug. 1, 1862, 5 per cent.	237,310 00	
Cash dividends declared, payable Feb. 1863, on the capital stock as increased, 49,943 full shares, 10 per cent	499,430 00	
Amounts charged during the year in settlement of old claims, and for worthless notes and accounts	32,016 61	
		1,006,066 61
Surplus		$27,570 14
Add surplus January 1, 1862		416,825 79
Total surplus January 1, 1863		$444,395 93

Compared with the previous year. the gross earnings show an increase of $761,663 39; with an increase in expenses of only $110,493 02—making the increase in net earnings, $651,170 37.

The investment in roads, depots and equipment, has been increased during the past year $286,940 62, which amount has been expended in the purchase of the Springfield, Mount Vernon and Pittsburg Railroad, and in permanent improvements made thereon; in the construction of additional side tracks; in the purchase of real estate for depot purposes; in the erection of freight houses; and in the purchase of additional freight cars and locomotives. The Superientendent, in his report, says:

Considerable improvement was made to buildings on the main line during the year, and charged to repairs of same, consisting of a new Freight House, 32 by 60 feet, at Wellington, also, at Grafton, a brick Freight House, 30 by 40 feet. A new Passenger House was also built at New London, 20 by 48 feet, and the Passenger and Freight House, at Berea, thoroughly repaired. Two brick Pump Houses were built, one at Galion, jointly with the B. & I. R. R. Co., and one at Grafton with the C. & T. Co. In both buildings boilers, and "Worthington's Steam Pumps," have been placed for suppling the stations with water, the expenses of both charged to building repairs. The Cleveland Freight and Passenger Buildings were also extensively repaired.

Repairs and renewals of Fences, although not as large, as in 1861, were sufficient to meet ordinary decay.

The track has been maintained in good condition with the following principal items of expense.

2,591	Gross tons Rails re-rolled	$61,127 17
250	" " new Rails	15,625 00
14,172	Rails repaired	7,004 59
67,943	Cross Ties	21,062 33
9,400	Joint Fastenings	8,361 94
1,677	New Chairs	861 16
	Frogs and Switches	5,000 00
679	Keg. Spikes	3,916 75

Extensive additions to side tracks were made at several stations to facilitate the passing of trains, and a large amount of gravel hauled for renewal of road bed.

No new bridges were required on the main line during the year, and the amount expended for repairs although light, was sufficient for safety and durability.

The purchase of the Springfield and Delaware Branch, increased the number of Locomotives five, but they were not sufficient for the Branch traffic and construction work. The U. S. Government made a requisition on the Company early in the year for one Locomotive, and one of our heaviest ten-wheeled engines was put in good condition and turned out to meet the order, the Company receiving the appraised value for it. To meet the pressing demand of business as far as possible, two engines were hired from the C. & E. R. R. Co., for about two months in the fall, the mileage made by them being included in our accounts. A contract was made in August for three new Locomotives, to be delivered during the fall months, one only was delivered before the close of the year, but so late as to be of little service in the year's business. The repairs to all engines have been as thorough as possible, under the extraordinary demand made by the greatly increased business, and the results obtained fully sustained their efficiency. It is confidently expected that the two new engines will be delivered early in the coming year.

The result of the yearly service of all engines is as follows:

Passenger service	262,298 miles.
Freight "	472,261 "
Fuel "	35,299 "
Graveling and repair service	41,965 "
Switching "	114,805 "
	926,628 "

Increase over 1861, 219,468 miles.
Cost per mile run, for repairs, 6.21 cents.
" " Oil, Waste and Tallow, 0.43 cents.

Two Engines are being changed to Coal Burners, in the Company Shops, and will be out early in 1863.

The three new Engines are to be Coal Burners.

With the Delaware and Springfield Branch, the Company received 54 House, Stock and Platform Cars. Many of them were unfit for use. Eleven have been broken up and eight re-built, in the Company Shops. The U. S. Government were supplied with 25 House Car bodies, on a requisition made early in the year, and these have been replaced from the Shops of the Company. The general repairs were fully maintained, and our numbers, with but two exceptions, were full at the close of the year. The number owned by the Company on 31st of December was as follows: House Cars, 394; Stock Cars, 123; Platform Cars, 109—Total, 626.

We were unable to supply the demand for Cars during the year.

The Passenger equipment was not increased, but received thorough repairs. 28 first class, 4 second class, 3 mail and express and 5 baggage cars, comprise the stock.

Number of through passengers carried, 40,140; way do., 191,802; soldiers, on government account, 48,117—total 280,059. The average rate received per mile was 2.57 cents. Tons of freight transported, 571,087; do., carried one mile, 57,083,044.

The assets and liabilities of the company, as appears on its books, are as follows:

ASSETS, JAN. 1st, 1863.

Roads and Depots		$4,280,777 43
Equipment		723,115 89
		$4,953,893 32
Stocks and bonds:		
Columbus and Xenia R. R. Stock	5,550 00	
Bellefontaine and Indiana R. R. Stock	6,680 00	
Indianapolis and Bellefontaine R. R. Stock	1,050 00	
Cleveland Columbus and Cincinnati R. R. Stock	21,200 00	
Bellefontaine and Indiana R. R., 2d Mort. Bonds	1,200 00	
Bellefontaine and Indiana R. R. Income Bonds	25,000 00	
Indianapolis, Pittsburgh & Cleveland R.R. Bonds	4,350 00	
Delaware County Bonds	6,000 00	
Commercial Mutual Insurance Co. Scrip	2,980 00	
		74,010 00
Cash and cash assets:		
Due from United States	28,402 98	
Due from State of Ohio	8,010 37	
Balances due from Agents and Railroad Co	2,043 17	
U. S. one year Certificates	147,000 00	
Ohio Union Loan Bonds	29,644 93	
Cash in Bank and in hands of Treasurer	583,829 89	
Cash in hands of Paymaster	12,810 58	
		806,741 92
Materials:		
On hand for rep'rs of track	65,365 00	
On hand for repairs of Cars and Engines	44,673 78	
Oil and fuel on hand	24,750 00	
		134,788 78
Other assets:		
Real estate not used for Roads and Depots	22,516 12	
Loan to Cleveland and Mahoning R. R. Co.	24 000 00	
Bills receivable	11,848 50	
Columbus, Piqua and Indiana R. R. Bonds	426,331 82	
		484,696 44
		$6,454,130 46

LIABILITIES, JAN. 1st, 1863.

Capital stock	$5,000,000 00
Mortgage bonds	510,000 00
Dividends not called for	304 53
Dividend No. 23, payable Feb. 2, 1863.	499,430 00
Surplus earnings undivided	444,395 93
	$6,454,130 46

President—L. M. HUBBY.

Directors—John M. Woolsey, David Dows, Erastus S. Prosser, Hosea Williams, John Miller, Amasa Stone, Jr. Stillman Witt, Samuel Williamson, Martin B. Scott, Joseph Perkins, Leander M. Hubby.

Superintendent—E. S. FLINT.

Secretary and Treasurer—GEORGE H. RUSSELL.

Pittsburgh, Fort Wayne and Chicago Railway.

To the Editor of the RAILROAD JOURNAL:

DEAR SIR—I have pleasure in handing you, herewith subjoined, a statement showing the financial condition of this company at Feb. 28th ult.

It will be recollected that the balance of income account is the net result of the operations to the above date, after making all current charges for expenses of transportation, interest on bonds, (except the income bonds secured by the third mortgage,) and expenditures for extending and perfecting the railway, equipment and other appurtenances, (usually termed construction expenditures,) including also, the charge of $535,173, referred to in the first Annual Report, for the amount of the so-called Ohio and Pennsylvania Railroad Company's bridge bonds, and the Pittsburgh, Fort Wayne and Chicago Railroad Company's Chicago depot bonds. The reduction during the first two fiscal months, in the balance to the debt of income, December 31st ult. has been $37,160 04.

The approximate earnings for March ult. were $461,322 37, being an increase of over 56 per cent. over the corresponding months of last year; and for the first quarter to March 31st ult., they were $1,165,270 41, being an increase of 35 per cent. over the same period of 1862.

Respectfully &c., &c.

THO. D. MESSLER,
Comptroller.

GENERAL ACCOUNT, FEBRUARY 28, 1863.

Cost of railway, equipment and structures		$17,826,072 28
Cost of supplies on hand for current operations	$516,998 21	
Amount due from other companies	129,143 04	
Miscellaneous assets	320,351 68	
Cash in hand	494,433 55	
		1,460,926 48
Interest on bonds for two months		125,002 50
Construction expenditures for two months, viz:		
On Eastern Division	67,982 24	
On Western Division	99,430 48	
		167,412 72
Operating expenditures for two months, viz:		
Conducting transp	97,616 11	
Motive power	130,379 97	
Maintenance of way	84,648 32	
Maintenance of cars	33,235 75	
General expenses	28,492 63	
		374,372 78
Excess of earnings over expenditures for two months		37,160 04
Balance to debit of income acco'nt.		146,511 07
		$20,137,457 87

Capital stock		$5,799,310 47
1st mortgage bonds	$5,250,000 00	
2d mortgage bonds	5,160,000 00	
3d mortgage bonds, (interest non-accumulative)	2,000,000 00	
Bridge bonds of O. & P. R. R. Co	189,500 00	
Depot bonds of P., Ft. W. & C. R. W. Co.	337,173 00	
		12,936,673 00
Amount due other companies	55,598 35	
Miscellan's liabilities.	29,252 84	
Amount due J. F. D. Lanier *et al.*, Trust's	313,070 54	
Amount due for expenditures in February and prior	239,604 03	
		697,526 36
Earnings for two months, viz:		
From freights	489,405 90	
" passengers	177,300 57	
" express matter	5,493 75	
" Mails	15,650 00	
" rent of railway	14,166 66	
" rents	406 66	
" miscel. sources	1,524 50	
		703,948 04
		$20,137,457 87

Private Bridges.--Duty of Railroad and Canal Companies to Repair.

BRIDGES OVER RAILROADS AND CANALS IN THE STATE OF PENNSYLVANIA. THE WYOMING CANAL CO. HELD UNDER OBLIGATION TO KEEP IN REPAIR A BRIDGE DESTROYED AND RE-CONSTRUCTED BY THE LACKAWANNA AND BLOOMSBURG RAILROAD COMPANY.

This action was brought by one Jesse C. Ammerman against the Wyoming Canal Company to recover damages for the refusal of the defendant to repair a private bridge over their canal. The case was tried in the court of Common Pleas of Montour County, Pennsylvania. The material facts of the case are as follows:—

The commonwealth of Pennsylvania having constructed the North Branch Canal through the tract of land owned by the plaintiff, built on the premises a bridge over the canal with an abutment and the necessary embankment on each side, for the use and accommodation of the owners of the said farm. This bridge with its embankments, was kept in repair by the Commonwealth of Pennsylvania until the Governor, under the provisions of the act for the sale of the state canals," passed 21st of April 1858, assigned and transferred the canals to the Sunbury and Erie Railroad Company. In the 5th section of this act it is enacted that the Sunbury and Erie Railroad Company, or their assigns, immediately after taking possession of the said canals, shall be bound to keep up the same, including public and private bridges crossing the said canals, as heretofore done by the canal commissioners, in as good repair and operating condition as they now are." The Wyoming Canal Company subsequently became the owner of that part of the canal which passes through the plaintiff's farm, and took possession of the same. By an act of Assembly passed 5th April 1852 and a supplement thereto passed 3d March 1853, the Lackawanna and Bloomsburg Railroad Company was incorporated "with all the powers and subject to all provisions and restrictions prescribed by an act, entitled an act regulating railroad companies, approved the nineteenth day of February 1849" and were authorized to build and construct a railroad from Scranton to Luzern county, to connect with the Sunbury and Erie Railroad Company or Susquehanna Railroad Company, at the town of Sunbury or northward thereof, at any point in the counties of Northumberland and Lycoming. By another supplement, passed 5th of April 1855, the railroad company was authorized, "with the assent and under the direction of the supervisor of the North Branch Canal to locate their road at certain points thereof upon the berme bank of said canal." &c. The railroad company constructed their road from Scranton to connect with the Sunbury and Erie Railroad at the town of Northumberland, but it was after the Commonwealth had parted with her canals and the defendant became the owner of the part now in their possession, that the railroad company located and built their road through the plaintiff's land upon the berme bank of the canal, and in doing so tore down the superstructure of the canal bridge, took away the embankment and the wing walls of the abutment on the north side, converted it into a pier, and added seven and a half feet to its height—raised the abutment on the south side four and a quarter feet higher—increased the width of the base of the embankment and raised it to correspond with the increased height of the abutment, thereby making the embankment steeper and three feet narrower on the top. They then re-constructed the superstructure over the canal with the old material at this increased elevation, and with other materials, and extended the bridge forty nine feet over the railroad by two trestles to a new embankment—made by them on the north side.

The railroad company are required by the twelfth section of the act of 19th of February 1849, "for the accommodation of all persons owning or possessing land through which the said railroad may pass, to make or cause to be made a good and sufficient causeway or causeways, whenever the same may be necessary to enable the occupant or occupants of the said land to cross or pass over the same, with wagons, carts and implements of husbandry, as occasion may require and the said causeway or causeways, when so made," to "maintain and keep in good repair." The alteration, extension, and elevation of the bridge was rendered necessary to the railroad company locating their road as above stated. The canal company gave notice to the plaintiff, that if any alteration was made on the bridge by the railroad company, with his consent, they would consider themselves released from their liability to keep it in repair and the plaintiff gave notice to the railroad company that they could *not* make any alteration with his consent."

The bridge afterwards becoming unsafe, the plaintiff notified the Wyoming Canal Company to repair it, and on their refusing to do so brought this action.

On the trial the plaintiff requested the court to charge that the Wyoming Canal Company, as vendees or assigns, claiming under the vendee of the Commonwealth, became by the purchase of the North Branch Division of the Pennsylvania Canal, liable to keep up this private bridge on the land of Jesse C. Ammerman (as well as all other public and private bridges crossing said canal) as the same had been theretofore done by the canal commissioners, in as good repair and operating

condition as it was at the time of the sale of said canal by the commonwealth, for the benefit and convenience of said Jessie C. Ammerman, the then and present owner of the land, and that no act of the Lackawanna and Bloomsburg Railroad Company, done without the consent of said plaintiff, could release the defendants from their liability, and that under the evidence the plaintiff was entitled to recover damages. The Court refused to charge as requested, and instructed the jury that the bridge should be kept in repair by the Railroad Company and not the Canal Company; that the Railroad Company had by their acts taken the bridge out of the control of the Canal Company, and had released the Canal Company from their obligation to keep it in repair.

There was a verdict and judgment for the defendant and the plaintiff then appealed to the Supreme Court of the State. Upon the argument it was urged upon behalf of the plaintiff that the liability of the Canal Company to keep the bridge in repair was fixed by the act of April 21st 1858 (above cited), which imposed this duty upon the Sunbury and Erie Railroad Company *and their assigns*, which position, it was conceded, the Wyoming Canal Company occupied, that being thus bound, the company could not absolve themselves from this obligation. The plaintiff did not do so; and these were the sole parties to the contract. That by altering the bridge, the railroad company could not destroy this obligation between the plaintiff and the canal company, and that if the canal company permitted them to locate their railroad in such a way as to increase the cost of keeping up the bridge, without protecting themselves by requiring the railroad company to defray the additional expenses they must take the consequences. On the part of the defendant it was urged that the bridge which the defendant was "bound to repair" had been destroyed by the railroad company under the power granted in the charter, and a new structure rendered necessary which the canal company had nothing to do with but which the railroad company was bound to erect and keep in repair.

The following was rendered at the decision of the case, in favor of the plaintiff.

THOMPSON, J.—It was not denied, that, as assignees or transferees of the Sunbury and Erie Railroad Company, the defendants were bound to keep up all public and private bridges across the canal as theretofore had been done by the commonwealth. For a failure to repair the farm bridge on the plaintiff's land, this suit, after notice to repair it, was brought, and it was agreed on the trial below that repairs to the extent of $10 were required at the time and that this was the amount of the damages to be assessed if the plaintiff was entitled to recover. Certainly to all appearance this would seem to present a very clear case of liability on the part of the defendants to the plaintiff.

But the defendants contend, notwithstanding, against liability, because that the Lackawanna and Bloomsburg Railroad Company, have by virtue of their charter, located their road on the berme bank of the canal, and that this increases the magnitude and expense of keeping up the bridge over the canal, and that therefore they, the railroad company, are answerable to the plaintiff under the provisions of the general railroad act of 19th Feb. 1849, for not keeping up proper causeways over their road. But this is not the question here; it is the bridge over the canal that is in this controversy, and this the defendants are expressly bound to keep up. If the railroad company have injured the canal company in regard to it or increased their responsibility and expenses in keeping it in repair, the law will be very lame if it did not require them to make compensation, as it would be bound to do to any other proprietor who's property might be taken or injured by it. We have not the company before us however; but we can see that it is possible for it to be answerable also to the plaintiff under its charter; but if it were, this could not destroy the plaintiff's right to hold the canal company to its obligation. A man may have several parties bound to the performance of duties and obligations to him, and there being several so bound does not relieve either until satisfaction from some one is made. The assignments of error all relate to the same thing and are sustained. It was an error to charge that the canal company was not liable to repair the bridge in question, and the judgment must be reversed; but as the amount of the damages was agreed upon, if the plaintiff was entitled to recover, we will enter judgment now for that sum instead of putting the parties to a new trial. Judgment entered accordingly.

Marietta and Cincinnati Railway.

To the Stockholders of the Marietta and Cincinnati Railway, as re-organized:

The Board of Directors respectfully submit the following special report:

In consequence of the unsettled condition of the business of the road at the time, and the absence of the President in Europe, the second annual report was omitted.

The following brief statement of the affairs of the company is now presented, for the purpose of giving the stockholders an intelligent view of the present condition of the property:

1. The general account or balance sheet, showing the position of the Company on the first day of February, 1863.

2. A statement of the total revenue from traffic, and the working expenses, from the date of re-organization, 15th of August, 1860, to 1st of February, 1863.

3. A statement of the traffic and working expenses for the half year from 1st of August, 1862, to 1st of February, 1863.

4. A statement of earnings and expenses for the months of February and March.

Revenue Account from August 15th, 1860, to February 1st, 1863.

Receipts:		
Passengers		$469,297 07
Freight		618,968 73
Mail		51,916 24
Express		23,885 00
Telegraph		16,035 57
		$1,179,202 61
Expenditures:		
Locomotive running	$135,122 74	
Traffic expenses	170,330 39	
Telegraph expenses	9,602 05	
General charges and Little Miami rent	238,004 70	
Rep'rs of railways, bridges, rolling stock, depots, water stations, and engine house and shops	297,168 48	
		850,228 36
Balance		$328,974 25

Revenue account for last six months of fiscal year, from August 1, 1862, to February 1, 1863.

Receipts:		
Passengers		$120,561 72
Freight		172,209 65
Mail		10,468 64
Express		5,510 00
Telegraph		6,065 82
		$323,815 83
Expenditures:		
Locomotive running	$25,683 68	
Traffic expenses	35,795 35	
Telegraph expenses	2,311 90	
General charges and Little Miami rent	48,901 23	
Rep'irs of railways, bridges, rolling stock, depots, water stations, and engine house and shops	52,590 52	
		165,285 68
Balance		$158,530 15
Paid first mortgage bonds coupons		11,182 78
Net earnings		$147,347 37

Revenue Account for the last two months, February and March, 1863.

Receipts:		
Passenger		$28,658 95
Freight		76,858 42
Mail		3,489 58
Express		1,500 00
Telegraph		1,607 90
		$112,114 85
Expenditures:		
Locomotive running	$11,568 22	
Traffic expenses	13,623 66	
Telegraph expenses	1,087 78	
General charges, including Little Miami rent	18,643 02	
Rep'irs of railways, bridges, rolling stock, depots, water stations, and engine house and shops	24,302 67	
		79,225 85
Net earnings		$42,889 60

In the general revenue account, a balance of net earnings is shown of $328,974 25.

This sum is made up of the following items, to wit:

Construction		$206,093 38
Paid on account of Trustees' loan		19,925 22
Purchase of Union Railroad (acc't of)		54,363 46
Coupons 1st mortgage bonds		11,182 78
Materials on hand		1,058 36
Cash in bank		7,709 86
Outstanding balances	$92,311 15	
Less bills payable and pay roll	63,669 90	28,641 25
Total		$328,974 25

Construction.—The expenditure of $206,093 38 for construction, as stated in balance sheet, and making up a considerable portion of net earnings, has been directed to the rebuilding of a large portion of the equipment of the road, which, at the time of re-organization, had become greatly dilapidated; to the construction of new bridges, of which 2,000 lineal feet have been built; and to the excavation of the "Bridges" tunnel. The latter work is now completed, and only awaits the finishing of the western approach to be brought into practical use, thus displacing the principal obstacle to an economical working of the line. The work on the approach is progressing as fast as the nature of the material and confined space for operations will permit.

As a result of the above named expenditure, the equipment of the road is now in an efficient condition for moving the traffic.

The bridges which had become defective have been replaced with new structures, and the most difficult portion of the temporary lines adopted at the opening of the road removed.

Trustees' Loan.—It will be remembered that the sum of about $200,000 was advanced by parties holding the securities of the company, for the purpose of effecting a purchase of the property at the receiver's sale. Of this amount, the principal portion has been replaced by sales of mortgage bonds at 90c. But there is still remaining on 1st February, 1863, the sum of $20,463 64, due to parties making the advance. The Board have directed this to be paid on the first of May next.

First Mortgage Bonds.—Of the first mortgage bonds there have been issued, up to the first of February, 1863, $289,410 48; of this amount, $238,510 48 were issued toward payment of the "trustees' loan," and the residue of $50,900 as payment on the Union Railroad, agreeably to the contract for the purchase of that property.

The following resolution was adopted by the Board of Directors, at the meeting on 11th March, 1863:

"*Resolved*, That as a guarantee for the punctual payment of the interest upon the funded debt of this company, the first net earnings in each half of the fiscal year, to the extent necessary for the purpose, shall be set off and immediately deposited, as follows, viz: So much as may be necessary to pay the coupons upon the sterling bonds, in the London Joint Stock Bank, and such sum as may be necessary to pay the coupons of the dollar bonds, shall be deposited in New York, which deposits shall be held subject to this purpose only; and that public notice of the deposit shall be duly made by publications in the cities of London and New York, in such a manner as the President may direct."

By refrence to the statement of earnings for February and March, (No. 4,) it will be seen that a surplus beyond expenses has been realized of $42,889 60. In accordance with the foregoing resolution, funds have been deposited with the "London Joint Stock Bank," for the payment of interest on the sterling bonds, and with Messrs. Winslow, Lanier & Co., New York, for the interest on the dollar bonds, both payable 1st of August next.

Revenue from Traffic for Six Months.—By reference to the revenue account, (No. 3,) for six months, it will be seen that the total revenue from traffic, for the half year ending 31st January, was $323,815 83

The working expenses and the rent of the Little Miami Road, for the same period, was 165,285 68

Leaving as net earnings the sum of... 158,530 15

Less mortgage coupons, due 1st of February 11,182 78

This leaves the sum of..... $147,347 37

which would have been applicable to dividends had it not been necessarily expended for purposes of construction. A dividend of 8 per cent. on the first preference shares, amounting to $4,153,700 00, would have absorbed..... 124,611 00

This would have left a surplus of..... $22,736 37

Union Railway Purchase.—It will be remembered that the railway of this company being the nine miles in the valley of the Ohio river, between Scott's Landing and Belpre, opposite to the terminus of the Baltimore and Ohio Railway, at Parkersburg, was purchased by the trustees and ratified by the stockholders of this company at its first meeting. The purchase included, besides the nine miles of railway, four first class locomotives, and a lot of shop tools and machinery, much needed by this company. It is expected that the final payments under the contract will be made by this company so as to receive a title deed to this property, within the present fiscal year.

Hillsboro' and Cincinnati Railway Purchase.—The railway of this company, being thirty-seven miles in length, sixteen of which forms part of our trunk or main line, was also purchased as above.

For this property, payment was to be made in the shares of this company.

In pursuance of this contract, the holders of the first mortgage bonds of the Hillsboro' Company, are rapidly converting the same into the shares of this company, and there is good reason to expect that full payment for this property will be completed in time to procure the title deed previous to the next annual meeting.

Completion of the Railway.—The Directors have entered into a contract with Messrs. Dodge, Balch & Co., (a firm composed of five parties, all of whom are experienced contractors, and of good standing as practical business men,) for all the heavy work required to place the railway in good condition to be worked with safety and economy.

This contract embraces, in part, the following, viz:

The completion of the "Big Tunnel," at Pilcher's Summit.

Permanent earth embankments and masonry to displace all the wood trestles, between Chillicothe and the Ohio river.

Rebuilding of all the remaining original wood bridges on the line.

Cutting down the heavy grades, ballasting the track, and all the bridge, arch, and culvert masonry, required for this work.

Four powerful steam excavators are to be put in operation in filling up the trestles with earth, without delay. It is expected that twelve months of vigorous work will complete the tunnel and remove all serious obstacles, thus placing the line in a position to assert the advantages of its geographical position and accomplish its traffic satisfactorily.

Ample means for the completion of this work have been obtained by the negotiation in Europe of a sufficient amount of the first mortgage bonds of the company, on the most favorable terms.

Ohio River Bridge.—By an act of Congress, this company is now authorized to erect a railway bridge across the Ohio river, to connect its line of railway with that of the Baltimore and Ohio Railroad Company.

Negotiations are pending with that company for the immediate building of this bridge, and as the preliminaries of a contract have been substantially agreed upon between the two companies, by which each company is to contribute its fair portion of the cost, there is no doubt the work will be vigorously prosecuted at an early day.

Rates of toll are to be assessed upon the traffic passing over this bridge, to produce an income equal to the interest on its cost and its maintenance.

Early in the present fiscal year, the Baltimore and Ohio Railway (our only connecting line with the Atlantic seaboard) was again obstructed by the war in Virginia, and so continued until the 7th day of January, when it again resumed through business, thus depriving this company of all participation in the through traffic from and to the seaboard, from the 2d of September to the 7th of January, embracing the entire half year with the exception of thirty-five days.

The officers in charge of the "Traffic Department" estimate that the business traffic thus lost would have been equal to the capacity of the railway and its rolling stock, in their present condition, and of the average monthly value of from $80,000 to $100,000.

But for this calamity the net earnings would probably have been more than equal to the interest on the small mortgage debt ($289,410 48) of this company, and a dividend upon its entire preference share capital.

The Board feel that the days of despondency and gloomy foreboding in regard to this property, have passed away, and that it has entered upon a career of prosperity which gives assurance of a bright future.

During the last half year the earnings have been equivalent to the interest upon $5,000,000 per annum. This result has been accomplished in the face of most formidable obstacles.

The incompleteness of the track has been of itself a constant drawback upon the business and prosperity of the route. In addition to this, the frequent interruption of the Baltimore and Ohio Railroad by casualties of the war, has done much to impair that confidence which is so essential to the proper development of railroad property. Notwithstanding these discouragements, the earnings have become the basis of a credit which has already supplied the company ample means for perfecting its present track. As soon as this is accomplished, and the connection with the Baltimore and Ohio road secured, by a bridge over the Ohio River—thus affording a through and continuous gauge from Cincinnati to the seaboard—the stockholders may look with confidence for satisfactory dividends.

The Board are confident that the future wants of the company, either to further perfect the line, or to increase its motive power and equipment, or to make either or all of the proposed extensions, which may prove necessary to increase its traffic, or to secure its independence, can be obtained by further sales of its first mortgage bonds upon satisfactory terms.

Already the company have had overtures for the work incident to extending the line to Wheeling, Cincinnati and Dayton, and receive in payment the first mortgage bonds of the company. But the Board are not yet prepared to decide upon their policy in regard to these extensions. But developments are being rapidly made which must at an early day make our true policy apparent, and the stockholders may then rely upon such decided and energetic action as may be necessary to secure the true interests of this railway, without delay.

The Marietta and Cincinnati Railway has, in its geographical position, and in the topographical features of the country, perfect security against any future rival, and a greater breadth of country to support it than any similar enterprise in Ohio. When its connections are completed, it forms a system which secures its perfect independence, supplying railway facilities for at least one-fifth of the territory, and a corresponding portion of the population of the State of Ohio.

It is an "improvement" which, with more certainty than any other in the State, will continue to increase in its revenues for half a century to come. It is rendered so by its geographical, topographical and mineralogical features, of which fact, abundant proof will be found by a glance at an accurate map, delineating those peculiar features.

NOAH L. WILSON, *President.*

Chillicothe, O., April 25, 1863.

BALANCE SHEET, FEBRUARY 10, 1863.

Railway and equipments—original cost		$8,009,422 19
Increased by—		
First preference stock dividends ...	537,895 50	
Second preference stock dividends .	421,683 00	
Union Railway purchase, on acc't of Union Railway stock and bonds; exc'd	54,363 46	
	50,971 91	
Hillsboro' & Cin. Railway purchase, on account of.....	425,297 95	
Construction.....	206,093 38	
Materials on hand.....	1,058 30	
Outstanding balances.....	92,311 15	
Cash in bank.....	7,709 86	
Mort.. Trustees expenses	800 00	
Int. on Trustees' loan.....	33,634 65	
Dis. on mortgage bonds.....	22,470 00	
Mort.. bonds coupons—paid	11,182 78	
" " scrip int.—paid.....	59	
		$9,874,894 72
First preference shares, and scrip for fractions of shares.....		$4,198,462 45
Second preference shares and scrip for fractions of shares.....		3,123,914 00
Common stock.....		1,850,000 00
First mort., bonds issued		289,410 48
Trustees' loan balance... $20,463 64		
Bills payable..... 10,632 20		
Pay roll..... 53,037 70—		84,133 54
Balance of earnings.....		328,974 25
		$9,874,894 72

American Gold—Government Securities—Railroad Stocks.

Statement showing the daily fluctuations in the prices of American Gold Coin and Federal Securities at the New York Stock Exchange for April, 1863:

Day of Month.	American Gold Coin.	Demand Notes.	7 3/10 Treas. Bonds.	6 p.c. Coup. Bonds, '81.	Debt (old) Certific.
W. 1...	156 @157⅛	....@....	104 @105	105 @105⅛	99⅛@100
Th. 2...	153⅛@157	....@....	....@104½	....@105⅛	99⅛@100
Fri. 3...	153 @153⅛	....@153	104⅛@105⅛	105 @105⅛	....@ 99⅞
S. 4...	154⅛@155⅛	....@154⅛	104⅛@105⅛	105 @105⅛	....@100
M. 6...	151 @152⅞	....@....	105 @105⅛	105 @105⅛	....@100
Tu. 7...	150 @152⅛	....@....	105 @105⅛	....@105	100 @100⅛
W. 8...	145⅛@147	....@....	105 @105⅛	105 @105⅛	100⅛@100⅛
Th. 9...	146⅛@148	....@....	105 @105⅛	105 @105⅛	....@100⅛
Fri. 10...	146⅛@149	....@....	105 @105⅛	105 @105⅛	....@100⅛
S. 11...	150⅛@152⅛	....@....	105 @105⅛	105 @105⅛	100⅛@100⅛
M. 13...	157 @157⅛	....@....	104⅞@105⅛	105 @105⅛	....@100⅛
Tu. 14...	155 @155⅛	....@....	104½@106	....@....	....@100⅛
W. 15...	152 @154	....@....	104⅛@106	....@105	100⅛@100⅛
Th. 16...	152 @153⅛	....@....	104⅞@105⅛	104⅛@104⅞	100⅛@100⅞
Fri. 17...	153⅛@153⅛	....@....	104⅛@105⅛	104⅞@105	100⅛@101
S. 18...	151⅛@152⅛	....@....	105 @105⅛	....@104⅛	....@101⅛
M. 20...	148⅛@150⅛	....@....	105⅛@106⅛	....@105	101⅛@102
Tu. 21...	146 @147	....@....	....@105⅛	105 @105⅛	....@....
W. 22...	145⅛@147	....@....	105⅛@105⅞	....@105⅛	....@....
Th. 23...	148⅛@150	....@....	105⅛@107	105½@105⅛	....@101⅛
Fri. 24...	151⅛@152	....@152⅛	105⅛@105⅞	....@106	101⅛@101⅞
S. 25...	152 @154	....@....	105⅛@106	....@106⅛	....@101⅞
M. 27...	150 @153⅞	....@151	....@106	....@....	101⅛@102
Tu. 28...	149⅞@150⅛	....@....	....@106	106⅛@106½	....@101⅞
W. 29...	150 @150⅛	....@....	105⅛@105⅞	....@106½	....@101⅛
Th. 30...	....@....	....@....	....@....	....@....	....@....
April...	145⅛@157⅞	151 @154⅛	104 @107	104⅛@106⅛	99⅞@102
March..	139 @171⅛	141 @171⅛	104⅛@107⅛	100⅛@105⅛	98⅛@100⅛
Feb'y...	152⅛@172⅛	151⅛@171⅛	101⅛@105⅛	93⅛@102⅛	94 @ 99
Jan'y...	133⅛@160⅛	128 @165⅛	100 @103⅛	93⅞@ 99	94⅛@ 97⅛

Comparison of prices of American Gold Coin, Federal and State Securities and Railroad and other Shares, based on sales at the New York Stock Exchange at the close of April, 1862 and 1863:

	1862.	1863.		1862.	1863.
American Gold	102⅛	150	N.Y. & Harl. R.R.	13	85
U.S. Demand Notes	100	150	" " pref.	32⅞	95½
U.S. 6s, 1881, coup.	98	106	Panama R. R.	126½	187
U.S. 5s, 1874, coup.	89⅛	97⅛	Mich. Cent. R. R.	56⅛	105⅛
U.S. 7 3/10 Treas. notes	102⅛	106½	M. S. & N. Ind. R.R.	23⅛	70⅛
U.S. D't Certificates	99	102	" " " guar.	47⅛	110
Virginia 6s	57	65½	Ill. Centr. R.R. scrip	61⅛	95
Missouri 6s	51	63	Clev. & Pittsb. R.R.	18⅛	85
Tennessee 6s	57⅛	60	Clev. & Toledo R.R.	43⅛	110
California 7s	89	129	Gal. & Chic. R.R.	68	99⅛
N. Y. Central R. R.	85⅛	117	Chic. & R. I. R. R.	56⅛	96⅛
Erie R. R.	37⅛	85	Chic., B. & Q. R. R.	64⅛	108⅛
" " pref.	61⅛	102⅛	Pacific Mail S. Ship.	110⅛	191
Hudson River R. R.	36⅛	118	Del. & Huds. Canal	93	125⅛
Phil. & Read. R. R.	45⅛	95⅛	Penn. Coal	80⅛	125

The following table extends the comparison of the principal railroad stocks to their aggregate amounts:

Stocks.	Amount issued	Market (curr.) value. 1862.	1863.	Value in gold 1862.	1863.
N. Y. Central	$24,000,000	$20,460,000	$28,080,000	$19,960,575	$18,120,000
Erie	11,000,000	4,125,800	5,350,000	4,024,390	6,233,334
" preferred	8,535,700	5,228,116	8,740,092	5,100,601	5,832,728
Hudson River	8,758,466	3,174,944	10,334,990	3,097,506	6,880,993
N. Y. & Harlem	5,717 100	743,223	4,859,535	725,095	3,239,690
" " pref.	1,500,000	493,125	1,432,500	481,083	955,000
Phila. & Reading	10.859,000	4,940,845	10,343,179	4,820,336	6,895,465
Panama	5,000,000	6,312,500	9,350,000	6,158,536	6,233,354
Michigan Centr.	7,39?,489	4,463,211	8,333,961	4.354.351	5,556,974
M. S. & N. Ind.	6,857,707	1,611,581	4,834,683	1,571,707	3,223,122
" " guar.	2,983,000	1,424,382	3,281,300	1,389,641	2,187,533
Illinois Central	15,277,500	9,357,469	14,513,025	9,129,238	9,675,750
Clev. & Pittsb'g	3,852,712	694,643	3,257,640	677,700	2,171,760
Clev. & Toledo	3,343,800	1,462,912	3,678,180	1,427,231	2,452,120
Galena & Chic.	6,028,400	4,099,312	5,983,187	3,999,329	3,988,791
Chic. & Rock I.	5,603,000	3,151,687	5,406,995	3,074,816	3,604,597
Chic., B. & Qu'cy	4,791,510	3,090,524	5,198,788	3,015,145	3,465,859
April	$126,898,114	$74,833,454	$136,087,573	$73,008,248	$91,325,049
March	126,898,114	71,063,318	120,373,926	69,341,029	80,249,284
February	126,898,114	71,595,512	123,049,412	70,918,454	71,544,643
January	126,898,114	70,053,398	124,974,331	67,776,662	77,796,526
Movement Jan. to Feb. total		+1,510,114	—1,924,919	+2,241,792	—6,251,883
" Feb. to March "		—530,194	—3,675,486	—1,077,425	+8,704,641
" Mar. to April "		+3,770,186	+16,613,647	—3,167,219	+11,075,765
Movement Jan. to Feb. p. ct.		+2.19848	—1.54025	+3.30762	—8.03620
" Feb. to March "		—0.74056	—2.98700	—1.51924	+12.16533
" Mar. to April "		+5.30532	+13.80169	+4.53490	+13.80045
Movem't 1862 to 1863, April		+62,154,119 = 83.06 p.ct.		+18,316,801 = 25.09 p.ct.	
" " " March		+49,310,608 = 69.39 "		+10,408,256 = 14.90 "	
" " " Feb.		+51,455,900 = 71.87 "		+1,526,189 = 2.18 "	
" " " Jan.		+54,920,933 = 78.39 "		+10,019,864 = 14.78 "	

Milwaukee and Prairie du Chien Railway.

LENGTH OF LINES.

Main Line—Milwaukee to Prairie du Chien	192.00 miles.
Southern Wisconsin Line—Milton to Monroe	42.41 "
Total length of road owned by company	234.41 "

EQUIPMENT OF ROLLING STOCK.

Locomotive engines:	1st class passenger	7	
" "	1st class freight	28	
" "	2d class "	4	
" "	old and not in use	5	37—44
Cars:	passenger—1st class 28 and 2d class 4		32
"	baggage		11
"	freight—box 461 and platform 100		561
"	working—gravel 35, ditching 24, and hand 46		105—709

STATEMENT OF SHARE CAPITAL.

1st preferred 8 p. c. stock, less $102,000 purchased	$1,051,000
2d preferred 7 p. c. stock, less $72,800 purchased	1,014,000
Common, total issue	2,761,800
Total, less $174,000 purchased and cancelled	$4,826,800

STATEMENT OF THE FUNDED DEBT.

1st *mortgage 7 per cent. coupon bonds*		$2,556,000
Less purchased and cancelled		102,000
Amount outstanding 31st December, 1862		$2,454,000

—dated 1st April, 1861, and payable, coupons semi-annually, July and January, and principal 1st April, 1891, at New York City.

The Milwaukee and Prairie du Chien Railway are successors to the Milwaukee and Mississippi Railroad Company and are vested with the property by virtue of a sale under the process of foreclosure of a mortgage. The proceedings were for and on account of the several classes of creditors and stockholders of the old company, and the property purchased at the sale was conveyed to the present company, an association formed under the General Railroad Law of the State of Wisconsin.

The indebtedness (less sinking funds) of the Milwaukee and Mississippi R. R. Company on the 1st Sept., 1860, was as follows:

Due employees, etc., preferred by order of court		$35,112
Notes secured by mortgage of real estate		21,378
1st mort. 10 p. c. bonds, due July 1, 1861	$74,000	
" " 8 p. c. " " July 1, 1862	526.000	
" " 8 p. c. " " April 1, 1863	647,000	
" " 8 p. c. " " June 1, 1877	1,037,000	
" " 8 p. c. " " July 1, 1866	346,000	
Interest due on 1st mortgage bonds	805,960	—2,935,960
2d mortgage 10 p. c. bonds	$600,000	
Interest on 2d mortgage bonds	57,950	— 657,950
2d mortgage to Milwaukee City	$300,000	
Interest on the same	38,920	— 338,920
3d mortgage	$396,069	
Interest on the same	12,570	— 408,639
		$4,896,959
Amount due to Sinking Fund		138,208
Amount of mortgage and preferred liens		$5,036,167
Floating debt and interest	$525,347	
Claim of Milwaukee City	$234,000	
And interest to 1st January, 1860	59,000—290,910—	816,257
Whole indebtedness as claimed		$5,852,424
Share capital, general issue	$2,685,000	
" " issued for farm mortgages	767,800—	3,452,800
Total to be re-organized		$9,305,224

The road and property were purchased at a cost of $7,500,000 and paid for as follows—

First mortgage 7 per cent. 30 year bonds	$2,556,000
First class preferred 8 per cent. stock	1,095,000
Second class preferred 7 per cent. stock	1,086,800
Common stock	2,761,800

The arrangement reduced the old first mortgages from 8 to 7 per cent. bonds and converted the other classes of debt into preference shares, leaving the old common stock to come in at a scaled rating to make up the difference between the bonds and preferred shares and the total cost of $7,500,000.

The annexed is an abstract of the agreement of the bond-holders of the Mjlwaukee and Mississippi Railroad Company, dated 30th July, 1860, for the purchase of the road at any foreclosure sale and the re-organization of the purchasers:

First, Each 1st mortgage bondholder to receive for principal a new bond (convertible into the first class preference stock) secured by a 1st mortgage

of all the property of the company and for interest 1st class preference shares. The mortgage to be for 30 years at 7 per cent. and not to exceed $2,556,000, the amount of 1st mortgage bonds outstanding. The company to provide annually $204,480 (being 8 per cent. on $2,556,000) andafter paying interest at 7 per cent. the remainder to be applied as a sinking fund to redeem at par semi-annually an equal amount of 1st mortgage bonds. The bonds to be thus redeemed to be drawn for. Scrip stock to be issued with each bond with power to vote.

Second, The 10 per cent. second mortgage bondholders to receive for principal and interest 1st class preferred stock.

Third, The third mortgage bondholders to receive for principal and interest 2d class preferred stock.

Fourth, The City of Milwaukee for its claim of $234,000 to receive 2d class preferred stock.

Fifth, The floating debt holders to receive common stock for their debt and interest.

Sixth, So much of the stock as remains after deducting the above amounts from $7,500,000 to be divided pro rata among the stockholders.

The above plan of re-organization was carried out in its material form, and the new company commenced operations early in the year 1861.

Under the re-organization and in pursuance of an act of the Legislature passed 14th April, 1860, it is provided that "The preferred stockholders of the first and second class, shall elect the directors under the new organization, until a dividend shall have been earned on all the preferred shares of the several classes, when all of the preferred stockholders shall elect the directors, until a dividend shall have been earned on all the shares of the said company, both preferred and common stock, and thereafter all the shareholders of the said company shall elect the directors."

STATEMENT OF EARNINGS AND EXPENDITURES, 1862.

Earnings:	Freight.	Passengers.	Mails & Rents.	Total.
January	$64,478 03	$15,126 35	$4,299 17	$83,903 53
February	45,690 78	13,192 33	4,023 56	62,906 67
March	24,887 85	18,015 99	4,106 03	47,009 87
April	40,414 92	16,766 12	4,578 37	61,759 41
May	109,603 23	16,371 73	4,243 05	130,218 01
June	122,001 98	18,810 39	4,103 05	144,915 42
July	79,993 74	24,470 68	4,257 09	108,721 51
August	46,103 35	25,799 09	4,260 36	76,162 80
September	75,483 78	29,979 30	4,197 74	109,660 82
October	122,017 76	28,036 93	4,314 20	154,368 89
November	89,645 85	28,486 25	4,139 51	122,271 61
December	35,580 53	21,971 84	4,283 32	61,835 69
Total	$855,901 80	$257,027 00	$50,805 45	$1,163,734 25

Expenditures:		
Repairs of road	$253,970 28	
Repairs of machinery	148,653 60	
Operating road	316,658 26	
Taxes and insurance	24,364 87	
Right of way	527 50	
Steamboat ways at Prairie du Chien	1,598 82	
U. S. Excise tax	3,220 11—	*748,993 44
Earnings less expenses		$414,740 81

* Includes $92,223 44 which may fairly be considered extraordinary expenses. *See* REPORT for 1862, page 6.

INCOME ACCOUNT, 1862.

Balance December 31, 1861		$292,874 33
Gross earnings for the year:		
From freights	$855,901 80	
" passengers	257,027 00	
" mails and rents	50,805 45—	1,163,734 25
Interest received on loans, discount on prepaid coupons and premium on U.S. Demand Notes		5,623 44
		$1,462,232 02
Operating expenses for the year		$748,993 44
Cost of Prairie du Chien Elevator		53,288 94
Cost of extension of track to Prairie du Chien Elev.		14,563 55
Paid for real estate		1,022 10
P'd for Mil. & Miss. R.R.Co. under liens upon prop'ty		28,220 36
Paid dividend No. 1		156,264 00
Amount invested in Scrip First Preferred Stock and Bonds attached, and in other Preferred Shares of the Company, under sec. 7, chap. 308, of laws of Wisconsin, of 1860, viz:		
In Scrip Stock and Bonds	$51,738 75	
In First Preferred Stock (98 shares)	7,763 74	
In Sec'd " " (60 ")	3,420 00—	62,922 49
Am't of interest for the year on outstanding bonds		172,900 00
Paid 1st instalment of S'k'g F'd, due Oct. 1, 1862		13,000 00
Balance to new account		211,057 14
		$1,462,232 02

GENERAL ACCOUNT, DECEMBER 31, 1862.

General property account, cost of road		$7,500,000 00
Stock of materials: materials on hand		100,181 46
Balances due from agents, other companies and government		46,589 76
On freight and passenger accounts	$15,097 91	
On military accounts	31,491 85	
U. S. P. O. Departm't on acc't transportation of mails		6,664 75
Cash		325,405 55
Funds in New York	$239,649 28	
F'ds in bank and on hand in Milw'kee	85,756 27	
		$7,978,841 52
First mortgage bonds, amount outstanding		$2,454,000 00
Original issue was	$2,556,000	
Deduct cancell'd as per last Rep.	$30,000	
" purchased & canc'd in '62	59,000	
" designated for purchase by trustees of S'k'g F'd	13,000— 102,000	
First preferred stock		1,051,000 00
Original issue was	$1,095,400	
Deduct cancell'd as per last Rep.	$34,600	
" purchased & canc'd in '62	9,800— 44,400	
Second preferred stock		1,014,000 00
Original issue was	$1,086,800	
Deduct cancell'd as per last Rep.	$66,800	
" purchased & canc'd in '62	6,000— 72,800	
Common stock, total issue		2,761,800 00
Sinking Fund		219,200 00
Convertible property and old debts account		141,266 59
Debts payable		80,015 55
Due other companies	$22,128 87	
Due other companies on military acc'ts	9,396 04	
Unpaid bills and pay-rolls, principally for month of December, 1862	48,490 64	
Coupon account, unpaid coupons, due Jan. 1, 1863		41,912 50
Car reserve account		3,263 58
Reserved Government Tax, 3 per cent. reserved from coupons prepaid since 1st July, 1862		1,326 16
Income account, balance		211,057 14
		$7,978,841 52

CAPITAL STOCK ACCOUNT YEARLY.

Fiscal Yrs.	Miles compl'd.	Share Capital.	—Liabilities.— Funded.	Float'g.	Total Capital.	Cost of R'd & Equipm't.
1851	36.50	$692,015	$74,000	$ -----	$766,015	$66 ,839
1852	71.50	729,938	566,000	81,281	1,379,219	1,167,787
1853	89.50	830,881	700,000	235,082	1,765,963	1,763,276
1854	103.00	985,665	1,447,500	228,535	2,664,700	2,704,5?8
1855	103.00	1,826,439	2,347,500	67,890	4,241,829	3,578,758
1856	188.00	2,975,019	3,481,000	312,156	6,768,175	6,152,016
1857	234.41	3,674,672	4,035,500	478,014	8,188,186	7,820,929
1858	234.41	3,696,693	4,347,000	278,261	8,321,954	8,114,126
1859	234.41	3,686,813	4,439,073	441,161	8,567,047	8,125,839
1860	234.41	3,777,800	4,341,469	525,347	8,844,616	8,125,239
		Milwaukee & Prairie du Chien Railway.				
	234.41	4,944,000	2,556,000	-----	7,500,000	7,500,000
1861	234.41	4,842,600	2,526,000	199,810	7,568,416	7,500,000
1862	234.41	4,826,800	2,454,000	221,282	7,502,082	7,500,000

COMPARATIVE STATEMENT OF THE EARNINGS OF THE ROAD,

Commencing with the year 1857, *the road being completed in March*, 1857.

	1857.	1858.	1859.	1860.	1861.	1862
January	$23,461	$43,181	$39,780	$ [illegible]20	54,246	$83,904
February	34,108	39,896	4[illegible]957	22,301	44,027	62,907
March	4[illegible]591	51,934	39,271	39,501	43,637	47,010
April	45,987	76,006	43,994	45,811	49,102	61,759
May	81 479	86,738	59,512	59,082	112,265	130,218
June	118,443	103,700	52,383	48,797	141,771	144,916
July	91,364	99,446	45,834	37,429	107,117	108,722
August	80,784	6[illegible]137	49,386	60,229	90,463	76,163
September	123,008	106,904	104,879	139,761	134,725	109,661
October	115,921	92,476	124,854	163,615	177,879	154,369
November	81,094	63,361	85,271	90,[illegible]60	130,184	122,272
December	41,578	53,416	55,377	44,886	67,990	61,53[illegible]
Total	$882,818	$883,186	$746,490	$799,841	$1,153,407	$1,163,734

STATEMENT OF EARNINGS AND EXPENSES YEARLY.

Fiscal Year.	Average Miles.	Gross Earnings. Pass'r.	Freight.	Mails, etc.	Total.	Operating Expenses.	Net Earn'g.	Div p. c.
1851	16.10	$13,700	$8,411	$ -----	$22,111	$7,596	$14,515	nil.
1852	42.00	31,997	43,344	-----	75,341	32,858	42,483	"
1853	70.00	76,635	148,283	-----	224,918	87,115	137,803	"
1854	88.00	150,629	314,423	-----	465,051	149,252	315,799	10
1855	105 00	208,100	483,744	-----	691,844	273,797	418,047	10
1856	182.00	227,610	441,634	11,238	680,472	308,781	372,091	10
1857	188.00	369,090	469,920	13,808	852,888	412 200	470,618	nil
1858	234.41	305,806	555,862	21,518	883,186	442,242	439,944	"
1859	234.41	210,973	512,818	23,208	746,499	438,[illegible]51	307,548	"
1860	234.41	217,992	554,568	27,281	799,841	462,719	337,122	"
		Milwaukee & Prairie du Chien Railway.						
1861	234.41	221,923	882,457	49,027	1,153,407	718,792	434,615	*
1862	234.41	257,027	855,902	50,805	1,163,734	748,993	414,741	*

* Dividends were paid on the preferred stocks.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending May 1, 1863, was as follows:

Passengers	$19,119 61
Freight and live stock	33,860 35
Mails and sundries	1,294 23
Total	$54,274 19
Corresponding week of 1862	47,220 25
Increase	$7,053 94

The earnings of the Grand Trunk Railway for the week ending May 2, 1863, were:

Passengers	$23,800 10
Freight and live stock	53,422 67
Mails and sundries	3,300 00
Total	$80,022 77
Corresponding week, 1862	70,526 31
Increase	$9,496 46

The earnings of the Illinois Central Railroad for the 1st week of May, 1863, were ... $63,000 00
Do., 1862 ... 31,146 00
Increase ... $31,854 00

The cash collections in the Land office from the 1st to 8th were $30,119. The sales were large—to upwards of one hundred and twenty purchasers, amounting to $71,123.

The earnings of the Michigan Central Railroad for the 1st week of May, 1863, were ... $48,799 00
Same week, 1862 ... 44,161 00
Increase ... $4,638 00

The earnings of the Chicago and Rock Island Railroad for the 1st week of May, 1863, were ... $31,800 00
Same week, 1862 ... 22,400 00
Increase ... $9,400 00

The earnings of the Cleveland and Toledo Railroad for the 1st week of May, 1863, were ... $21,728 00
Same week, 1862 ... 16,600 00
Increase ... $5,123 00

The earnings of the Chicago and Alton Railroad for the 1st week of May, 1863, were:

Passengers	$10,416 74
Freight	21,448 31
Sundries	974 33
Total	$32,839 38
Same week last year	19,907 95
Increase	$12,931 43

The earnings of the Galena and Chicago Union Railroad for the 1st week of May, 1863, are:

Freight	$19,682 84
Passengers	8,719 22
Mails, etc.	1,300 00
Total	$29,702 06
Same week, 1862	28,762 07
Increase	$939 99

The earnings of the Detroit and Milwaukee Railroad for the 1st week in May were:

Passengers	$7,054 13
Freight and live stock	11,400 62
Mails and sundries	648 29
Total	$19,103 04
Same week, 1862	16,410 28
Increase	$2,692 76

THE BALL PATENT Improved Railroad Car Wheels.

CHATHAM BANK BUILDING, 182 Broadway, }
NEW YORK, May 1, 1863. }

The Proprietors of THE BALL PATENT IMPROVED RAILROAD CAR WHEELS, "TO PREVENT CARS RUNNING OFF THE TRACK," and for the SAFETY, ECONOMY and SPEED of the running of cars on Railways in general, would respectfully submit the same to railway companies and all others who desire an improvement in the present running of cars, for SAFETY and SPEED, THUS SAVING AN IMMENSE COST TO RAILWAYS and the lives of passengers, and at the same time a large increase of speed. The improved wheel is a double flange wheel and axle. These wheels can be adapted to any of the old rails. All the change necessary is the old frog, which can be taken out in sections when railroads cross, and the new frogs substituted in place of the old.

The single flange wheel can pass over them the same as the double flange. A single train of cars at a time can thus run over a single division or section as may be desired, where the NEW FROGS are inserted, and so on until the entire line is ready, as the cars and engines are supplied with the IMPROVED WHEELS; thus not interfering with other trains on the road. THE NEW FROGS consist simply of a plate of best quality of wrought iron, and does not cost one-fourth the amount of the frogs now in use. One of the old ones will replace one of the new as far as expense goes. The use of the DOUBLE FLANGE WHEEL upon Railroads for safety is wonderful, and can hardly be described. In a word, their use is as safe in or at the instant of an accident as the single flange is while running, where all right or no accident occurring.

The cars with the DOUBLE FLANGE WHEELS in either case remain stedfast on the track.

In running around curves so dangerous oftentimes, especially as all old tracks are liable to spread and thus the cars thrown off the track, involving the loss of many lives, THE DOUBLE FLANGE is just the improvement to meet this case. THERE IS NO MORE FRICTION than in the running of the single flange, in turning the curves. THE PLAY IN THE BEARING PART BETWEEN THE TWO FLANGES is one to two inches, and it cannot be for friction to be on but one side of the rails AT A TIME. It is self-evident that the play must be on one side of the rail or the other. There cannot be more friction than with the single flange. We would ask if there is not a TERRIBLE FRICTION in the case of the single flange, especially in passing curves, and more particularly those that are old and so liable to spread; and also where the track is laid around steep EMBANKMENTS IN AND ON THE MARGIN OF RIVERS? Is it not at such places especially that our dreadful railroad accidents mostly occur, causing such destruction of human life, and also of property?

With the DOUBLE FLANGE the cars are held firmly on the track, the double flange holding the weak, spreading track together, and WITH NO MORE FRICTION, UNLESS THE SPREADING RAILS CAUSE IT, THAN THE SINGLE.

The cars thus run securely and safely around the curves, and at an accelerated speed, if so desired.

THESE WHEELS can be made so that a speed of 50 miles an hour can be attained with perfect safety, and a sample WHEEL here in New York shows a speed of 60 MILES AN HOUR, with the same degree of safety. This is the one for the great Pacific Railway to San Francisco, Cal., and the only one that can attain that speed with safety. It is also as well adapted to other leading roads. Experiment has tested the principle by running a car of a few hundred pounds weight one hundred times around an exceeding short curve, with obstructions upon the outside track, and at every trial was perfectly proof against running off the track. It is well known that if obstructions are on the outside track around a curve, the wheels are instantly thrown off with the single flange; in the case of the breaking of an axle THE DESTRUCTION OF THE TRAIN AND LOSS OF LIFE are the usual consequences. In a word, THE ADOPTING of the DOUBLE FLANGE CAR WHEELS will prevent the running off of the cars and the consequent destruction of life and property on our public railways. On this point alone it appeals to all the best feelings of our nature as a public benefit, independent of any pecuniary considerations in any quarter. THE NEW YORK CENTRAL RAILROAD would save half a million of dollars some years by having our improved wheels on their cars and engines, and could, if they desired, attain a speed of 50 or 60 MILEs an hour WITH SAFETY, as they might wish, and also nearly save that amount, besides by adopting our "COMPOUND BLIND SELF-LOCKED RAIL."

SAFETY AND SPEED ARE THE TWO GREAT OBJECTS ATTAINED, and which are so much to be desired by all who are interested in railways, and especially the traveling public, who have a right to ask a decided improvement in these respects, particularly when we take into consideration the sacrifice of life that yearly occurs on our railroads, to say nothing of heavy losses. Other considerations also favor the adoption of these improvements now offered, viz:

It is believed, nay positively asserted, that the saving in one year's business on a single railway line WOULD PAY THE COST OF ADOPTING THESE IMPROVEMENTS; and it cannot be denied, the railway that carries its passengers safe, and at the same time largely increases its speed, will most assuredly be a great favorite with the traveling public far and near.

It may be asserted without fear of successful contradiction, that our DOUBLE FLANGE WHEELS are the only ones that can attain that end.

We therefore respectfully ask your earliest attention to this important improvement now offered to the railway public.

Railway companies cannot overlook the fact that SAFETY, ECONOMY AND SPEED are here obtained in adopting the great improvement.

THE IMPROVED RAIL heretofore referred to is THE "BALL PATENT COMPOUND SELF-LOCKED RAIL," which drops together without any bolts. THE INSIDE SECTION IS TWICE AS STRONG AS THE OUTSIDE SECTION OF THE RAIL ON THE BEARING PART. IT CAN BE LOCKED through its whole length, thus preventing the crumbling and wearing out of the inside section now so common with the rail now in use, by the running of cars over them, as was the case and the main objection to the use of the Winslow Compound Rail. MAKE THIS BLIND SELF-LOCKED RAIL of tough, good iron, and put it down weighing about 80 to 85 pounds to the yard, and they will last, under ordinary circumstances, forty years, and will not need repairs, thus saving an immense expense.

You have, then, a permanent and proper rail for railways, and your engines will last twice as long in running upon them. This patent commends itself to the railway public for economy, durability, and safety, with firmness over all other rails now in use.

We ask, also, for this improvement, the early attention of all railway companies.

☞ Orders are respectfully solicited from Railroad Companies for "THE RIGHT" OF THE IMPROVED WHEEL; also THE IMPROVED RAIL. The rights will be sold for a single company or for a state, either for the "Rail" or "Wheel," or both together. We will also fill orders for Wheels, Axles, and Rails.

CASH, BONDS, AND STOCKS, having a market value, received for the rights.

☞ All communications addressed to GEO. A. WHEELOCK, *active partner*.

Very respectfully,
WHEELOCK & CO.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,545
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,720	204,537	280,269	306,697	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,351	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	72,169	93,591	110,935	72,036	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,224,841
1863	96,306	107,443	106,816	127,205	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,283	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	88,030	63,975	77,007	76,809	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,265,050
1862	120,776	90,807	75,676	71,076	89,172	86,841	114,057	169,216	145,897	153,127	137,408	134,522	1,326,375
1863	139,686	126,521	119,836	122,255	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,178	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	980,984
1863	68,143	81,750	90,677	100,904	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,897	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,466	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,280	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	147,487	164,845	117,908	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389 373	375,250	456,226	436,899	392,298	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,606	963,859	8,400,234
1863	835,453	829,734	946,041	938,453	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	196,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,396
1862	109,867	105,424	74,346	90,180	168,194	225,048	190,456	129,019	188,370	203,975	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	135,616	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170.157	157.443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135.299	146,424	173,261	197.762	246,288	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	468,953	425,047	366,802	270,676	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181.612	246.829	245,392	250.742	192,322	2,126.066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243.163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243.249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,193	265,773	267,643	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,699	66,686	56,171	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	62,057	1,163,948
1863	67,130	76,132	44,925	88,177	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,451	134,688	127,273	196,821	233,861	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,169,077
1862	163,152	163,728	157,500	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,663,569
1863	248,784	230,503	254,208	267,693	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150.366	210,837	226,077	181,617	132,949	1.756.416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,346	307,333	242,089	200,184	2 124,314
1862	230,159	159.658	151,902	175,696	186,039	174,001	172.189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743.599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811.458	730,736	523.047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562.076	696.175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	968,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97.218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,593	90,463	89,577	93,378	100.639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97.858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	118,075	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241.695	264.622	283.646	288,619	245,977	2,735.395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	389,911	368.956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289.967	265.358	234.456	276,209	291,763	276,219	2,905.839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,537
1863	335,685	361,834	396,771	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,235,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,300	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,600	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125.027	77,599	51,296	926.735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162.358	137,066	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,648	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$200,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7			------	----
Mortgage	109,500	7			------	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	----
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	----
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	----
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1885	3,000,000	5			1858	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	102½
" " " 1850	700,000	6	Jan. & July.	"	1880	106
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	112
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	----
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1880	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	380,000	7	May & Nov.	" "	------	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104½
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	102½
Mortgage	800,000	6	"	New York.	1863	----
Mortgage	1,700,000	6	"	" "	1875	103½
Sterling (£210,000)	1,008,000	5	"	London.	1864	----
Sterling (£225,000)	1,080,000	6	"	" "	1864	----
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	----
Central of Georgia:						
Mortgage	86,067	7			1863	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	107
2d Mortgage	600,000	7	May & Nov.	" "	1875	104
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	105
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	65
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	34
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6			------	----
2d Mortgage	1,000,000	7			------	----
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	2,690,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	----
" " " 2d Mort.	204,000	8	May & Nov.	" "	1863	----
" " " Plain	28,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	----
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	111
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.	------	105
1st Mortgage (general)	3,600,000	7	" "	" "	------	89½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	98
2d Mortgage	2,000,000	6	" "	" "	------	56
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	------	99½
Green Bay Extension Bonds	300,000	7	" "	" "	------	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
*Cincinn., Wilm. and Zanesville						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1860	----
2d Mortgage	574,000	7			------	----
3d Mortgage	158,000	7			------	----
Income	250,500	7			------	----
Tunnel Right	1,000,000	7			------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	108
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	102
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	87½
River Line bonds	20,000	7			1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	----
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	----
C. and T. Income (convertible)	256,000	7	" "		1864	----
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	111
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1873	----
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	96
2d Mortgage	2,700,000	8	" "	" "	1881	----
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage	----------	7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	104
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000	---	April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	110
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	93½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8			------	----
Dubuque and Pacific:						
New Construction	800,000	---			------	----
Dubuque Western:						
1st Mortgage	344,000	†			------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	110
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---			------	----
Endorsed by State of Tennessee	150,000	---			------	----
Mortgage (ordinary)	790,688	---			------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---			------	----
Endorsed by State of Tennessee	200,000	---			------	----
1st Mortgage (after State)	100,000	---			------	----
Redeemable in Stock	66,950	---			------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	----
Free Land, 2d Mortgage	1,500,000	8			1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7			1891	----
Free Land, 2d Mortgage	----------	8			1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	113
1st Mortgage (Extended)	871,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	110
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	115
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	86
Land Security	5,000,000	7	April & Oct.	" "	1881	73
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1890	45
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	118
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	114
Convertible	1,002,000	7	" "	" "	1867	123
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	121
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "	" "	----	110
Income	281,500	---			----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	----	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsbburg and Cleveland:						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			----	----
1st Mortgage	260,000	7			----	----
2d Mortgage (convertible)	1,000,000	7			----	----
3d Mortgage	600,000	7			----	----
Guaranteed by Covington	200,000	6			----	----
Cincinnati (exchanged)	100,000	6			----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†			----	----
City of Keokuk, (special tax)	150,000	10†			----	----
Lee County, 20 years	150,000	8			----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8			----	----
City of Keokuk	200,000	8			----	----
Henry and Louisa Company's	50,000	8			----	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	80
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	35
2d Land Grant (Western Div.)	353,600	†	" "	"	----	35
3d Mortgage (whole road)	1,700,000	†			----	----
Farm Mortgage	1,087,700	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6			'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	103½
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7			----	----
Louisville and Frankfort:						
Louisville Loan	109,000	---			----	----
1st Mortgage	228,000	---			1881	----
Louisville and Nashville:					63-'78	----
State [Tenn.], 1st Lien	560,500	6			----	----
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6			----	----
Mortgage	24,000	7			----	----
Mortgage	10,000	6			----	----
Marietta and Cincinnati:						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7			----	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6			----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6			----	----
Michigan Central:						
1st Mortgage Sterling	387,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	112
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	121
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	104
Detroit and Toledo	812,000	7	" "	" "	1876	104½
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	110
2d General Mortgage	2,656,500	7	" "	" "	1877	103½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8			----	----
Milwaukee and Chicago:						
1st Mortgage	400,000	8			----	----
2d Mortgage	200,000	7			----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8			----	10
2d Mortgage	600,000	8			----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	106½
1st Preferred stock	1,051,000	8			----	103
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
1st Mortgage	350,000	7	" "	----	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7			----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7			----	----
2d Mortgage (S. F.)	400,000	8			----	----
Oskaloosa Division	1,425,000	7			----	----
Land Grant	7,000,000	7			----	64
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1883	----
Mississippi State Loan	202,799	6			----	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6			----	----
Tennessee State Loan	674,860	6			----	----
Alabama State Loan	389,410	6			----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---			----	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			----	----
Chat. and Clev. Subsc. (endors.)	231,000	---			----	----
*New Albany and Salem:						
Crawfordsville	175,000	7			----	----
1st Mortgage	500,000	10			----	----
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1873	----
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelousa, and Gt. West.:						
Louisiana State Loan	641,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mortgage (S. F.)	566,000	8			1880	----
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	109
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	123
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	109
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	109
Real Estate Bonds	252,975	6	" "	" "	1883	105
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	125
R. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	115
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	114½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	109
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	109
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112½
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	106
3d Mortgage	980,300	7	Jan. & July.	" "	1867	105½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	111½
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101¼
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	102
2d Mortgage	3,077,000	7†	" "	" "	1861	25
North Missouri:						
State Loan (30 years)	4,350,000	6	----------	----------	------	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	94
Chattel Mortgage	360,000	10	" "	"	1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	----------	----------	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	----------	----------	------	90
State Loan (S. W. Branch)	1,263,000	6	----------	----------	------	----
Construction	3,235,000	7	----------	----------	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,421,000	6	April & Oct.	"	1875	109
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	166,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	6	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	105
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	110½
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	109
" 1857, "	3,586,500	6	" "	"	1886	107½
" 1856, "	1,475,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	138½
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	----------	----------	------	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	300,000	†	----------	----------	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	" "	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1880	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	62
2d Mortgage	937,500	7	" "	"	1863	12½
3d Mortgage	435,050	7	" "	"	1863	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----------	----------	1856	----
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	681,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	110½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	106
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	86½
Tennessee and Alabama:						
State (Tenn.) Loan	$14,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	106
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	106
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	93
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	93
Interest Bonds	245,700	7	----------	----------	------	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	83
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	27
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	111
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	—	50.6	—	—	—	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	37,866	—	—
28 Feb. '59	30 3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,025	109.6	—	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,906	—	—
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.8	13.5	—	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	505,156	260,269	6	—
1 May, '61	—	—	—	200.5	—	—	—	*North East and South West*	—	—	—	—	—	—	—	—	—	—	—	—	—
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,894	—	—
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	—	23.8	45,543	77,028	34,866	16	—
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	—
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11½	142
31 Dec. '61	74.0	—	—	—	11	12	258	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	169,358	225,292	25,565	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	—
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	—
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	—
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	82	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,850	808,060	301,979	—	123
30 Nov. '62	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	214,100	2,122,500	700,000	99,600	—	66.4	—	353,655	158,917	—	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	64.3	136,631	138,970	41,466	—	—
31 Oct. '61	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	—	22,308	7,915	6¼	—
								FLORIDA.													
— — '62	154.2	—	—	150	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,701	30,586	—	191,435	195,000	75,894	619,112	32.0	—	7,857	3,585	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	—	—	—	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,260,000	126,000	—	1,597,385	86.7	—	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	—	168,968	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	—	—	—	—	—
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,178	229.0	879 468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,006,650	4,156,000	312,500	—	8,123,343	232.0	—	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,668,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,868	50.0	—	202,714	110,516	8	—
1 May, '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	—	—	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	—	—	388,853	13	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	—	832 343	454,541	—	—
								ILLINOIS.													
31 Dec. '62	220.0	—	—	—	35	38	712	Chicago and Alton	8,117,589	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	70
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,908	4,338,740	4,791,540	6,024 750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	—	112
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,060,065	45.0	14 mo.	243.282	135,284	—	—
1 Apr. '62	242.0	—	—	29.0	36	28	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	—	849,719	414,828	—	43
31 Mar. '62	181.8	—	—	—	59	57	980	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	8	99
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	—	—	—	—	—
31 Dec. '62	140.0	80.4	74.5	—	60	68	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	104
31 May, '61	175.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,800,000	2,391,000	—	—	175.0	—	485,943	181,529	—	—
31 Dec. '62	454.8	252.5	—	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.8	2,561,192	3,445,827	1,870,723	4	104
— — —	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	—
— — —	148.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	—	148.0	—	—	—	—	—
— — —	46.6	—	—	—	—	—	—	Peoria and Bureau Valley	—	—	—	—	600,000	—	—	oper	by Chic.	& R. Is.	125,000	—	—
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '58	186.0	—	—	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	—	186.0	—	—	—	—	—
31 Dec. '61	100.0	—	—	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	—
— — —	1.0	—	—	—	—	—	—	Rock Island Bridge	—	—	—	—	—	—	—	oper	by Chic.	& R. Is.	—	—	—
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	—	—	3,700,000	6,700,000	—	10,400,000	203.0	—	1,117,603	568,020	—	50
								INDIANA.													
— — —	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	—	108.0	—	—	—	—	—
— — —	29.0	—	—	73.0	—	—	—	Cincinnati, Peru and Chicago	—	—	—	—	—	—	—	29 0	—	—	—	—	—
31 Aug. '57	109.0	—	—	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	—	249,867	119,342	—	—
31 Dec. '60	72.4	—	—	—	19	15	374	Indiana Central	1,667,089	274,051	26,641	610,050	1,178,000	40,550	2,108,011	109.0	368,122	400,397	133,009	—	72
31 Dec. '58	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	—	448,858	230,834	9	75
31 Dec. '61	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,086	2,082,545	84.0	—	321,813	165,939	—	—
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,506	2,188,881	108.0	303,161	297,988	121,416	—	—
— — '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	—	—	—	—	—
31 Dec. '60	86.0	49.0	—	—	28	—	—	Madison and Indianapolis	2,367,704	*	356,755	1,648,050	1,285,300	87,989	3,060,125	135.0	201,402	280,563	99,080	—	—
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,827	371,404	—	—
— — '58	74.0	—	—	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	—	—	—	—	—
30 Nov. '62	73.0	—	—	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	—	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	—	—	—	—	—
31 Dec. '59	86.0	—	—	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	—	86 6	7 mo's.	85,239	46,751	—	—
31 Dec. '62	111.0	—	—	269.0	7	7	102	Dubuque and Sioux City	3,058,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	—	228,560	122,931	—	—
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	—	—	—	—	—	—	—	—
1 Jun. '58	38.5	—	—	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	—	38.5	11 mo's.	468,821	21,256	—	—
1 Jun. '59	11.2	—	—	67.3	—	—	—	Keok., Mt. Pleasant and Musc.	745.703	*	—	548,216	414,000	60,452	1,022,608	11.2	—	—	—	—	—
— — '62	55.0	52.6	—	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	—	—	—	—	107.6	—	—	—	—	23
								KENTUCKY.													
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,080,000	337,582	4,375,998	111.8	—	426,408	227,534	—	85
30 Jun. '57	20.0	—	—	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $28,000.	—	—	20.0	—	—	—	—	—
— — '58	13.0	—	—	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	—	13.0	oper. by	Cov. &	Lex.	—	—
30 Jun. '61	29.0	—	—	}	13	10	220	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	—	108,944	43,267	—	80
30 Jun. '61	65.1	—	—	}				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,256,500	661,269	9,455,250	269 0	613,903	716,478	371,122	—	—
— — '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	—	—	—	—	—	—	—	18.8	oper. by	Cov. &	Lex.	—	—
								LOUISIANA.													
— — —	22.0	—	—	—	—	—	—	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22.0	—	—	—	—	—
— — —	27.0	—	—	—	—	—	—	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	—	—	—	—	—
31 Dec. '60	80.0	—	—	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,200	—	3,242,318	566,000	339,297	5,353,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	—	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	—	2,665,000	1,150,717	—	206.0	—	1,232,624	558 434	—	—
31 Aug. '60	58.7	—	—	186.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	58.7	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,333	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	967,734	—	2,494,900	3,472,000	7,000	7,988,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,880	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	180,497	300,000	76,000	.....	.....	.....	.....	.....	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,618,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	109,475	245,346	116,732	6	114½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,280	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	3,306,788	6	55
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,890	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,841	927,341	—	38
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	109½
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	125½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,862	8	133½
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	142½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	76,219	102,627	50,053	2½	30½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,884	6	105
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,863,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	108
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,760	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	117
30 Nov. '62	14.0	—	2.8	—	4	4	86	Fitchburg and Worcester	284,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	96,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	130
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	602,760	54,214	14,000	500,000	300,000	—	800,000	38.7	42,262	184,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	129
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	42,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,500,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	184
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	oper. by B. and L'll		17,500		4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,686	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	16½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	oper. by Housatonic.		31,409		7	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov. '62	0.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	oper. by T. and B.		.....	.....	—	40
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	39½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W. S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	155
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	76½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,696	—	2,950,000	4,250,000	.....	9,008,360	188.0	.....	340,898	.....	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,871,178	329.8	1,338,658	2,361,241	1,212,088	3	111½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,013,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	84
-- -- --	—	—	—	89.6	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,962	6,331,899	236.0	.....	594,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	69.7	.....	176,462	116,433	—	.....
31 Dec. '58	88.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,859	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,801	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,988	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,896	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '62	139.0	—	14.4	93.3	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,000,000	402,193	19,550,960	189.7	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	4,715,032	69,072	—	71,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,166	—	1,971,127	3,501,000	57,361	5,906,277	90.1	282,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	—
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	42
30 Nov. '62	53.6	—	.....	—	11	11	503	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,788	53.6	263,324	298,056	104,643	—	39½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	84,045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	63
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.		4	108
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,585	7	114
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	696,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,396	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	72½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,430,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	178,982	3,261,344	76.0	.....	359,921	118,533	—	—
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	171
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic (Prof.)	1,837,346	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,386	65,128	—	16
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,916,252	606,542	672.113	3,630,000	2,000,000	320,433	6,322,193	64.0	697,204	1,397,587	774,341	10	177
31 Dec. '62	58.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,167,800	340,000	—	1,756,710	58.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	.....
31 Dec. '6	21.3	—	—	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	—	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	58,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	26,500	5½	.....
31 Dec. '62	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,603	2,597,161	—	[2 mos.	10,588		—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	289,389	194,742	6½	111
31 Dec. '62	38.8	—	—	47.0	—	—	—	West Jersey	321,984	*	—	321,984	212,500	31,763	321,984	—	32,963	90,123	46,723	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ne. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r. by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	90
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	348,500	300,000	41,000	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '62	144.0	4.0	115.0	—	65	117	688	Hudson River	10,709,164	1,340,445	—	3,758,466	9,137,000	298,424	13,193,890	259.0	—	2,780,386	707,592	—	129
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,196	297,646	137,347	—	32
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,835	654.9	5,306,772	9,356,828	3,749,077	6½	120½
31 Dec. '62	460.0	97.0	302.0	—	228	101	3,279	Erie	39,021,792	*	—	19,973,200	20,131,500	—	41,623,172	633.0	4,835,359	8,400,334	1,636,351	—	94½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	95½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,480	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,769	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	859,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.,	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	65½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.51	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	—	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	90
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,757,503	*	—	1,545,225	400,000	276,242	2,419,401	94.9	—	103,953	35,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,212	791,055	102,391	3,114,954	171.0	323,060	477,564	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	566,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,869,813	1,231,750	51,243	3,300,665	118.2	—	404,533	168,653	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	17
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	135
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,033,637	20	164
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	80
31 Dec. '61	96.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,976	734,991	10	200
30 Nov. '62	101.	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,886,094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	—	1,486,817	552,800	—	90
31 May '62	109.3	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,378	504,420	96,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	113½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	90
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,300	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	160
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	801,316	5,586,705	144.0	365,470	400,168	222,951	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,248	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,498	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	128,170	33,412	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,362	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	145
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	228.6	—	434,290	99,554	—	—
30 Apr. '62	192.8	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,348,042	20,549,420	192.3	—	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '62	158.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,937,898	606,900	282,179	2,697,090	2,589,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,808,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Dec. '62	242.4	—	—	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,373	260.0	1,614,932	1,938,202	950,462	—	75
								PENNSYLVANIA.													
31 Jan. '62	46.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55,029	—	1
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,361	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,589	10	70½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	59,359	3,472,746	146.0	289,137	219,548	22,490	—	7½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	158
30 Nov. '61	35.8	—	2.5	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	—	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,186,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	38½
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14½	66½
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,566	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,368,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	173,941	62,897	—	15
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,788,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	234,976	8	76
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R.R.Co.	—	49
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	852,608	9,406,699	—	—	528,946	326,933	6	58
31 Dec. '61	130.0	—	60.5	—	—	—	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367	—	3,248,600	—	—	3,248,600	130.0	293,492	619,043	335,671	11	63
30 Nov. '62	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,485 476	406,187	—	3,147,350	2,860,000	—	6,447,780	65.7	263 334	397,186	218,960	—	16½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447 522	1,421,980	13,264,100	16,637,400	1,322,916	34,234,550	423.0	4,413,086	7,300,601	2,646,868	6	64½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	150,000	—	20.0	—	1,637	—	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	236,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,966	110,887	7	86½
30 Nov. '61	147.4	1.0	61.0	—	146	65	6,675	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,236,48	151.4	1,796,927	2,906,838	1,412,808	—	54
30 Nov. 61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	900,200	250,000	—	1,249,200	28.0	oper. by	Cam. &	Amboy	8	161

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Line	Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
1 Oct. '61	98.0	6 0			32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	69½
31 Oct. '61	59.0	13.0	5.0	98.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803		1.756,436	1,500,000	85,312	3,426,936	22.0	11,408	70,228	21,217	.....	.....
31 Dec. '62	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*		5,709,591	12,936,173	—	19,451,677	467.5	2,694,467	3,745,310	1,836,912	—	81
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*		1,221,277	280.000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*		576,360	.....	.....	573,616	24.5	oper. by	Ph. & R	eading.	5	.....
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822,117	5,435	1,327 552	.....	.....	105,568	55,143	.....	40
30 Sep. '61	148.0	—	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*		4,520,175	4,644,000	1,776,128	10,940,298	148.0	236,825	341,582	149,082	—	24½
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999		367,300	396,500	65,726	.....	29.6	68,543	101,499	64,270	6	43
0 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655		683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	6
								RHODE ISLAND.														
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	276,800	.....	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*		437,. 17	8,500	.....	.....	13.6	.....	26,454	6,914	.....	.....
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539			1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	—	—	.....	Cheraw and Darlington	600,000	*		400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*		200,000	—	—	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*		400,000	106,218	.....	575,729	32.0	.....	27,568	8,627	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	62	59	790		South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.														
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	137,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,089	129,364	3,809,949	2,669,000	280,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016		596,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).														
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,580	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '58	28.0	—	.....	750 0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.														
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647		1,280,400	800,000	1,608	.....	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	26	25	541	Rutland and Burlington	3,987,706	558,275		2,233,376	3,183,038	963,019	.....	119.6	394,393	322,829	61,180	—	.....
31 Aug. '62	62.5	—	4.0	—	12	9	193	Rutland and Washington	950,000	221,683		1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	.....
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713,418	191,466	—	.....
30 Jun. '62	47.0	5.5	4.1	—	—	—	—	Vermont and Canada	1,678,500			1,378,500	.....	.....	1,378,500	ope	r. by Vt.	Central	.....	4	147
30 Jun. '62	23.7	—	0.9	—	3	6	89	Vermont Valley	1,212,274	89,612		516,164	793,200	110,145	.....	28.7	53,041	45,273	7,187	—	.....
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*		332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.														
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,016	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,561	775,500	118,789	—	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*		468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	7½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,346	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,342	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,087	*		1,981,197	1,200,000	75 908	6,753,855	148.2	224,014	580,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.6	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853	.....	43.5	1,068,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554		657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,928	1,589,648	80.0	.....	240,446	121,058	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,180	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	5,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000		300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000	.....	.....	199.9	.....	.....	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	346,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	—	—	—	Milwaukee and Horicon	919,757	*		1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*		4,828,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	60½
— — '57	50.0	—	.....	86.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	88 8	8	7	321	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,439	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.														
31 July '62	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*		11,750,000	188,000	—	11,938.000	16.10	.....	235.420	55,496	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	11
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
0 Sep. '58	624.0	137.0	.....	78.0	204	180	2,399	Grand Trunk	46,651,084	*		15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,089,219	4,000	6	38
31 July, '62	229.0	128.0	.....	—	92	128	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	26,104,725	357.0	.....	1,221,145	585,885	1½	.....
— — '62	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	.....
31 Dec. '61	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	98.6	.....	.....	.....	—	.....
— — '61	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	.....
— — '61	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	26.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*		4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	80.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,709,232	60 0	.....	132,555	36,670	—	—
								NOVA SCOTIA.														
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*		4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,191	—	—
								NEW GRANADA.														
1 Dec. '62	48.1	—	.....	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	.....	1,743,294	1,018,444	13	136

New York Stock Exchange.

Actual Sale Prices for the week ending May 18.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12	W.13.
STATE STOCKS:—						
California 7s	130	131	130	----	----	130
Illinois War Loan		108	----	108	----	----
Indiana War Loan		----	----	----	----	----
Kentucky 6s		----	----	----	----	----
Louisiana 6s		----	----	----	----	----
Michigan 6s, 1878		----	----	----	----	----
Minnesota 8s		----	----	----	----	----
Missouri 6s	62	64½	63½	64	64	64½
Do. iss. to H. & St. J. R.		86	----	----	----	----
North Carolina 6s		----	----	----	----	69
Ohio 6s, 1881		110	----	----	111	----
Tennessee 6s, 1890	60	60	60	60	----	60½
Virginia 6s		65½	----	----	65	----
RAILROAD SHARES:—						
Buffalo & State Line		----	----	----	----	----
Chicago & Alton	74½	78	78	79	79	79
" " pref.	93	94	95	95	----	----
Chicago, Burl. & Q.	108½	110	110	111½	112	----
Chic. & Northwest'n.	31	33	33½	35	37½	43
Chicago & Rock Isl.	97½	99½	99½	99½	99	99
Clev., Col. and Cin.	162	162	----	162½	164	----
Clev. and Pittsburg	86½	92	97½	100	100	99
Clev. and Toledo	110½	110	117	116	112½	113½
Del., Lack. & West.		----	----	158	----	----
Galena and Chicago	106	104½	104	104½	104	104
Hudson River	129	130	129½	129½	129	129
Illinois Centr. (scrip)	93½	94½	95½	98½	99½	104
Michigan Central	110½	110½	111	111	110	111½
M. S. and N. I.	70	73½	79	85	83½	84
M. S. & N. I. guar'd.	110½	112	113	115	113	113½
Mil. and P. du Chien	44½	45½	48½	52½	60	60½
M. & P. du C. 1st pref.		----	----	----	----	----
M. & P. du C. 2d pref.		----	----	83	86	88½
New York Central	118½	120	119	119½	119½	120½
Erie		86½	87	88½	90	94½
Erie pref.	103½	104½	104½	105½	105½	107½
Norwich & Worcest'r	88	90	90	91	92	95
N. York & Harlem	98½	104	100	98	96	95½
N. Y. & H. "pref."	110	115	110	109	107	107½
Panama		----	----	----	186	----
Phila. and Reading	94	96	98½	102½	104	107½
Pitts. Ft. W. & Chicago	69	70	75	79½	79	81
St. L., Alton & T. H.	46	47	48½	50	55	59
" " " pref.	78½	80	----	79½	78	82½
Toledo & Wabash	75½	73	73	74	75	75
" " Pref.	78	79½	79½	80	80	----
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.		----	----	----	----	----
Chicago & Alton, 1 M.		----	----	----	----	----
" " Inc. b'ds		----	----	----	----	----
Chic. & N. W. 1st M.	87	87	88	87½	87	89½
" " 2d M.	58	58½	58½	59	61	66
" " S. F.		----	----	----	----	----
" " A. B.		----	----	----	----	----
" " I. B.		96	96	96	----	96
" "Ap. Ext'n.		----	----	----	----	----
" " G. B. Ext.		----	----	----	----	----
Clev. & Pitts., 1 M.		----	----	----	----	----
" 2 M.		----	----	----	----	----
" 3 M.	102	102	107	----	107	----
" 4 M.		89	----	87½	87	87½
Ol. & Tol. S. F. 7 p. c.		----	----	111½	111	----
Chi., Bur. & Q. 8 p. c.	120	----	----	----	120	----
Chi. & R. I. 1st M. '70.		----	----	----	----	----
D. L. & W. 1 M. 8p. '71-5.		115	----	115	----	----
" 2 M. 8 p. c. '81		----	----	93½	----	----
Gal. & Ch. 1 M. 7p. c. '63		----	----	----	----	----
" 2 M. 7 p. c. '75		----	----	----	----	----
" 1 M. Ex. '82		----	----	----	----	----
Hann. & St. J. bonds		----	----	72	----	78
Huds. R. 1 M. 7p. c. '69		----	----	----	116	117
" 2 M. S. F.		----	----	----	----	----
" 3 M. 7p. c. '75		----	----	----	----	----
" conv. bonds	123	----	----	----	----	----
Illinois Central bonds	121	----	121	----	121	----
La Crosse & Mil. L. G.		----	----	----	----	----
Mil. & P. du C. 1st M.		----	----	----	----	----
Mich. Cen. S F. 8 p. c. '82	120	----	----	121	121	----
" conv. 8 p. c. '69		----	----	----	----	----
M. S. & N. I. 1 M. S. F.	110	110	----	110½	110	----
" " 2 M.		104	----	103	103½	----
N. J. Central 1st M.		----	----	----	----	----
" " 2d M.		----	----	----	----	----
N. Y. Central 7s, 1864		----	----	----	----	----
" 7s, S. F. 1876		122	----	----	----	----
" 7s, conv. 1876		125	----	----	----	----
" 6s, S. F. 1883		110	110	----	----	109
N. Y. & E. 1 M. 7 p. c. '67	114½	----	----	113½	----	115
" 2 M. 7 p. c. '79		----	----	----	----	----
" 3 M. 7 p. c. '83		----	114½	114½	----	114½
" 4 M. 7 p. c. '80		108½	108½	----	109	109
" 5 M. 7 p. c. '88		109	----	----	----	109
N. Y. & H. 1 M. 7 p. c. '73		----	----	----	----	----
" 2 M. 7 p. c. '64		----	106	----	----	----
" 3 M. 7 p. c. '67		105½	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	110	----	----	----	----	----
" " " 2d M.		104½	----	----	----	105
" " " 3d M.		81½	82½	85½	85	86½
St. L., Alt. & T. H. 1 M.		----	----	----	----	----
" " 2 M. pref.	93	----	94	93½	93½	93
" " Inc. b'ds		85½	----	84½	84½	86½
Toledo & Wab. 1 M.	106	----	----	----	----	----
" " 2 M.	91	93	93	----	----	93
" " Int. b'ds		----	----	----	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	145	147	145	150	149	148½
Penn'a Coal Co.	130	----	130	130	130	131
Pacific Mail S.S. Co.	186½	188½	188½	189	189½	191

New York Stock Exchange.

Actual Sale Prices for the week ending May 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12	W.13.
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.		----	----	----	----	97
U. S. 5s, 1871, coup.		----	----	----	----	----
U. S. 5s, 1874, reg.		----	----	97	----	96
U. S. 5s, 1874, coup.	97½	----	----	97½	----	98
U. S. 5s, 1865		----	----	----	----	----
U. S. 6s, 1881, reg.	106½	----	106½	----	108	----
U. S. 6s, 1881, coup.	108	----	107½	107½	108	107½
U. S. 6s, '81, O. W. L. y.		----	----	----	----	----
U. S. 6s, 1881, " 1y.		----	104	----	----	----
U. S. 6s, 1867, reg.		----	----	----	----	----
U. S. 6s, 1868, "		----	----	----	----	----
U. S. 6s, 1868, coup.		----	----	----	----	----
U. S. 6s, 1 year certif.	101½	101½	101½	102	101½	102
U. S. 6s, " " new	99	99½	99½	99½	99½	99½
U. S. 6s, 5-20s, coupon		----	----	----	----	----
Treasury 7 3-10 Notes	107½	106	108	107	107	107½
U. S. Demand Notes		154	----	----	----	----
American Gold	154½	152½	149	148½	148½	149½

Boston Stock Exchange.

Actual Sale Prices for the week ending May 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12	W.13.
Boston and Lowell		----	----	----	----	109½
Boston and Maine	125	125½	126	----	----	125½
Boston and Providence		----	----	----	----	----
Boston and Worcest.		----	----	141½	----	----
Connecticut River		----	----	----	----	105
Eastern, Mass.		----	107½	107½	----	108
Eastern, N. H.	106	----	----	----	----	108
Fitchburg		----	117	117	----	----
Manchester & Lawr'ce		----	----	----	----	114
Michigan Central		109½	109	----	----	109½
Northern, N. H.	71	71	71	71½	71½	72½
Old Colony and Fall R.	129	128½	126½	128	128	129
Ph., Wil. & Baltimore	68½	----	----	69½	69½	69½
Portl'd, Saco & Ports.		----	----	----	----	114½
Vermont & Canada		----	----	----	----	----
Vermont & Mass.	36½	37	----	37	37½	39½
Western		155	----	----	----	155
Cambridge (Horse)		122½	----	----	----	120
Metropolitan "	73	72½	----	----	----	73
Middlesex "		----	110	110½	110	110
Central Copper Co.	54	54½	55½	----	57	58
Franklin Copper Co.	55½	56	56½	56½	58	60½
Isle Royale "		----	80½	----	29	29½
National "	29	----	----	----	----	30
Minnesota "		----	----	113	----	112
Pewabic "	64	64½	65	67½	69½	70
Pittsburg "		----	----	86	86	87
Quincy "	91	92½	92½	93½	----	92
Rockland "		----	25	----	25	24

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.
Beaver Meadow	70	70	70	70	----	70½
Cattawissa	7½	----	----	----	----	7½
" preferred		----	23½	23½	24	24
Camden & Amboy	169	170½	----	171	----	171
" " 6s, '67		----	----	----	----	----
" " 6s, '70		----	----	----	----	----
" " 6s, '75		103½	----	----	----	103½
" " 6s, '83		----	----	----	103½	----
" " 6s, '89-10	4½	----	----	----	----	----
Elmira & W'msport		38½	----	----	----	----
" " pref.		53½	----	----	----	----
" " 7s		----	----	----	----	----
" " 10s		----	----	----	77½	----
Harrisburg		----	----	----	----	----
Lehigh Navigation		----	----	----	----	----
" " 6s		----	108½	----	----	----
" " scrip.	40	40½	41½	43	43	48½
Lehigh Valley R. R.		----	----	----	----	----
" " scrip		----	----	----	----	----
" " 6s	109	108½	----	----	----	----
Little Schuylkill R. R.	46½	----	46½	46½	47	49
" " 7s		----	----	----	----	----
Long Island		32	----	----	----	----
" " 6s		----	----	----	----	103½
Minehill	61	61	----	61	62	63
North Pennsylvania	13½	13½	13½	15	16½	16½
" 6s		----	----	----	93½	94
" 10s		----	----	----	----	----
Pennsylvania R. R.	64½	64½	65½	65½	65½	----
" 1st m.		----	----	----	----	115
" 2d m.		----	----	109	----	109
Penn. State, 6s	101½	101	----	101½	101½	----
" 5s, coupon		----	----	----	----	----
" " 6s, "		----	110½	----	----	----
Philadelphia City, 6s		107	107	106	108	----
" " new	111½	111	111½	111½	----	111½
Philad., Germ. & Nor.		----	----	----	----	----
Phila. & Reading	47½	47½	47½	49½	51½	52½
" " 6s, '86	106	106	106	106½	107½	----
" " 6s, '70	105	----	----	----	----	----
Philadelphia & Erie, 6s		----	----	106½	----	----
Philad. & Sunbury, 7s		----	----	110½	----	----
Sunbury and Erie, 7s		----	----	----	110½	----
Arch street, (Horse)		----	----	----	27½	27½
Chestnut & Wal. "		----	----	----	----	----
Girard College, "	27	----	----	----	----	----
Green & Coates, "	42½	42	----	----	42½	42½
Race and Vine, "	12½	15½	12	----	11	----
2d and 3d streets, "		----	----	----	----	----
Spruce & Pine, "		----	----	----	----	----
13th & 15th sts., "		----	----	----	33	33
West Philad., "		67½	----	----	----	----
10th & 11th sts. "		----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 11.

	Tu.5.	W.6.	Th.7.	F.8.	Sat.9.	M.11.
Baltimore City 6s, 1875	108½	----	107½	----	----	107½
" " 1886		----	----	----	----	109½
" " 1870		----	----	----	----	----
" " 1890	109	----	109	108½	109	109½
Balt. and Ohio	85½	----	----	----	----	85
" " b'ds, '62		----	----	----	----	----
" " " '67		105	----	----	----	----
" " " '75		105	----	----	----	----
" " " '80		----	----	----	----	----
" " " '85		----	102	----	102	102½
Northern Central		38	----	37½	38	----
" " b'ds, '85		----	102½	101½	----	----
" " " '90		----	----	----	----	----
Washington Branch		----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 28th April:

Maryland 6s	73	to	75
United States 5s, 1874	56	"	58
Virginia State 6s	47	"	49
Do. 6 per cent.	43	"	44
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	69½	"	70½
Do., Pennsylvania do. do.	67	"	69
Erie shares, $100 (all paid)	45½	"	46½
Do., 7s, preference	55	"	57
Do., 7s, 1st mort., 1867	70	"	75
Do., 7s, 2d mort., 1859	68	"	72
Do., 7s, 3d mort., 1883	67	"	69
Do., 7s, 4th mort. x. c.	58	"	62
Do., 7s, 5th mort.	58	"	62
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	71	"	73
Do. do. $100 shares, $90 paid, dis.	45	"	44
Do. do. $100 shares, all paid	49	"	50
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82. x. c.	70	"	75
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	28	"	32
New York Central 6s, S. F., 1883	70	"	75
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	68	"	72
Do. do. $100 shares	65	"	67
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	65	"	70
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	38	"	40
Philadelphia and Reading, $50 shares	25	"	28

American Railroad Journal.

Saturday, May 16, 1863.

Stock Exchange and Money Market.

The latest disturbances which the Money Market has undergone, have been produced by foreign influences, almost exclusively. Neither victory nor defeat seems to make much difference with the averages of the market; even gold has lost its elasticity, and exchange is in a comatose state. The only large sensations are those which are occasioned by the *London Times*, and Arthur Roebuck, "whose voice is still for war." We propose to dispel the panic which such false oracles create by a few words of common sense. The pretended fear of the foreign alarmists that the U. S. are seeking a war with England, is a transparent fraud, since none know better than they who express it, that Congress is the only power which can declare war, and that its earliest session will not take place until December next. They also know that the U. S. is not in a condition to carry on two wars at once, and is not likely to commit such a folly, whatever cause it may have for making such an attempt. All such talk in the *London Times* and *Post*, *Manchester Guardian* and *Liverpool Mercury*, is the merest nonsense of the hour, and an insult to the intelligence of their readers.

It is not the danger of a war to be declared on our part, that the English people have to encounter, but their own. For beyond all question there is a party in England, which for purposes of its own, desires the interruption of the amicable relations which have existed between the two

countries. This is the party which is out of office, and is as unscrupulous in its political management, as the meanest faction which raises its head among ourselves for temporary success. Yet even this party is held in check by circumstances if not by principle. It would be no pleasant position for even a successful clique to occupy just now in England, whose policy was a war with the U. S. Besides the infallible odium which would attend an alliance with a confederacy based on a principle which England has rejected with horror, there would be material consequences in the increase of taxation, now pushed to its last extremity, the destruction of English commerce, the interruption of all intercolonial communications, and an entire overturn of the British manufacturing interests. This would be the moment for the long meditated assault of France upon England, such as is the dream if not the hope of every ardent Frenchman, no matter under whose sway he may take his pinch of snuff. These are considerations which have their weight and influence even on the most unprincipled, and therefore we are not in the least surprised to find in a very late editorial article in the *London Morning Herald*, of the 24th of April, a journal extreme in its toryism and rabid with hatred of democratic institutions, the following timely invocation:

"To all honest and true-hearted men among the Northern Americans we protest that nothing can be further from our wish than to seek occasion of war with them, however much they may seem to have wronged us by outraging our trade. We entreat them to dismiss from their minds, as a diabolical suggestion, the hint of war with this country which has been whispered in their ears as affording some escape from their dilemmas. To ourselves there could be no greater calamity. We should not so much fear their power as deplore their enmity. To the deadly antagonism between North and South, to the desolation of America below the Potomac, there would be added a conflagration that would involve, at least, one continent in all the miseries of war, and a conflict between the elder and one of the younger branches of the English race, which, if prolonged would convulse both hemispheres and put the world back a century nearer to barbarism."—April 24.

It also appears that our minister at London has explained to the satisfaction of the British Government, the circumstances under which he gave a friendly letter to the owners of a British vessel bound to Metamoras. The noise made about this affair is simply ridiculous, and Mr. Adams' conduct, if he chose to defend it, was in strict conformity with British precedents. It is a matter of history that during the various blockades, which the French and English in the Napoleonic wars declared against each other, the English Government was in the constant practice of issuing letters of safe conduct, or licenses, to all the neutrals who would pay for them. The practice was defended on the ground that it was a great source of revenue. But with what face can these sensitive statesmen pretend, that Mr. Adams committed a crime, when we point to another fact, that during our war of 1812-'15, the British naval commanders on our coast sold permits to American vessels to trade. Admiral Hotham was famous for this kind of business, and there are parties still alive, or recently were, as for example Capt. Gardiner of Nantucket, who with such a pass pursued his business uninterruptedly and was allowed to sail unhurt through all the British blockading squadrons on our coast.

We therefore conclude there is not the slightest apprehension to be entertained of any rupture with England, however anxious some may be on both sides the water, men with bad motives who would bring it about.

What this country has to do, is to move right on, put down the rebellion, restore the Union, magnanimously forgiving the remnant of those who have taken up arms against us, a monument of their own folly, which will require no exasperating comments either from ourselves or our posterity.

We have again to record the increasing financial strength of the Treasury. The conversions of currency into the funded debt continue on an enormous scale, not only reducing the circulation afloat by hundreds of millions, but giving the Government all the cash it requires for its current expenses. We accord to Mr. Chase the highest praise for his financial skill, his clear perception alike of the wants and resources of the country; his cool persistence in his own plans amidst the solicitations and projects which have beset him from all quarters, which would have placed the war, the Government and the cause, not where it is now in the hands of the people, but of the city bankers. No such financial success ever attended the Pitts, or Peels, or Colberts, or Neckars of Europe. None such ever marked our own previous history.

All honor then to this distinguished statesman, who, in rare contrast to most of his associates, is found to be the right man in the right place.

The receipts with the Sub-Treasurer on Tuesday for conversion into the 5-20's reached two millions of dollars, the whole conversions thus far exceeds seventy millions, and no further issue of "greenbacks," or postal currency is necessary. It is quite possible, that no more will be required during the war, and if so, the return to specie payments will take place without the least revulsion or depreciation in ordinary and established values. The Money Market is easy, and gold lingers along between the 40s and 50s without much sign of life.

The railway market is in a lively condition, and prominent shares are in demand at advancing prices. It is reported that there is an effort making to change the direction of the Hudson River, and similar rumors prevailed in relation to the Harlem. We can, however, deny the report that Commodores Vanderbilt and Law were in the street buying up against each other, "the lion and the unicorn fighting for the crown." The lawyers having obtained possession of the outposts, have now laid siege to the disputed franchises, and as long as the litigants find money, the former will find arguments, no matter on which side.

It has been whispered that on examining the charter and acts amendatory of the Harlem road, particularly the acts of 1831 and 1832, no other company than theirs has any right to make any street railways at all! The right was vested in the stockholders by their acceptance of the same, and their payment of their money as a consideration; so that it is quite possible if the fight grows warm, we shall hear of an application to enjoin the use of all the city railways as an infringement of the rights of the Harlem stockholders. This would be a curious phase of the controversy indeed.

S. Hallett & Co.'s *Circular* for this week is of a political character, and evidently the work of a master mind. As it is not however, within our range of subjects we do not give it the usual place. Our tables will be found instructive and accurate, furnishing information to financiers and dealers in money, which cannot be found in any other journal tabulated in so convenient a form.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Miss. and Mo., 23½@37; do., L. G. bonds. 60@64; New Jersey R. R., 160; Rome and Watertown, 88@90; Stonington, 118; Pacific R. R. 7s, 55; Ohio 6s, 1875, 100; Illinois coupon bonds, 1862, 101½; Illinois Central full stock, 95; Cumberland Coal pref., 23@24½; Brooklyn City Water Loan, 116; Minnesota Mining Co., 111; Central American Transit Co., 35½; American Coal Co., 35@38; Nicaraugua Transit, 5; Quicksilver, 48; Canton Co., 30@34½.

Boston.—Vermont Central 1st mort., 57@88; do., 2d mort., 27; Rutland and Burlington 1st mort., 60@62; do., 2d mort., 12½; do., 3d mort., 4@5; Northern (Ogdensburg) 1st mort., 102; do., 2d mort., 23¼@25; Old Colony and Fall River 6s, 1868, 105¼; Vermont and Mass. R. R. 6s, 104½; Nashua and Lowell (ex. div.,) 130; Cheshire, 36½@39¼; Concord, 63; New Bedford and Taunton, 87½; Eastern R. R. 6s, 1874, 110; South Shore, 12@16½; Dorchester and Roxbury R. R., guar., 100; Somerville R. R., 31¾; Chelsea R. R., 52; Boston 5s, Water Loan, 1882, 117¾; Chicago 7s, 112¾; Bangor 6s, 101¼@105¾; Gardiner City 6s, 105¼; Hallowell City 6s, 105; Bath City 5s, 105@106¾; Roxbury City 5½s, 104; Lynn City 5s, 102½; Augusta 6s, 105¾; Acton Mining Co., 5⅜; Albany and Boston, 12¼; Bedford, 62½c.; Copper Falls, 10⅞; Hancock, 13½; Huron, 15¼; Manhattan, 6⅞; Mesnard, 13; Superior, 9½; South Side, 2⅝; Star, 3; Toltec, 3½; Wickam, 1⅛; Winthrop, 3⅝; Columbian, 5¾; Great Western, 3½; Petherick, 4; Pontiac, 6½; Black River, 50c.; Canada, 1⅝; Bohemian, 9; Phœnix, 7½.

Philadelphia.—Morris Canal, 71; do., pref., 140; do., 1st mort., 107½; do., 2d mort., 102; Sch. Nav., 9; do., pref., 22¾@23¾; do., 6s, 1872, 101½; do., 1876, 72; do., 1882, 85¼; Susq. Canal, 10⅞@14½; do., 6s, 55@60; New Creek, 1; Union Canal, 1½; do., pref., 3½@4¼; do., bonds, 25@30; Chesapeake and Delaware 6s, 100; Wyoming Canal, 20; East Brandywine 7s, 76; Allegheny Co. R. R. 6s, 70; Camden and Atlantic, 9; Philadelphia and Erie, 24⅛; West Chester 7s, 105; Philadelphia and Reading bonds, 1844-'80, 110; North Penn. chattle scrip, 80; do., mort., scrip, 90; Chester Valley bonds, 40; Delaware R. R., mort., 104; Lehigh River R. R., 63; Ridge Avenue, 18½; 17th and 19th streets, 12; Washington and Georgetown, 65.

Baltimore.—N. W. Va., 7¾; Western Maryland bonds, 84. The quotations are: Balt. and Ohio, 83¾@85; do., 6s, 1867, 104@105; do., 1875, 105; do., 1880, 103¼@106; do., 1885, 102; Northern Central, 37¾@39; do., bonds, 1885, 102½; N. W. Va., 6@8; do., 1st mort., 104; do. 2d mort., 100½; do., 3d mort., 18@20; Central Ohio 2d mort., 102@105; do., 3d mort., 65; do., 4th mort., 34; do., income 1857-'60, 22; West Md., 85; do., guar., 104; Maryland 6s, coupon, 1870, 114; do., Ins., 114@115; Baltimore 6s, 1870, 106@108; do., 1873, 106; do., 1875, 107½; do., 1890, new, 108½@109; do., old, 107; do., 5s, 1888-'70, 93.

Finances of Connecticut.

The funded debt of the State is $3,000,000, and the unfunded debt, March 31, 1863, was $392,300.

On the 1st day of April, 1862, the balance in the Treasury to credit of the civil list was		$298,489 52
The receipts have been—		
From State bonds	$1,000,000 00	
From premium and interest on bonds	104,291 67	
From other sources	1,189,842 89	
		2,294,184 56
Total		$2,592,623 98
The expenditures have been for payments to families of vol'nteers	$582,704 97	
To the several Military Departments	1,502,000 00	
All other expenses	401,748 97	
		2,486,453 94
Leaving a total balance on hand of		$106,170 04
Total		$2,592,623 98

ANNUAL REPORT OF THE CITY INSPECTOR OF THE CITY OF NEW YORK Dec. 31, 1862. Document No. 4.

We are indebted to D. E. Delevan, Esq., for a copy of this interesting report, illustrating in the most complete manner the vital statistics of this great city, and offering subjects for profound study. Those would be appropriate to a purely philosophic Journal. We notice that the health of New York compares most favorably with that of London, the mortality being to each million of inhabitants, ratably, 21.244 in New York to 22.744½ in London. We see no reason why this city should not be the healthiest in the world. We have pure air, good water in abundance, and a system of sewerage which leave filth and disease without the least right of intrusion, if our Sanitary laws are properly executed.

LESSONS AND PRACTICAL NOTES ON STEAM, THE STEAM ENGINE, PROPELLERS &c., FOR YOUNG ENGINEERS, STUDENTS AND OTHERS.—Revised by J. W. King, Chief Engineer U. S. N., from the late work of W. H. King, U. S. N. Fourth Edition. D. Van Nostrand, 192 Broadway. Trubner & Co., London. Price. $2.00.

This work had its origin in the difficulty experienced by its author in educating himself for the management of the Steam Engine; finding the treatises to which he had recourse, either entirely theoretical, or practical; where in the one case, the student was left to find out the application of the rules as he could, or in the other, to apply the rules without understanding the reasons. This fault has been guarded against in this work, and the Young Engineer, as well as the Amateur in the Science of Steam will find every thing clearly explained, taught and made available. The chapters on steam, expansion valves, hydrometer, a very important one on casualties to steamers, (quite original in its design and of great utility;) boilers, materials, &c., are very interesting even to general readers. We recommend the subject of "Marine economy" page 153 to the consideration of those unscientific projectors, who believe in long ship canals to be filled up with vessels of 1000 tons burthen, and do not know there are some limits to the proportions between canals and vessels navigating them, and a certain economy in those proportions which if overlooked, renders wholesale calculations abortive, and expenditure useless. Why do not the British seamen use the Caledonian Canal. Why do they make a voyage of seven or eight hundred miles by sea, rather than go a few miles through this ship canal.

☞ Railroad Companies and Contractors, by referring to the advertisement of G. T. M. Davis, in another column, will find where they can obtain a lot of first quality American Railroad Iron.

Iron Production of Eastern Pennsylvania in 1863.

The condition of the iron making districts of Pennsylvania has greatly improved during the past year under the stimulus of a constant demand for iron at remunerative prices. In the Schuylkill district the following anthracite furnaces were in blast:

William Penn	2	Reading	1
Spring Mill	1	Pioneer	1
Merion	1	Leesport	1
Swede	1	Robesonia	2
Phœnix	3	Plymouth	1
Keystone	1		
Henry Clay	2	Total	17

making 76,000 tons of iron. Those not in blast were one of the Swede furnaces, one at Norristown, Port Kennedy and Hopewell, four only. Of these, two will be put in blast early in the present year, 1863, and others would have been but for the high price of labor to raise ores. This has been an important difficulty in the way of many of the iron works of the State. The production of the Schuylkill district proper was, in all, of anthracite and charcoal iron, about 80,000 tons; that of charcoal iron, from the Longswamp and one or two other furnaces, being about 4,000 tons.

The Lebanan Valley has had the following furnaces in blast:

At North Lebanon	3	The Donaghmore	1
At Cornwall	2		

In all six, and making about 30,000 tons of pig iron in 1862. The iron ore from the magnificent Cornwall mines is carried to a large number of furnaces on the Schuylkill and Susquehanna, in addition to supplying the furnaces in its vicinity, in consequence of its peculiar value for mixing with the ordinary ores.

In the Lehigh district the production of iron would have been very great during the year 1862, but for injury to several of the furnaces in the June flood. It was larger, in 1861, than in any other district of the United States for that year. The following furnaces were in blast in 1862:

Allentown Iron Co	4	Lehigh Valley	2
Thomas Iron Co	2	Trenton Iron Co	3
Lehigh Crane Iron Co.	5	Durham (below East'n)	1
Glendon	2		
Poco	1	In all	21

producing 175,948 tons of pig iron.

Three furnaces were not in blast. The production of single furnaces in the Lehigh Valley is very large, some going as high as 13,000 tons each, and the average of several being 10,000 tons. The injuries from the flood in June reduced the aggregate product probably 20,000 tons below what it otherwise would have been. The precise production of the leading works has been obtained to make up the above aggregate. A small quantity of charcoal iron was made in the Lehigh region in 1862, probably 2,000 tons.

The Susquehanna Valley had a full share of its furnaces in blast during 1862. In the upper portion of that valley there were, at Danville:

The Pennsylvania Iron Works	3 furnaces.
Columbia Furnace	1 "
The Bloom & Irondale, at Bloomsburg	2 "
The Lackawanna, at Scranton	4 "
In all	12 "

producing 56,000 tons of iron.

In the lower part of the Susquehanna Valley there were the Shamokin, Duncannon, Harrisburg, Middletown, Marietta, Safe Harbor, and two or three other furnaces in blast the greater part of the year. The whole number was about 14, producing, 38,000 tons of anthracite, and 3,500 tons of charcoal pig iron.

In the Interior the Freedom Iron Company, at Lewisburg, had one furnace in blast, and, with others near the Juniata, made about 8,000 tons of anthracite, and 15,000 tons of coke and charcoal iron. The Cambria works had there coke furnaces at Johnstown and one at Frankstown, making over 30,000 tons together.

The several districts sum up as follows:

	Anthracite.	Charcoal & Coke.
Schuylkill	76,000	4,000
Lebanon Valley	80,000	.....
Lehigh Valley	175,948	2,000
Upper Susquehanna	56,000	6,000
Lower Susquehanna	38,000	3,500
Juniata and Cambria District	8,500	55,000
Totals	384,448	70,000

The production of the coke and other furnaces of the western part of the State has not been obtained. It was larger than for several years previous.

The quantity of anthracite iron made in Pennsylvania *east of the mountain* for a series of years past is approximately stated in the table below for the years not fully reported; 1859 and 1862, only having been collected with accuracy.

	1859.	1860.	1861.	1862.
Schuylkill	73,500	70,000	60,000	79,000
Lehigh Valley	137,832	160,000	160,000	175,948
Upper Susqueh'a	37,500	35,000	40,000	60,500
Main Susqueh'na	37,000	48,000	50,000	68,000
Total tons	286,332	313,000	310,000	381,448

The quantity assigned in the previous table to the Lebanon as a distinct district is here put with the Susquehanna. The production of charcoal and coke iron in addition has varied from twenty to forty thousand tons in Eastern Pennsylvania, exclusive, of course, of the great Cambria works, which have alone produced about 30,000 tons of coke iron annually.

Rolled Iron: Bar, Rails, Plate and Forge Work.—Several extensive rolling mills have been added in 1862 to those previously existing in the State, two of which are on the Lehigh, one at Allentown, and one at Bethlehem. Together these have a capacity to roll 40,000 tons of bar and rails annually. A large new rolling mill for bar and sheet iron was put in operation near the close of the year at Sharon, Beaver county, west of Pittsburg. Two new and extensive steel works have been established at Pittsburg during the year, one by Naylor & Co., of Sheffield, England, and one by J. Parker & Brothers, of Pittsburg.

The production of rolled iron cannot be obtained with the same precision and facility as in previous years, in consequence of a natural hesitancy of proprietors at giving their business publicity. From the returns of those who have obligingly responded to inquiries as to the quantities rolled, it appears probable that the quantity rolled in Pennsylvania, in 1862, was much greater than in 1856; for which year it was stated, by Charles E. Smith, Esq., in the report of the American Iron Association, at 241,484 tons. The census of 1860 gives 259,709 tons as the amount rolled for the year ending June 1, 1860. There is a large increase in miscellaneous rolled iron, merchant bars, ship-plates, &c., and less, relatively of railroad iron. Statements from a considerable number of mills have been obtained on the Lehigh, at Pottsville, Reading, Danville, Johnstown and others nearer the city. These cannot properly be given separately, but they indicate an advance of perhaps, twenty per cent on the production of 1856, or about 280,000 tons in all rolled in Pennsylvania.

The value of this production at the prices prevailing during the year would increase the sum named in the census of 1860, nearly or quite twenty-five per cent, making over $15,000,000 in place of $12,643,500.—*Report of Phila. Board of Trade,*

RAILROAD EARNINGS—MARCH.

Railroads.	Miles of Road. 1862.	1863.	Gross Earnings. 1862.	1863.	Earn'g p mile 1862.	1863.
Chicago, Burlington & Quincy	301	301	$151,170	$200,200	$502	$665
Chicago & Alton	281	281	110,635	106,816	391	381
Chicago & Rock Island	229	229	75,676	119,536	331	523
Chicago & North-western	213	242	59,249	90,677	280	379
Cleveland, Col. & Cincinnati	185	185	118,912	155,000	615	838
Cleveland & Toledo	173	173	163,175	164,845	933	953
Erie	633	633	699,000	946,041	1,098	1,494
Galena & Chicago	261	261	74,546	126,087	286	475
Hudson River	150	150	308,963	366,902	2,060	2,445
Illinois Central	706	706	181,094	295,778	255	375
Lacrosse & Milwaukee	200	200	43,912	56,171	219	280
Milwaukee & Prairie du Chien	234	234	47,010	44,925	201	192
Michigan Central	527	527	151,902	236,432	288	449
Mich. Southern & North. Ind.	329	329	157,500	264,206	479	772
New York & Harlem	154	154	102,808	125,445	667	814
Philadelphia & Reading	161	161	244,423	306,771	1,618	2,038
Pittsburg, Ft. Wayne & Chicago	467	467	286,778	461,322	653	985
Toledo & Wabash	244	244	66,006	103,006	220	422
Total (18 roads) in March	—	—	$2,885,967	$4,278,495	$530	$787
" " in February	5,440	5,469	2,808,408	4,026,962	516	737
" " in January	5,440	5,469	3,158,043	4,098,709	580	744

Pittsburgh, Ft. Wayne & Chicago Railway.

The following is a synopsis of the annual report of Jno. B. Jervis, General Superintendent, dated February 25, 1863:

In report of February, 1862 the two most prominent items of improvement wanted, were on track and rolling stock. From causes noticed, there has been much less done during the year 1862, on the track, than had been anticipated. Scarcity of men, unfavorable weather in the early part of the season, and especially for the want of rolling stock, which was so absorbed by the general traffic, that it could not be spared for the improvement. A reduction of traffic was expected in the summer months, but this was but partially realized.

The work of raising, draining, and ballasting of track, and the substitution of stone masonry for the timber abutments of bridges, and for culverts, must necessarily progress slowly, from the interference with this kind of work by the general traffic of the Railway; hence the importance of improving time, to get it forward. These works, together with what will be required for hauling wood and coal engine fuel, need 18 trains of platform and coal cars through the season. But it is not probable, with the rolling stock we have and propose to have, that we can maintain over 12 trains, and these not in full before June or July next, and not average over 10 trains, of which 6 to 7 trains may be at ballast.

RAILS.

Out of 7,500 tons proposed for re-rolling, we received 7,129 tons of which only 5,554 tons were obtained in time for use in 1862; or less than expected for use in the year by about 2,000 tons.

Track relaid with re-rolled rails—miles	51.25
Track relaid with rails repaired at Smith's Forge, a large portion used, not to relay, but in supplying defective rails	33.25
Total renewals	84.50

This has greatly improved the track, but is scarcely more than the annual wants for the traffic of this Railway. We should aim to increase these renewals about 50 per cent. the present year. This, with $100,000 expended in raising, ditching, filling and ballasting, would give a decided improvement and materially economize future current expenses.

There have been 2 miles extension of second track, and an extension of side tracks, 5.02 miles; total, 7.02 miles. We suffer much inconvenience and delay from want of sufficient side track. My estimates provide for 11 miles additional side track this year; this is as small provision as should be thought of. Also 2¼ miles of second track west of Leetsdale.

We have too small a stock of rails to provide for repairs and re-rolling, and to increase this, and provide for new side and second track, it is estimated that we shall need 2,000 tons new rails the current year. The wants of increasing traffic will continue, for a long time, to absorb rails in the extension of sidings and double track, but I understand the necessity of keeping this down as much as practicable until other important improvements are more advanced.

In addition to what there is on hand, the estimates call for 182,459 cross-ties. The provision for cross-ties is regarded as no more than an average supporting provision, and will be chargeable to operating expenses.

ENGINES.

There have been 18 new locomotive engines obtained the past year. The Government took 3 engines in July last, and 1 very old engine blew up, reducing our old stock 4 engines; and the addition of 18 new ones increased our stock 9, during the year. These all came on the Railway between the 1st October and 30th December.

Excluding 2 steam cars, our total stock of engines is 119, with which the year 1863 has been commenced.

New rolling stock under contract:		
25 engines, at a contract cost of		$229,025
150 freight box cars	$105,250	
12 passenger coaches	40,800	
8 emigrant cars	9,600	
		155,650
Total contracted for		$384,675
Estimated expense at Company's Shop for 350 Freight Cars; one-half Platform and balance Box and Stock Cars		192,500
Total for Rolling Stock		$577,175
Miles run by engines		2,694,875
Cost per mile run for repairs, fuel and small stores		13.895 cts.
Total cost of fuel		$188,967 29
" " repairs of engines		158,571 30
Average gross earnings per engine		33,254 00
Number of freight cars per train		12,86 av.
" passenger coaches in trains		3.97 "
Total miles run by freight cars		21,154,525
" " " passenger, mails, baggage and express		3,361,486

TABULAR STATEMENT OF FREIGHT CARS.

	New.	In good order.	Need repairs and re-newal.	Total.
Box Cars, including six Market Cars	92	386	177	655
Stock cars	101	72	100	273
Flat or Platform Cars	51	177	69	297
Caboose Cars	1	...	42	43
Boarding Cars, used in Wood Trains	..	6	...	6
Tool Cars	..	7	...	7
Totals	245	648	388	1,281

PASSENGER STOCK.

58 first class coaches, in good order.
8 second class coaches in fair order.
6 mail cars, 3 need repairs.
14 baggage cars, 3 need repairs.
3 express " need small repairs.
8 emigrant " " general "

Total cost of repairs of freight cars	$117,624 38
" " " passenger cars	44,198 90
	$161,814 28
Repairs per mile run of freight cars	7.64 cents.
" " " passenger, mail, &c. cars	1.26 "
Earnings per mile run of freight cars	11.35 "
" " " pass., mail, &c. cars	36.11 "
Cost per mile run of trains	69.6 "
Ratio of expenses to receipts	50.07 per c.
Average tons of freight carried in freight trains	76.4 tons.

Estimates have been made for improvements and extraordinary repairs wanted; of this, there is needed for the current year, $1,348,660.

About $200,000 will be chargeable to operating account, being for extraordinary repairs, and $1,148,660 for improvements.

Not far from this amount will be needed for the current and the following year.

Included in the estimate, there is provision for rolling stock	$577,175
This item, is less, in my judgment, than it should be.	
There is no doubt it would be expedient to add to this, for ten more freight engines; but the indications of traffic may decide this hereafter.	
The next item in importance is the extension of second and side tracks, 18½ miles	120,000
New rails (exclusive of the provision made in the estimate for second and side tracks), and the re-rolling of old rails	224,280
For fencing and cattle guards	25,000
	$966,455
The remaining items are for station buildings, as engine and water houses and shops, and for stone in place of wood work, in renewing bridges and culverts, and for filling, raising and ballasting track	382,205
Aggregate	$1,348,660

During the last year, less was done than could have been done, had the wants of the work been well understood, and provision for funds made at an earlier day. The Board will see the importance of early deciding to what extent these improvements shall be made, so that as little time be lost as possible in carrying the work forward.

The true interest of the institution requires an expenditure of $2,000,000, as early as it can be advantageously done. It is very desirable this amount may be expended during this and the ensuing year. By this, the traffic would be enlarged and expenses would be a less ratio than at present. With such improvements completed, we may ordinarily expect a total annual traffic of $5,000,000, which, after paying interest and dividends on the stock, will leave means to go forward with improvements that will be demanded by the increasing traffic and the condition of the Railway. We can go on as we have done without so large an outlay, but it must be unsatisfactory to ourselves and our patrons. The Board will bear in mind, this is a long Railway, with a traffic from its Western terminus of over one million dollars per annum, and loudly calls for further facilities; that its works are incomplete, and large expenditures, as has already been stated, must be made, to render it economical in its working, and to meet the urgent demands that are made upon it.

The report of the General Passenger Agent shows an increase in passenger earnings, over 1861, exclusive of Government passengers, of (19.6) say 20 per cent. and about the same rate of increase on the competitive portion. In the table of the General Passenger Agent, the Government portion is left out, and therefore shows the increase of legitimate, or the ordinary class of traffic, and considering the condition of our works, is very satisfactory, as an indication of the growth and prospective value of this branch of our traffic.

The unusual rise in the price of labor and materials, necessarily advances our expenses, demanding a corresponding advance in rates of traffic; so far, we have been able to maiutain our rates in accordance with expenses. But we are to bear in mind, this has been done during a time of pressing traffic, and when, from the influence of navigation, it falls off, we shall doubtless have more difficulty in doing this. It will be difficult to secure a proper per centage of net earnings for the current year, but we hope to be able to maintain a good approxomation to this, and at same time give reasonable satifaction to the public.

SAVINGS' INSTITUTIONS OF MASSACHUSETTS.

The following table exhibits the progress and condition of the Savings' Institutions of this Commonwealth at quinquennial periods since 1835 and in 1861 and 1862:

	Institutions.	Deposits.	Total Deposits.	Aver. to each Depositor.	Total Expenses.	Expenses to Deposits.
1835	27	27,232	$8,921,870	$143.99	$12,066 38	cts. p. $100
1840	81	37,470	5,608,159	157.98	17,952 32	" "
1845	83	58,178	9,818,288	168.60	27,017 27	" "
1850	45	78,823	13,660,024	174.57	41,681 304	" "
1855	80	148,263	27,296,217	184.10	77,757 284	" "
1860	89	230,068	45,054,236	195.83	112,264 25	" "
1861	93	225,058	44,765,439	198.99	120,856 27	" "
1862	93	248,900	50,408,674	202.50	135,783 27	" "

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, May 9, 1863.

THE ANNUAL MEETING of the Shareholders of the Illinois Central Railroad Company for the election of Directors, and the transaction of any other business, will be held at the office of the Company in the City of Chicago on WEDNESDAY, May 27, 1863, at 12 o'clock, noon.

The transfer books will be closed from the 18th May, and re-opened on the 1st of June.

2t L. A. CATLIN, Secretary *pro tem.*

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W. R. TRAVERS,
S. F. MASSETT.

Dated NEW YORK, May 1, 1863.

LIMITED PARTNERSHIP.

Notice is hereby given that the undersigned, JENKINS VAN SCHAICK, STEPHEN F. MASSETT, WILLIAM R. TRAVERS and GEORGE A. OSGOOD, all of whom reside in the city of New York, have this day formed a limited partnership pursuant to the provisions of the first title of the fourth chapter of the second part of the Revised Statutes of the State of New York, and the various acts of the Legislature amendatory thereof.

That the name of or firm under which the said partnership is to be conducted, is VAN SCHAICK & MASSETT.

That the general nature of the business to be transacted is the Stock Exchange and Brokerage business, and all financial transactions connected therewith, on commission. That the said JENKINS VAN SCHAICK and STEPHEN F. MASSETT are the general partners, and that the respective places of residence of the said general partners, are as hereinbefore stated, and the business of the said partnership is to be carried on in the City of New York. That each of the said special partners has contributed, as capital to the common stock of the said partnership, the sum of fifty thousand dollars. That the said co-partnership commences the first day of May, one thousand eight hundred and sixty-three, and will terminate on the first day of May, one thousand eight hundred and sixty-eight.—Dated NEW YORK, May 1, 1863.

JENKINS VAN SCHAICK,
STEPHEN F. MASSETT,
General Partners.
WILLIAM R. TRAVERS,
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The tables and examples have been prepared with great care, and their accuracy may be relied upon. Further information can be derived from the circular containing the contents in full, which will be sent on application to the publisher. Inducements are offered to clubs of six or twelve, for particulars of which also apply to publisher,

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NOTICE to CONTRACTORS

ALBANY AND SUSQUEHANNA RAILROAD.—Sealed Proposals will be received by the undersigned, at the Office of the Albany and Susquehanna Railroad Company, No. 73 State street, Albany, until Tuesday, the 2d day of June next, at 10 o'clock A. M. of that day, for the Grading, Masonry, Bridging and Fencing of 31 miles of the line of said railroad, extending from Richmondville in Schoharie County, to Oneonta, in the County of Otsego.

The line will be divided into sections of convenient length, and proposals will be received for single sections or for the whole line.

The line will be ready for examination by contractors on and after Monday, the 25th day of May next, and Maps, Profiles and Plans, with Specifications, may be examined at the Engineer's Office, in Albany, on and after that date. Blank proposals with all necessary information will also be furnished to those wishing to propose for work.

Proposals should be enclosed in an envelope and endorsed "Proposals" and directed to the undersigned.

The proposals which may be received in pursuance of this notice will be opened by the undersigned and canvassed, and the results reported to the Directors to aid them in making a proper award of the work.

Parties proposing, who are unknown to the undersigned, will be required to give satisfactory references.

The right is reserved to reject any or all proposals, as may be deemed for the interests of th Company. Albany, April 24th, 1863.

5t18 C. W. WENTZ, Chief Engineer.

NEW YORK, HARLEM & ALBANY R. R.

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ON and after Monday, November 17th, trains will leave as follows:

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For Albany—10.30 A. M., Mail Train, from Twenty-sixth street depot, stopping at Williamsbridge, White Plains, and all stations north to Chatham, and at Kinderhook, Chatham Centre and Schodack.

For Williamsbridge—11.15 A. M. and 8.30 P. M., from Twenty-sixth street depot, stopping at all stations.

For White Plains—2.30 and 5.00 P. M., from Twenty-sixth street depot, stopping at all stations.

For Pawlings—4.00 P. M., from Twenty-sixth street depot, stopping at all stations except Yorkville.

For White Plains, 6.15 P. M., from White Street depot, stopping at all stations.

RETURNING WILL LEAVE

Williamsbridge—5.30 A. M., 1 P. M. stopping at all stations.

White Plains—6.10, 7.15, 10.00 A. M. and 4.45 P. M., stopping at all stations.

Pawlings—6.20 A. M. stopping at all stations north of and at Fordham.

Albany—10.30 A. M. Mail Train, stopping at all stations north of and at White Plains, Williamsbridge, Kinderhook, Schodack and Chatham Centre on signal, for New York passengers only.

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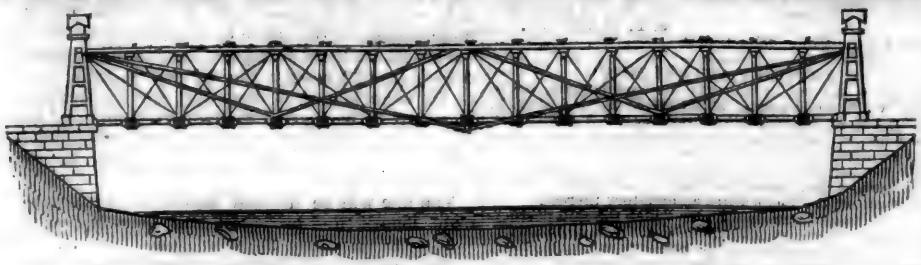
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No. 52 WILLIAM ST., (near Wall,)
NEW YORK.

☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, AMERICAN GOLD, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS as ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, **No. 52 WILLIAM STREET,** OR AT THE MERCHANTS' EXCHANGE SALES ROOM, **No. 111 BROADWAY,** whenever desired.

☞ Orders by mail promptly executed.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.

STOCKS and BONDS,
GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

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STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION IN
NEW YORK, BOSTON & PHILADELPHIA.

EDWARD KING,
(Late of the firm of JAMES G. KING'S SONS,)
OFFERS his services at the Board of Brokers for the purchase or sale of
STOCKS, BONDS AND
GOVERNMENT SECURITIES.
No. 4 HANOVER ST.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
52 WALL STREET.
STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.
In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.
You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 23 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

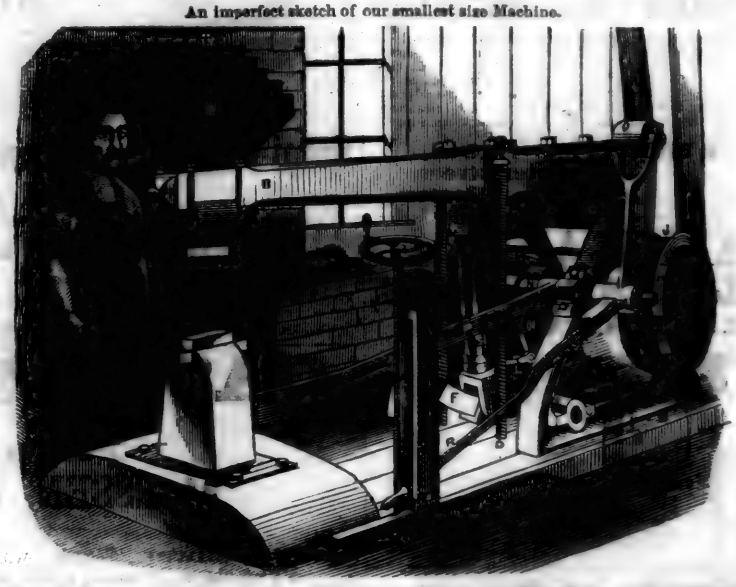
I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, 21 Nassau st., or by addressing
CHAS. W. WELSH,
Secretary.

AMES IRON WORKS,
OSWEGO, N. Y.,
SOLE AND EXCLUSIVE OWNERS AND MANUFACTURERS, UNDER PAYE'S PATENT.

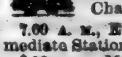
An imperfect sketch of our smallest size Machine.



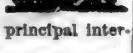
PAYE'S PATENT FORGE HAMMER, A HAMMER ADAPTED TO BOTH HEAVY AND LIGHT FORGINGS, with an adjustable stroke of from one inch to three feet. This hammer is adapted to both heavy and light forgings; the force of the blow being entirely at the will of the operator, and for all forgings under six inches, either round or square, is the best hammer now in use, and requires but one-half the power used by every other hammer to do the same work. For an engraving and description of this hammer, see page 1, Vol. V (new series) of the SCIENTIFIC AMERICAN; some valuable improvements have, however, been since made. All communications should be addressed to H. M. Ames, Box 422, New York, or Ames Iron Works, Oswego, N. Y.

These hammers may be seen in operation at the Allaire, Neptune, Secor, Delamater, Fletcher & Harrison, Duncan & Crampton, Anderson & McLaren, Duhurst & Emerson, Charles T. Porter, all in New York City; Joseph Colwell, Jersey City; Wm. White, Newark, N. J.; Providence (R. I.) Tool Co.; Whiting & Wilcox, Kaigh's Point, Phila.; Mallory & Cottrell, Mystic, Conn.; J. Dillion, Rondout; James Horner & Co., Sing Sing; Henry Esler & Co., Brooklyn; James B. Eads, St. Louis, Mo.; Central Railroad Shop, Albany; Burlington, Quincy & Chicago Railroad Shop, Ames Iron Works, Oswego; M. Guinness, Albany; Sweet Brothers, Syracuse.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:



7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.
8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.
10.00 A. M., MAIL, for Buffalo and intermediate Stations.
4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.
7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.
CHA'S MINOT, *Gen. Sup't.*

QUARTZ MILLS
OF THE MOST APPROVED KIND,
MANUFACTURED BY BURDON, HUBBARD & CO., 102 Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the BEST PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both fine and coarse gold.

RAILROAD IRON.
1,200 TONS RAILROAD IRON, 56 to 67 lbs. per yard,
500 " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by
DEHON, CLARK & BRIDGES,
New York, Nov. 1st, 1862. 28 Beaver st.

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & CO.,
39 Cliff st.

RAILROAD IRON.
2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by
PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COMP'Y,
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New York, 1st June, 1859.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
THE subscriber is prepared to sell AMERICAN and ENGLISH RAILROAD IRON, CHAIRS, SPIKES, CARS and LOCOMOTIVES, at the lowest market price, and securities taken in part payment.
R. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.
MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Car Covering.

THIS is a kind of Elastic Mastic, a thick coating of which is applied to the top of the Car, and into it a heavy Burlap or Bagging is imbedded and thoroughly painted, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by several New England Roads and Car builders. Directions and particulars sent when requested. This Mastic and Burlaps for sale by

WILLIAMS & PAGE,
67 Water street,
March, 1863. Boston.

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FROM No. 189 BROADWAY, TO

No. 252 BROADWAY,

DIRECTLY OPPOSITE THE CITY HALL.

FOX LATHES.

F. W. BACON & CO.,

No. 23 PLATT, corner of GOLD ST.,

NEW YORK,

RESPECTFULLY ask attention to their stock of Machinists' and Brassfinishers' tools from the establishment of Messrs. Geo. H. Fox & Co., of Boston.

Nason's Patent Screw Chasing Lathe manufactured solely by the above firm is without a rival or substitute for the manufacture of Cocks, Valves, Hose Couplings, Steam and Gas Fittings, and general Brass Finishing.

They have and are constantly receiving from the same celebrated manufacturers, Chucks, and Slide Rests, Shafting, Pullies, Hangers, etc.

The Hangers manufactured by them are of the most approved kind. The bearing being suspended by a universal joint; its advantages over the rigid Hanger will be at once seen and appreciated by any mechanic. It is every way calculated for economy, being fitted with a patent box, which adjusts itself to the shaft, and they guarantee it to run SIX MONTHS WITHOUT REOILING, thereby saving labor, friction, oil, and the disagreeable and sometimes destructive effects of the dripping of oil from above.

ELEVATORS

For warehouses, manufactories, hotels, mechanics' shops, stores, or any other use where power Elevators are required; they guarantee all the safety that can be combined in any machine that is made. They are arranged with an improved apparatus, to hold the load in case the rope parts, which is uncurinc; also an invention of their own, to automatically arrest the descent of the load, if by any cause it should move downwards beyond the prescribed speed.

They also manufacture and are the exclusive licensees of Otis Tuft's Patent Elevator. The distinctive features are: the winding drum is driven by an endless screw—two or more ropes are used instead of one, thereby insuring more than double the safety—a peculiar mode of shipping the driving Belts, which insures it to stop at the required point. It operates without noise or jarring.

Belting, Belt Lacing, and Picket's Patent Belt Fastenings kept on hand and furnished to order. Steam and Water Gauges, Gauge Cocks, Packard's Patent Ratchet Drills.

ALL DESCRIPTIONS OF MILL WORK MADE TO ORDER.

BABBITT METAL.

Parties wanting Shafting, Elevators, or any other machinery, will be waited on by an experienced Engineer, their premises surveyed, plans and estimates made, machinery located, and the erection superintended when desired.

Having made this branch of Engineering a SPECIALITY the past ten years with uniform success, they confidently offer their services to those requiring such aid.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address HENRY RUTTAN,
Coburg, Canada.



Semi-Steel Locomotive Tires, Fire-box & Tube Sheets,

AND BOILER PLATES.

TIRES—ROLLED, BLOCKED AND WELDED TO FIT ANY GIVEN DIAMETER OF CENTRE
PLATES—ROLLED AND CUT TO ANY PATTERN AND SIZE ORDERED.
ROLLED AND HAMMERED BARS, AXLES AND FORGINGS OF SAME METAL.

MANUFACTURED BY
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ALBANY IRON WORKS, TROY, N. Y.

SOLE AGENT,
GEORGE T. M. DAVIS,
47 EXCHANGE PLACE, N. Y.

CAST STEEL WORKS

OF

FRIED. KRUPP,

At ESSEN, in RHENISH PRUSSIA.

Patent Railway Tires, without a weld. **Axles, Cannon, Anchor-Flukes, Propeller Blades and Shafts. Cranked Axles and Shafts up to Twenty Tons weight.**

CAST STEEL IN BARS, BEST QUALITY,

Suitable for Axles, Shafts, Rolls, Tools, Dies, Needle and Music Wire, Fine Cutlery, etc.

KRUPP'S TIRES

ARE CHEAPER AT THEIR COST THAN IRON ONES GRATIS.
THEY WILL, WITHOUT TURNING, ENTIRELY OUTWEAR THE BEST IRON ONES.
WEAR UNIFORMLY, WITHOUT FLAT PLACES, OR LAMINATION.
ARE NOT AFFECTED BY EXTREME COLD.
MORE THAN SIXTY THOUSAND OF THESE TIRES HAVE BEEN SUPPLIED.

KRUPP'S AXLES

Possess similar advantages over Iron ones that the Tires do.

THOMAS PROSSER & SON, 28 Platt St., N. Y.
SOLE REPRESENTATIVES IN AMERICA.

NATIONAL WIRE WORKS,

WAREHOUSE, 63 Fulton st., N. Y.

WIRE & SHEET BRASS, Locomotive Wire Cloth.

HOWARD & MORSE.



B. F. CORLIES & MACY,

No. 33 Nassau St., opposite the Post Office.

ACCOUNT BOOKS

On hand & made to order, at very low prices.

LEMUEL W. SERRELL,

SOLICITOR OF

AMERICAN & FOREIGN PATENTS,

No. 121 NASSAU ST.,

NEW YORK.

HAMILTON E. TOWLE,

CIVIL AND MECHANICAL ENGINEER

OFFICE, { NEAR MAIDEN LANE, 156 BROADWAY, NEW YORK.

REFERENCES:

Hon. MOSES H. GRINNELL, New York. J. MUNROE & Co., Bankers, N. York and Paris. Hon. JOHN P. HALE, Washington. B. F DELANO, U. S. Naval Constructor. G. J. F. BRYANT, Architect, Boston. J. W. EMERY, Pres. Cambridge Railroad.

DELAFIELD & BAXTER'S,

Late OGDEN & DELAFIELD,

ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.

The above CEMENT is used in most of the fortifications building by government. 45

BOARDMAN'S

Patent Steam-Boilers

SAVE over 30 per cent. of the fuel required for fine or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular. H. BOARDMAN,
No. 84 Broadway, N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 21.] SATURDAY, MAY 23, 1863. [WHOLE No. 1,414, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 23, 1863.

Wall Street.--The Elements of Success.

If Threadneedle street is the barometer of England, Wall street measures with equal sensitiveness the pecuniary atmosphere of the commercial Emporium. The pressure, or the absence of pressure, is clearly indicated by the state of its stock and money market; and to carry out our figure, it would seem sometimes, as if their mercurial element has gone to the utmost limits of expansion on the one hand, or contraction on the other, and that the whole instrument would fall to pieces, broken by being shaken up too much, or crushed by getting under foot.

The great plentifulness of the currency, which is received everywhere with confidence by the people, no matter to what extent it is being issued to sustain the Government and the cause, and is in fact preferred to the paper issued by the best Banks, for it has become universal in the use, must inevitably lead to a certain degree of confidence in its possessors, and as a consequence to continued speculations in a field where *for the time* all is gold that glitters. When up to a certain line, every buyer in a rising market makes money and every seller realizes it, the fascination or rather the temptation is too much for most people to withstand, who have any means with which to venture, or rather put up a margin. All former experience teaches us that the enormous advances of the last few days, or even weeks, cannot possibly be maintained as finally permanent. Harlem at 120 may be surpassed by Harlem at 150, but there is no such intrinsic value in the stock itself to warrant such a price, and nothing but its excellent management and its bright future have carried it more than once, through very serious attacks of insolvency. Still the reports of the enormous sums of money made every day in Wall street stir up the avarice of those who wish to get their share, and the excitement continues and will, up to the moment of a general panic, or liquidation, or a peace. A Wall street fortune is a dangerous possession. It is generally as freely expended as it is made. Why should a man who makes $5 or 10 or 20,000 by half an hour's perspiration, imagine that he can ever be poor. Yet there are numerous instances, unhappily too numerous, of reverses happening to precisely the very men who are for a brief period the masters of the street, and are looked upon as the leading spirits in the market, the veritable owners of Aladdin's lamp. These reverses, marked and instructive, everywhere the subject of comment whenever the moment of reflection arrives, make not the slightest difference, when the tide of speculation once fairly sets in. All embark, a few reach the point they aimed at, but the largest proportion of those who have enlisted in the venture, either sink out of sight in the depths they could not fathom, or are shattered in pieces by the returning waves, and strewed helpless wrecks along the shore.

These reflections have naturally suggested to our minds the question, what are the elements of success, what the assurances one may have of succeeding, if he is disposed to enter the field of competition. If we could answer this question as one might be answered in an exact science, we should no doubt oblige many anxious readers, but it is impossible to ensure them the power of appropriating the qualities which give success. We might lay down some good rules, but it is not every one who can understand or practice under them. To ensure success, in the words of an eminent authority in the street, it is necessary nay, indispensable, that the operator should thoroughly and unmistakeably understand the character and value of the property in which he is dealing. Next, he should comprehend the financial state of the country, and particularly the movements of the Minister of Finance, at a time when on the sagacity and faith of a single man the whole monetary power of the country is dependent; and next, he must be posted in all the combinations and plans of the market, and know the strength, characters, and purposes of the leading operators. These three elements we are informed, are sure to give success to their possessor, simple enough as they appear at first sight. But when we come to consider the subject, we perceive that to possess these elements is to be in the front rank of financiers. He who thoroughly understands the character, resources and the future of a great work like a railway for example, has to combine in his own person the experience of many, obtained after hard struggling; a minuteness of information covering details scientific and economical, and a general knowledge embracing results. In short he must know all that it is possible to know practically, theoretically, and historically of the subject in hand. This is the first step. The second is no easier. He should know the actual condition of the monetary affairs of the country, as well as he does his own. The condition of the Treasury, its wants, expenditures and movements must be thoroughly understood; an intimation from head quarters, has often made the fortune of a a friend. In short one must be a financier and understand the philosophy of money, and be a statesman to understand the exigencies of public affairs before he can fully come up to the second elementary requisition in the case. After becoming learned in the values of properties, and the prevailing system of finance, he must then know every body's business as well as his own! For this is the true intent and meaning of the third element with which we started. We confess we have no formula by which our readers may be guided to the attainment of this knowledge. There are men who have a natural faculty of acquiring this sort of information, but they generally have no others. The combinations of Wall street sometimes defy all the efforts of the curious or the designing. There are corners sometimes with large angles, so large that they are not suspected.

We fear after all, our readers have not learned much from these remarks of ours commenced in good faith, but really without positive conclusions. There are banking houses in this city which unquestionably possess all these elements of success, and are successful; but it would be a dangerous experiment to follow on the part of those who would imitate their example without their talents, their means, their vivacity, their coolness, their courage and their extensive and influential connections.

Aware of what is necessary to be known with regard to the finances of the Union, the States, the Banks, the Railways, and the various funded debts capitalised and treated as property in the business world, we give the best advice possible to offer our readers, when we tell them to consult the tables of the Railroad Journal. No man can safely buy or sell shares or bonds of any description known in the market, without constantly watching these columns of figures, and the corrected weekly reports of the transactions of the money market and stock exchange. These are nowhere else to be found in so perfect and convenient a form. Indeed to carry on a Banking or commission house without constant reference to these tables of ours would be impossible. We offer them one element of success then in our JOURNAL, a work of thirty years care and experience, and in its columns may be found the information most important to be had, and most difficult to acquire in every case of financial interest.

Bellefontaine and Indiana Railroad.

The earnings of this road for the year ending December 31, 1862, were as follows:

From passengers		$120,578 11
" freight		400,017 39
" mail		17,850 00
" express		10,704 46
		$549,149 96

And the expenses were:

Repairs of track	$79,513 25	
" engines	22,422 23	
" cars	57,511 41	
" buildings	11,454 70	
" bridges, etc	5,113 01	
Train expenses	44,850 79	
Depot and station expenses	28,586 92	
Wood	30,523 37	
Oil and waste	4,134 51	
Salaries	5,638 41	
Loss and damage	5,531 02	
Foreign agencies	6,952 13	
Freight expenses	6,816 06	
All other expenses	11,281 73	
		314,829 56
Net earnings		$234,320 42
Interest on bonds	$86,159 10	
Taxes on roads	6,044 51	
U. S. Tax on passengers	1,154 37	
		93,357 98
Balance		$140,962 44
From which has been paid for the redemption of over due income bonds		71,000 00
Surplus		$69,962 44
Compared with the previous year the gross earnings show an increase of		$144,617 09
With an increase in expenses of		79,219 83
Making the increase in net earnings		$65,397 26

The capital stock and first mortgage bonds, are unchanged from the last report. Two second mortgage bonds have been issued in redemption of dividend scrip. The amount of this scrip still outstanding is, $2,328.

Of the overdue income bonds in the hands of the C. C. & C. Railroad Company, $71,000 have been redeemed during the year from the earnings of the road; $1,000 by the settlement of an old account with the C., C. & C. Road, at Galion station: and $2,000 from proceeds of real estate specially set apart to these bonds; making a total of $74,000 redeemed, and leaving outstanding the sum of $25,000.

The real estate agent has redeemed, from the proceeds of real estate, $4,250 00, of bonds due January 1st, 1863—leaving $24,000 of that issue still outstanding.

The total amount of bonds thus redeemed and cancelled, is:

Overdue Incomes	$74,000
Real Estate	20,250
Total	$94,250
Deduct two 2d Mortgages issued	$20,000
Balance	$74,250

No charge has been made to construction account during the year. The new fencing done, amounting to about $1,300, has been charged to repairs of fences; and some small items of right of way to repairs of track. The construction account is considered closed at $3,030,583 92; being $25,682 91½ per mile of road.

The following is the General Balance Sheet December 31, 1862:

ASSETS.

Cost of Road and Equipment		$2,030,583 92
Unsold Real Estate		56,122 36
Proceeds of Real Estate in hands of Trustee		63,307 01
Bills receivable		24,261 58
Due from Executive Committee B. Line		134,392 45
Track Materials and Fuel on hand		20,594 09
Cash in hands of Agents to pay In'st.		32,650 25
Proceeds of Real Estate to apply on Income Bonds		8,343 05
200 Shares Col. Piqua and Ind. R. R. Stock, cost		10,000 00
One Bond of Marion Co., Ohio		1,000 00
		$3,376,254 71

LIABILITIES.

Capital Stock		$1,859,818 02
First Mort. Bonds, due in 1866		791,000 00
Second " " " 1870		164,000 00
Income B'ds, due in 1859	$38,500 00	
" " " 1870	86,500 00	
		$125,000 00
Real es'te b'ds, due in 1858	$1,000 00	
" " " " 1863	40,000 00	
" " " " 1866	48,000 00	
		$89,000 00
Total funded debt, $1,169,000.		
Dividend scrip		2,328 00
Car Loan from C., C. & C. R. R. Co.		11,737 29
Bills payable		2,126 27
Unpaid Interest on Bonds, due Jan. 1863 and after		36,753 90
Balance of Transportation Account.		294,496 23
		$3,376,254 71

Northern Liberties and Penn Township Railway.

The stockholders of this company, at their recent annual meeting in Philadelphia, elected Charles E. Smith, President, and A. Whitney, Wm. Sellers, John H. Towne, H. Pratt McKean, A. E. Borie, S. M. Felton, John Tucker, G. A. Nicolls, J. D. Steele, and James Millholland, Managers.

Camden and Amboy Railroad.

The Directors of the Camden and Amboy Railroad Company recently elected were Edwin A. Stevens, Jno. S. Livingston, Wm. Cook, Benjamin Fish, Jno. L. McKnight, Joseph P. Bradley, and Ashbel Welsh. The Company have straightened their track from Trenton to Dean's Pond, avoiding the bank of the canal, and have erected a splendid stone depot at Trenton.

Central Passenger Railway.

The recent election for directors of this road—being the new passenger railway from Philadelphia to Germantown—resulted in the choice of Peter Evans, President, and John Louty, George W. South, William F. Smith, J. M. Douglass, Louis J. Crans and Emanual Peters, Directors. At a meeting of the Directors, John Louty was elected Treasurer, and L. J. Crans Secretary. The company have already the new road in course of reconstruction, and as soon as rails for it can be procured, the work will be put in operation. This is the company authorized to use dummy engines.

Grand Trunk Railway.

CANADIAN AUDITORS' CERTIFICATE.

MONTREAL, 27th February, 1863.

The accounts of the Grand Trunk Railway Company for the half year ending 31st December, 1862, have now been carefully examined, the vouchers have been compared with the cash book, and the general balances with the various books and departmental returns, and the whole found correct. The capital account has been remodeled, and is now made up in conformity with the act of the last session of the provincial parliament. The system of keeping the accounts has been much simplified within the last twelve months. The general books are now in perfect accordance with those of all the departments and the English accounts, and may, we think, in every respect be considered satisfactory.

EDWARD T. TAYLOR, T. MORLAND, } Auditors.

REVENUE ACCOUNT, DEC. 31, 1862.

Dr.

Expenditure—On account of—	
Maintenance of way, stations, &c	£49,399
Renewal of permanent way, &c	70,257
Locomotive power, and repairs to engines	88,440
Repairs and renewals of cars	28,518
Traffic expenses	69,076
General charges	20,902
Miscellaneous expenses	4,965
Rent paid Champlain Railroad Co	411
Rent of rolling stock	595
Balance carried down	106,798
	£439,361

Cr.

Revenue—on account of—	
Passengers, mails, and expresses	£151,451
Merchandise and live stock	286,273
Rents receivable	1,040
Sundries	508
	£439,362
To postal and military revenue, from Aug. 8, to Dec. 31, carried to separate acco'nt	13,813
Balance carried down	92,985
	£106,798

CAPITAL ACCOUNT, DEC. 31, 1862.

Dr.

Expended on capital account to June 30, 1862, (1,096 miles)	£11,982,868
Amount of transfers from other accounts in general balances and charges, added during half year to 31st Dec. 1862	3,459,201
	£15,442,069

The amounts included in the above charge of £3,459,201 are as follows:

For interest (estimated to 31st December, 1862,) paid, or accrued and to be capitalised	£3,292,112
(Of this amount, £2,793,260 was shown in general balances at 30th June last.)	
For mortgages on lands bought but not yet paid for at Point Levi, Point St. Charles, and Kingston, now brought into the company's books	31,379
For balance of charges and claims upon the company, for construction of Three Rivers and Arthabaska line	97,533
(The company, however, do not admit their liability for the whole of these claims, and the matter is now under discussion, with a view to an equitable adjustment.)	
For balance of aid to subsidiary lines, under act of 1856 (paid by provincial government)	32,650
For capital outlay and charges during half year	8,027
Giving a total of	£3,461,701
Deducting from this a diminution (by a re-arrangement of the subscription) in the amount standing in the company's books as subscription to St. Lawrence Dock and Wharfage Company, (Quebec)	2,500
A net addition remains as stated above of	£3,459,201

Cr.

Share stock—	
Shares consolidated into stock	£2,774,960
Shares not yet consolidated*	64,373
Received on shares forfeited	1,380
Stock to be issued to town of Three Rivers, for subscription to Arthabaska line	32,877
Mortgage debentures—	
Island Pond debentures	90,000
British American Land Co.'s debentures	20,548
Montreal Seminary do.	20,548
Preference bonds and stocks—	
First preference bonds	2,000,000
Arrears of int., on do. to Dec. 31, 1862.	299,507
Second preference bonds	1,111,500
Arrears of int., on do. to Dec. 31, 1862.	137,863
Third preference stock (previously 7 per cent., debentures, 1862)	500,000
Arrears of int., on do. to Dec. 31, 1862.	95,757
Fourth preference stock—	
Previously Quebec and Richmond debentures	100,000
Previously 6 per cent. debentures	2,090,800
" 7 per cent. " 1867	500,000
" 7 per cent. " 1872	500,000
Arrears of int., on do. to Dec. 31, 1862.	515,875
Provincial debentures—Issued on account of Grand Trunk Railway	3,111,500
Amount received on unissued debentures and debenture certificates, alotted with forfeited shares—	
Company's.	3,650
Provincial	3,650
Balance	1,467,281
	£15,442,069

*Includes £61,643, 16s. 8d. shares in St. Lawrence and Atlantic line held by city of Montreal.

Note.—The amount carried into this account as arrears of interest is the total amount accrued, which will be adjusted as certificates are issued.

Erie and Pittsburg Railroad.

It is said that ground will soon be broken up in that part of the Erie and Pittsburg Railroad between Middlesex and Newcastle, being the only portion upon which work has not been commenced.

Buffalo, New York and Erie Railroad.

The Erie Railway Company have taken possession of all rolling stock and other property formerly belonging to the Buffalo, New York and Erie Railroad Company, (including the Genesee Valley Railroad) which will hereafter be known only as a branch of the Erie Railway. Under the lease, the Erie Railway Company are to pay, for the term of 490 years, the sum of $223,100 per year, in monthly installments, beside all taxes and assessments. That sum covers the interest on the entire bonded debt and 7 per cent per annum on the stock of the Buffalo, New York and Erie Railroad Co. The Bath *Courier* says that "the route to Baltimore, Philadelphia, and Washington is to be put in the most complete repair for the accomadation of travelers. The trains on the Williamsport, Sunbury and Northern Central Railroad are to run in connection with those on the Erie and this road, making it a most powerful and commodious consolidation of railroad interests. The great increase of travel between Western New York and Washington renders such an arrangement peculiarly desirable, and will have a strong tendency to attract travel from other routes. The interests of the traveling public will thus be greatly enhanced, and we look for a system of regularity and convenience not hitherto always enjoyed by railway pilgrims."

Indianapolis, Pittsburg & Cleveland R. R.

The earnings of this road for the year ending December 31, 1862, have been as follows:

From passengers		$139,629 67
" freights		291,141 51
" mail		11,687 50
" express		7,620 11
		$450,078 79
And the expenses were:		
Repairs of engines	$15,961 58	
" cars	40,940 31	
" track	42,744 99	
" structures, etc.	6,101 92	
Train expenses	31,927 67	
Depots and stations	16,126 46	
Wood	21,728 54	
Salaries	4,485 44	
Loss and damage	2,534 40	
Oil and waste	2,943 18	
Freight expenses	4,827 85	
Foreign agencies	4,948 98	
All other expenses	7,469 59	
		202,740 91
Net earnings		$247,337 88
Interest and state tax	$55,597 50	
Government tax	1,398 91	
		56,996 41
Balance		$190,341 47
From which has been paid—		
To sinking fund	$24,025 00	
New grounds and buildings	47,485 80	
Domestic bonds redeemed	31,000 00	
Last of floating debt	9,451 29	
		111,962 09
Surplus		$78,379 38

Compared with the previous year, the gross earnings show an increase of $118,265 84
With an increase in expenses of 36,866 58
Making the increase in net earnings $81,399 26

Capital stock and first mortgage bonds, remain as last year. The incomes (except $2,000) have been converted into 2d mortgages, though being in the hands of the Trustee, they still appear in the balance sheet. The last report announced the payment of the floating debt, which was accomplished at the date of the report, although the last payment was made in 1862. The domestic bonds bore ten per cent. interest. It is found that $1,000 of these was redeemed in 1861, and $31,000 have been redeemed in 1862, leaving $400 outstanding, that have not been presented for interest since January, 1861. They will be redeemed when found.

Of the first mortgage bonds $116,000 are now in the Sinking Fund.

The following is the General Balance Sheet for the year ending December 31, 1862:

ASSETS.

Cost of road and equipment	$1,838,508 29
Lands and lots	41,371 63
Bills receivable	26,285 96
Stock of C., P. & I. R. R. Co., at par	10,000 00
Due from other roads	8,025 53
Sinking fund	121,106 44
In hands of agents to pay Coupon Interest	22,776 09
Due from executive com'ittee B. Line	104,683 99
Material for track and fuel on hand.	10,485 53
In hands of Trustee, 1st mort. bonds	9,425 00
Individual accounts	1,170 32
	$2,193,838 78

LIABILITIES.

Capital stock	$835,971 26
Funded debt—1st mortgage bonds.	650,000 00
2d " "	314,000 00
Income "	27,000 00
Domestic "	400 00
Bills payable	11,036 28
Surplus earnings to Dec. 31, 1862	322,503 38
Unpaid dividends	757 54
Unpaid taxes	3,888 32
Interest and discount on S. F. bonds	27,718 37
Due to other roads	403 85
Cash	209 78
	$2,193,838 78

Mining Laws.

As the occupation of our gold bearing territories by a thrifty and industrious population is now rapidly going on, our Government will have to adopt some system of leasing and working the mines which are attracting this emigration. The British Government is, in this respect, in advance of ours, by having mining laws both in Nova Scotia and Columbia. From a late foreign paper we extract the following article in relation to the subject:

The mining laws of British Columbia have just been altered and amended, the better to suit the present condition of the mining region and to secure the interests both of the Government and of the miners. We give a summary under a few heads, which will suffice to convey an idea of the general nature and terms of the law:—

Licenses.—On payment of 1*l.* a year every person of whatever nationality, becomes a "free miner," which confers the right to mine in all parts of British Columbia. A licence is not compulsory, but a miner without it cannot evoke the protection of law in vindication of "mining rights." Laborers generally go without a licence.

Recording Claims.—The placer mines, or diggings, are called "claims," the ownership to which should be recorded or registered in the office of the district magistrate as an evidence of title. This registration costs 10s. 3d. for each "claim," and secures the miner "in the exclusive right to take the gold and auriferous soil upon or within" the same, so long as he continues to pay his annual licence fee. He can "carry the gold and soil away," and he is secured in his "flumes and property of every description, and in land for a residence." The fee is, however, reserved, as hereto-

fore, in the crown. Nothing could be more liberal than these terms.

Size of Claims.—Bar (in streams) or wet diggings, width, 100ft.; length, from high water mark to the lowest water level, for each "free miner." Dry diggings, 100ft. square. The same allowed for all other diggings not specially mentioned, so that the size of the "claims" generally in British Columbia is 100ft. square. Tunnel claims, a frontage of 100ft., irrespective of depth. The gold commissioner allows sufficient time, &c., for "prospecting," or testing, before "the full number of authorized miners" need be employed on each claim. This is a concession to modify the enactment which requires each claim to be worked *bona fide*, and not merely "colorably," to prevent monopoly. In these tunnel claims "each miner shall be entitled to 100ft. square," as I read the act—a quantity which many think excessive.

Rights of prospecting, water necessary for washing and other practicable privileges, are secured to the miners; their rights of property are defined; their liabilities set forth, and the modes of redress provided for, all equitably and liberally.

Quartz Claims (*working gold in situ*).—Size 150ft. in length, measured along the lode or vein, together with its spurs, dips, angles, to the extent of 100ft. in a lateral direction.

These dimensions are for each individual miner, although the rules and regulations issued in conformity with the act do not so state the size.

This act is considered an improvement on the old law, and it appears well adapted to meet the views of practical miners.

Contracts between Railroad Companies.—Assignments.

AGREEMENT BETWEEN THE PHILADELPHIA AND SUNBURY, AND THE SUNBURY AND ERIE RAILROAD COMPANIES. LAW OF PENNSYLVANIA AS TO ASSIGNMENTS PREFERRING CREDITORS.

By virtue of an act of the Legislature of Pennsylvania, passed March 13, 1847, the Philadelphia and Sunbury Railroad Company and the Sunbury and Erie Railroad Company, whose roads connect at Sunbury, by an agreement under their respective seals, agreed that the Sunbury and Erie Railroad Company should run their cars and locomotive engines upon the railroad of the Philadelphia and Sunbury Railroad Company, and erect buildings upon the line thereof, for the accommodation of the cars and engines employed thereon, for the period of three years from the 1st of April, 1857, at certain rates of tolls. The Sunbury and Erie Railroad Company were to retain a specified portion of the earnings made by them upon the road of the Philadelphia and Sunbury Railroad Company, and the balance was to be disposed of according to the provisions of the 6th section of the agreement, which was as follows, viz: "That the Sunbury and Erie Railroad Company shall and will pay the remaining earnings of the local trade and through trade, when received by them in cash, and not required to be retained and applied by the Sunbury and Erie Railroad Company for the purposes herein provided; and the same are hereby, by the said Philadelphia and Sunbury Railroad Company, assigned, transferred, appropriated, and shall be applied and paid in the following manner, viz: (but without any liability in the said Sunbury and Erie Railroad Company, to see to the application of said sums of money, or any of them,) the said Sunbury and Erie Railroad Company shall first pay thereout, unto Stephen Bittenbender the sum of $7,000, being the amount of indebtedness of the said Philadelphia and Sunbury Railroad Company, to him for repairs of cars, with lawful interest thereon until paid; and after payment thereof, shall next pay to Alfred R. Fiske, the sum of $1,800, being the amount of indebtedness of the said Philadelphia and Sunbury Railroad Company to him for services as superintendent, with lawful interest till paid; and after payment thereof, shall pay over and deliver all other sums which would, during the continuance of the contract, become due and payable to the said Philadelphia and Sunbury Railroad Company, into the hands of Edward S. Wheeler," to be applied to the payment of the interest accruing on the mortgage bonds of the said company, in the order of the dates of the mortgages. In March, 1857, the Sunbury and Erie Railroad Company, applied to Bittenbender to make an arrangement with him for repairing their cars and engines, Bittenbender refused to make any arrangement for this purpose until his claim against the Philadelphia and Sunbury Railroad Company for similar services, was settled. Mr. Merrick, the President of the Sunbury and Erie Railroad Company, then informed him of the provisions of the 6th section of the agreement between the two companies, and promised him that his claim should be paid out of the portion due or accruing to the Philadelphia and Sunbury Railroad Company as soon as sufficient for that purpose should be earned. Bittenbender then assented to the arrangement, and agreed to do the repairs for the Sunbury and Erie Railroad Company, and did do them while that company ran the road. After the Sunbury and Erie Railroad Company had run the road for some time Bittenbender believing that they had earned sufficient to pay him, sent his Attorney to Philadelphia to receive payment, and the President of the company promised to pay Mr. Bittenbender. An attachment execution was subsequently issued out of the District Court of Philadelphia by Robert Lucas, a judgment creditor of the Philadelphia and Sunbury Railroad Company, and served on the Sunbury and Erie Railroad Company, who then refused to pay Bittenbender, and this action was instituted.

The case now came before the Supreme Court of Pennsylvania, by an appeal on the part of the plaintiff from a verdict and judgment rendered upon the second trial of the case, in favor of the defendants. The following opinion was rendered by the Supreme Court upon the decision of the case; it affirms the judgment of the Court below in favor of the defendants:

WOODWARD, J.—The opinion of this Court, which defeated the plaintiff's recovery three years ago when this case was here, has never been reported and is mislaid, but the grounds of our ruling may be inferred from the reported case of Lucas *vs.* the Sunbury and Erie Railroad Company, 8 Casey 458. The plaintiff's debt was against the Philadelphia and Sunbury Railroad Company, his action against the Sunbury and Erie Railroad Company. The only *assumpsit* proved against the latter company, was the promise of its president to pay plaintiff's debt of future earnings of the road, as prescribed by the written agreement between the two companies, of 26th March, 1857. But we held that agreement to be in legal effect, an assignment for the benefit of the creditors of the Philadelphia and Sunbury Company, and consequently, that the preferences therein expressed were void. The promise of the assignee to pay, according to the expressed preferences was nothing more than a promise to execute the assignment, and the preferences being void, the promise could not be enforced of course.

We are asked now to reverse our former opinion, both in this case and in that of Lucas, and to hold that the paper of 26th March, 1857, is not in the nature of an assignment for the benefit of creditors. If we should so declare, the plaintiff's case would be well made out, for it was in evidence, that the Sunbury and Erie Company had received net profits enough to make good the promise of their president to Bittenbender. The reasons for considering the lease of 26th March, 1857, an assignment, are well stated in the opinions of Judges Hare and Read, as reported in 8 Casey 461, and are not to be repeated by me. Nor were they shaken by all that was urged in argument on the present writ of error. It was said that the rent reserved and assigned by the agreement of 26th March, 1857, was not capable of appraisement or of inventory under our act of Assembly, that the Sunbury and Erie Company had no power to act as trustee, and that the operative words of the instrument were an assignment directly to the creditors, Bittenbender and Fiske, and not to the Sunbury and Erie Company, in trust for them. For these reasons it was argued, that the instrument could not be supported as an assignment.

If these views are not sufficiently answered by the opinions that were delivered in Lucas's case, it may be remarked, that an assignment may be well made of any property of which the assignor has the actual or potential possession. In the leading case of Graham *vs.* Hawley, it was held that a party who had an interest in land, may grant all fruits that may arise upon it after, and the property shall pass as soon as the fruits are extant, as a parson may grant all the tithe-wool he may have in such a year, yet perhaps he shall have none. But a man cannot grant all the wool that shall grow upon his sheep that he shall buy hereafter, for there he hath it neither actually nor potentially. In Petele *vs.* Tatem, a tenant's assignment of his interest in crops grown in future years of the term was supported. In Watson *vs.* Bagaley, it was said that any binding appropriation of a *chose in action* to a particular use, by any writing whatever, is an assignment, or what is the same, a transfer of the ownership. Now the purport of the paper in question here is to place the railroad of the Philadelphia and Sunbury Company in the hands of the Sunbury and Erie Company, to be stocked, run and repaired, and after applying the proceeds to these objects so far as necessary, then to pay the remaining earnings to the preferred creditors, Bittenbender and Fiske. The railroad was property in possession, its future earnings were potential. Both interests, the actual and potential, passed to the Sunbury and Erie Company, and vested in that company for the purposes of the agreement. We see no reason why the road and its probable earnings could not have been inventoried and appraised as well as any other estate and its future rents, issues and profits. If both a term and rent are assignable; if contingent and potential interests may pass by a deed, they must be susceptible of both inventory and appraisement, for it would be absurd to hold that a deed could pass an interest that was too

unsubstantial to be valid. If the Sunbury and Erie Company had no power to act as trustee, this would not void the assignment. The Court would supply a competent trustee. The question raised in the case, however, has not reference to the capacity of the assignee, but to the fact of an assignment. For the reasons before given, we think an assignment though not intended, was in fact made. And made not directly to the creditors as argued, but to the Sunbury and Erie Company, in trust for the creditors. Though the trust is not very distinctly defined, and all liability for misapplication of moneys is released to the assignee, yet it is too apparent to admit of a doubt that the transfer of the property was by one company to the other in trust, for the benefit of creditors. At no time could Bittenbender have claimed possession of the road under the assignment. *He* was not to earn net profits by the use of it, but the Sunbury and Erie was to have the exclusive possession of the road and to earn the profits. And these when received "by them in cash, and not required to be retained and applied for the purposes herein provided for, shall be applied and paid in the manner following," &c. This was a grant not to Bittenbender and Fiske, but to the Sunbury and Erie Company, for their use and benefit. It was an express trust; we can make nothing else of it. But the preferences are void because forbidden by statute. For all purposes except the preferences the assignment is sustainable.

But here comes in another argument, that the preference of Bittenbender was lawful, because his bill was for repairs of the rolling stock, without which the road could not be kept up. Among execution creditors we do not allow one or more to seize and sell those appurtenances of improvement companies, without which they cannot accomplish the end of their being, but we put the creditors to process of sequestration by which the corporate property may be continued in productive use for the benefit of all creditors alike. And we do essentially the same thing here when we hold this an assignment for creditors, and cut out its preferences. The fact that Bittenbender's labor was expended on cars, entitled him to no preference in the assignment. It is hard to deny him a preference for so meritorious a claim, and it is with regret that we lay down the law against him. But we have to declare the legal effect of his position. He comes in under the assignment. The promise he lays in his declaration was a promise founded upon the assignment. The law forbids preferences in such assignments. The plaintiff's action is to enforce one of these preferences. To sustain this action would be to repeal a statute.

The judgment is affirmed.

Lake Shore, and Cleveland Columbus and Cincinnati Railroads.

Consolidation of Earnings.—The meeting of prominent railroad men, which has been in session here for the past few days, terminated its business on Saturday night and adjourned. We understand that the result has been an arrangment for the consolidation of the earnings of the Buffalo and Erie, Cleveland and Erie, Cleveland and Toledo, and Cleveland, Columbus and Cincinnati Railroads. This consolidation is of greater importance than any we have yet noticed, as the roads in interest comprise the best paying railroad stock in the country, and the agreement will settle a great many difficulties and jealousies that have existed between the management of the various roads.—*Cleve. Herald 11th.*

Cleveland, Columbus and Cincinnati R. R.

The statement made a few days since "that the Cleveland, Columbus and Cincinnati Company had made a settlement with some of the old debts due the road, which were nearly worthless a year ago, but will now yield over $300,000," has reference to the settlement between the Cleveland, Columbus and Cincinnati, and the Bellefontaine and Indiana, and the Indianapolis, Pittsburgh and Cleveland roads, of the indorsing of the half million of Columbus and Piqua bonds. The Cleveland, Columbus and Cincinnati Company has now arranged the matter with the two Bellefontaine roads by surrendering their portion of the Piqua at about $360,000, and has taken from those roads their stock at par. The stock of one division of the Bellefontaine line is worth about 75c., and the other 85c., so that the Cleveland, Columbus and Cincinnati Railroad will in the end receive very nearly $300,000 on the amount which that road advanced in taking up the half million Piqua bonds, and the interest that had accumulated.—*Cin. Gazette.*

Delaware and Hudson Canal.

The business of this company for the year ending March 1, 1863, has been as follows:

Sales of coal to March 1. 1863		$2,908,570 12
Canal and railroad tolls collected		316,376 97
Miscellaneous profits		102,643 25
Coal on hand at Honesdale, Rondout and N. York, and on line of canal		345,644 25
		$3,673,234 59
Coal on hand March 1, 1862	$354,446 00	
Mining coal	747,930 12	
Railroad transportation and repairs	341,592 86	
Canal repairs and superintendence	409,589 12	
Freight of coal on canal	524,280 84	
Labor and expenses at Rondout	63,551 10	
Rent, salaries, current expenses, &c. N. York office	38,249 77	
Coal yard and harbor expenses, taxes, interest, &c.	299,871 15	
Depreciation, account losses, &c.	33,913 52	
		2,813,784 48
Net profit		$859,450 11

—or about 11¼ per cent. on the capital stock of the company.

The Board has decided to pay the next dividend at the usual time in June, but thereafter the dividends will be published on the first Mondays of February and August.

The bonds of the company for $300,000—issued in 1858—will fall due on the 1st of June next, and then will be paid out of the sinking fund. The Board is strongly of the opinion that a prudent course in the division of profits should be steadily followed, until a sum sufficient for the payment of every outstanding debt, and the furnishing of an ample working capital, shall have been accumulated. When this shall have been accomplished, it will be for the stockholders to decide whether an addition to the capital stock shall be made with a view of returning to them what has been so retained, by an extra dividend in this form.

A freshet of unusual severity, in the early part of June last, caused more or less damage to all the lines engaged in carrying coal to tide water. This company was one of the chief sufferers; the canal having been breached at several points, and one of its two principal aqueducts—the one crossing the Lackawaxen—swept away. Six weeks of that part of the year most favorable for navigation—amounting practically to one-fourth of the whole season—were consumed in making necessary repairs, involving a very large outlay, and a loss of fully one-fifth of the estimated production of coal. Under such circumstances, the result of the year's business, as already given, is highly gratifying.

The quantity of coal brought to market in 1862 was 644,000 tons, being larger than in any previous year excepting 1861. This large quantity, together with the whole stock on hand at the beginning of the year, was readily sold; and the company has been obliged to buy elsewhere to meet the wants of its customers during the period of suspended navigation. Every effort has been made to provide for an increased production of coal in 1863, by accumulating a large stock on the banks of the canal, and by adding to its boating force; and in view of the present state and prospects of the coal trade, there is every reason to hope for a profitable business.

The following gentlemen have been elected directors for the ensuing year: Wm. S. Herriman, Charles N. Talbot, Edward J. Woolsey, G. Talbot Olyphant, Robert Ray, Samuel B. Schieffelin, Abiel A. Low, Robert L. Kennedy, James M. Halsted, LeGrand B. Cannon, John L. Aspinwall, John J. Crane, James R. Taylor.

President.—G. Talbot Olyphant.
Vice President.—Robert Soutter.
Treasurer.—Isaac N. Seymour.
Secretary.—James C. Hartt.

The City of Chicago.

If by a single example we desired to illustrate the rapid advance of this country beyond any other, if we were called upon to demonstrate the power of our institutions, the growth of our commerce, the irresistible energy of our people, the greatness of their industry and enterprise, their aptness in seizing upon their natural advantages, and their diligence in securing them, we should unhesitatingly point to the City of Chicago.

Twenty-three years ago it had a population of 4,479.

In 1850 the population was 29,963. In 1860, 109,260—having increased since the previous census, 79,297 or 364.6 per cent., and having become the eighth in rank among American cities. It now presents to the eye of the traveler one of the most engaging pictures on this continent, miles of wharves crowded with shipping, a northern vista where the waters of Michigan mingle with the horizon, beautiful streets and imposing edifices, long lines of warehouses and palatial residences, crowds of men busy in the active pursuits of trade, and endless trains of cars rushing in from the far West, laden with the products of our wide and exhaustless prairies.

To visit Chicago is like entering a new world; and here the mind for the first time realizes the vastness of that territory which lies beyond the Ohio, Mississippi and Missouri, and is becoming the noblest part of the republic, whether for area, population, production or resources. For hundreds of thousands of square miles pierced with railways and cut by canals, Chicago is the entrepot and mart; and from it, depart to the Atlantic coast by day and night at every hour of both, vessels and trains loaded to their fullest capacity, with the staple products of the northwestern world.

Nor is this all. Besides commanding the trade of the interior by its numerous lines of railways, and its water communication by canal with the Illinois River, it is at the head of Lake navigation, and has access to the ocean by natural and artificial outlets for vessels that safely cross the Atlantic. In 1836 a few schooners supplied this region with goods from a port on Lake Erie; now, seven side wheel

steamers, some of them more than a thousand tons in capacity, sixty-five propellers of 36,500 tons, seventy-six barks of 34,978 tons, fifty-two brigs of 17,626 tons, and *five hundred and forty-nine* schooners with a total burthen of 150,862 tons, are engaged in the trade of Chicago, and find constant employment during the season of navigation. Certainly no port in the world only 25 years old can exhibit any such results; so far from this indeed, not many of the oldest American or European ports can now compete with her. While some great foreign towns, centuries old and traditionally commercial, have their full share of the trade of the world, none but Chicago, more than a thousand miles from the sea, can produce such a marine list, or such fleets, the growth of less than one generation.

Certainly, whatever was the chief design of Providence in leaving those lake oceans full and overflowing in the heart of North America, the American people have not been slow in recognizing the advantage, and accepting the responsibility which has attached to the gift. These noble waters, Superior, Michigan, Huron, Erie and Ontario while exercising a vast climatic influence, and rendering another Siberia impossible on this continent within the ordinary range of animal existence, have offered the strongest and most pleasing inducements to human industry and enterprise. We too have our Mediterranean. The area of these lakes in square miles, is nearly if not quite equal to that of the former sea, if we include the Georgian Bay in our computation; while the whole extent of coast, if we take in the St. Lawrence is far greater. The shore line of the lakes is estimated at 6,240 miles. If we cast our eyes over the map of the Mediterranean, we are equally surprised to perceive, whether from the difference of institutions, governments or peoples, that notwithstanding the antiquity of its advantages, so to speak, there is but one port which is as flourishing as Chicago, and none which has risen so rapidly or is likely to advance so far.

Marseilles is the third City in France, ranking next to Paris and Lyons. According to the most recent accounts its population is even now, but about thirty thousand more than that of Chicago, if even that; though Marseilles existed six hundred years before the Christian era, and was a free commercial city in the year 1226. The tonnage of French vessels now engaged in its foreign trade, appears from our latest Consular returns to be but 180,000 tons, while that of Chicago as we have already stated, amounts to 250,000. So too of Genoa, the proud, the great port of Italy. This city, old and beautifully picturesque though it be, has not as many inhabitants as Chicago, and no such commercial activity. The operations of a single hour in the latter, would in Genoa appear like an insurrection. And so we might proceed to contrast every other city on the shores of the Mediterranean, all old and flourishing, perhaps, in the European sense, but none of them resembling the busy, growing, flourishing and commanding City of Chicago. No Spanish, French, Italian or Austrian ports present any such picture of progress and prosperity. This contrast shows the difference between a free or a subjected people.

By reference to the annual statement of the Boardo f Trade for 1862, it will be seen we have in no way drawn upon our imagination for our facts, or expanded them beyond the bounds of the severest truth.

Let us then rapidly glance at the business resources and capacity of Chicago. Here was introduced the great American labor saving machines, known as elevators; for when millions of bushels of wheat came to the city for sale or shipment, it was necessary to have commensurate capacity for handling and storing them. Whole cargoes to be transferred from vessel to storehouse, and from storehouse to vessel, now require for the purpose but a few hours, when hand labor would have been totally inadequate to its performance. These elevators can receive and ship 750,000 bushels per day, and store eight millions six hundred thousand bushels.

The quantity of flour received and forwarded for eight years is as follows:

	Received.	Forwarded.
1855	320,312	163,419
1856	410,989	265,389
1857	489,934	250,648
1858	662,540	470,402
1859	887,821	186,351
1860	945,348	698,132
1861	1,479,284	1,603,920
1862	1,927,371	1,828,164

The quantity of wheat for the same period is as follows:

	Received bushels.	Forwarded.
1855	7,535,097	6,298,135
1856	8,767,760	8,364,420
1857	10,554,761	9,846,052
1858	9,639,614	8,850,257
1859	8,050,766	7,166,698
1860	14,427,083	12,402,197
1861	17,385,002	15,835.953
1862	13,978,116	13,808,898

The following is the quantity of corn received and forwarded during the same periods:

	Received.	Forwarded bushels.
1855	8,532,377	7,517,626
1856	11,888,398	11,129,668
1857	7,409,000	6,814,615
1858	8,252,641	7,726,264
1859	5,401,870	4,349,360
1860	15,262,394	13,700,113
1861	26,369,989	24,372,725
1862	29,574,328	29,452,610

The quantity of oats received and forwarded in 1862 was as follows:

Received 4,678,722 bush. Forwarded 3,112,-366. Of rye it was 1,038,825 bushels, of barley 872,053 bushels.

The pork and beef packing business of Chicago has grown into the largest proportions, and its progress is without parallel even in the United States. As it was discovered that the Chicago cut pork known as English middles, found particular favor in the Liverpool and London markets, the knowledge was turned to account with the usual sagacity of American shippers, and large packing houses were constructed of the best description. The number of swine received and shipped in 1862 was:

Received Live	1,110,971
" Dressed	237,919
Shipped Live	446,506
" Dressed	44,629

Of beef cattle the same year the receipts were 209,655 and the shipments 112,745, of which about 60,000 were packed.

Of lumber there were received:

In feet 384,317,924 of lumber; 196,562,000 of shingles; 41,191,800, of lath; of which were forwarded 189,277,079 of lumber; 55,761,630 shingles; 16,966,000 laths.

Consumed at Chicago	122,050,135 of lumber.
" "	117,884,370 shingles.
" "	18,720,750 laths.

We have not room to follow up these interesting statements with others equally striking, but would remark that the trade in salt, hides, highwines and alcohol, lake fish, coal, wool, lead, (the latter reaching to more than twelve millions of lbs. the last year,) and of vegetables, has been proportionably extensive. It will be remembered that all the articles enumerated were of domestic origin and are the foundation of this enormous traffic. The receipts and shipments by the Lakes were accordingly on the same great scale. It appears for example, that 1,146,118 barrels of flour 13,406,825 bushels of wheat and 30,345,425 of corn were sent to market by the lakes, and other products of the West in countless varieties, and four hundred and forty seven commission houses find full occupation in handling and forwarding these products.

The prosperity of its inhabitants has proceeded step by step with that of the City, and nowhere can be found more of the comforts and elegances of life, nowhere a greater liberality of bestowment for any good and patriotic purpose.

The great movement with which Chicago has lately connected herself, under the pressure upon her of the production of the West, rapidly increasing beyond all calculation, is that of a ship canal, by which vessels may pass from the Mississippi into Lake Michigan and from Lake Erie into the Hudson. The project has been most ably and earnestly pressed upon Congress, our own New York Chamber of Commerce and State Legislature, and will be the particular subject for consideration at a great convention to be held in Chicago the 2d of June. To that body we shall look for a careful, accurate and scientific report on the subject.

But it is sufficient for us at this time to look at Chicago as she is, with interminable lines of railway which reach to the gulf of Mexico and the Atlantic with a uniform gauge, radiating in all directions over our fertile Western plains and prairies, and which, after cutting through rocks sparkling with gold and silver, are to terminate only on the shores of the Pacific. It is sufficient to consider that she is the mistress and at the head, of navigation of the largest inland seas on this continent, and that her sails whiten, and her screws toss into foam, the purest and most beautiful of waters. With a vast domestic, and increasing colonial trade, likely to be facilitated by the enlargement of the present canals of Canada, or the construction of new ones by natural routes such as the earliest missionaries discovered, there seems to be no limitation to her extension or prosperity. Chicago therefore may be set up as a standard American city, for the admiration of the world. Her rise and progress are subjects worthy the study of those persons abroad who would discredit republican institutions, because they have been endangered by traitors. There will be many more such cities as Chicago, before this Government has fulfilled its great mission. There is no other spot on the Globe where such phenomena can occur, or where there is any more the lamp of Aladdin to work its wondrous changes. Not in Great Britain, not in France, not in Italy, not in Germany, there may be on the Russian Pacific Coast no where (with this possible exception) but in this country, is there any place to build up such cities. In none of these countries could the site for any such city as Chicago be found; yet we contemplate many more such, like Cincinnati, St. Louis, Buffalo, Cleveland, all of Western origin, and with which our wilderness will one day be studded.—*Samuel Hallett & Co's American Circular.*

Michigan Southern and Northern Indiana Railroad.

(*Consolidation of 25th April, 1855.*)

LENGTH OF RAILROAD.

Main Line—Monroe Pier, Mich., to Chicago, Ill.	246.0	miles.
Goshen Line—Toledo, Ohio, to Elkhart, Ind.	134.0	"
Jackson Branch—Palmyra, Mich., to Jackson, Mich.	42.0	"
Three Rivers Branch—White Pidgeon, Mich., to Three Rivers, Mich.	12.0	"
Toledo Section—Toledo Junction to Toledo	3.0	"
Ohio Section D. M. & T.—Toledo, Ohio, to State Line, Mich.	7.0	"
Total length of railroad owned by the company	444.0	"
Leased Line—Detroit, Monroe & Toledo R.R. 51.0		
" " —Detroit & Kalamazoo R. R. 30.0—	81.0	"
Total length of railroad operated by the company	525.0	"

STATEMENT OF ROLLING STOCK.

Locomotive engines (87 in use)		89
Cars: passenger (12-wheel 3, and 8-wheel 72	75	
" mail, baggage and express (8-wheel)	22	
" drovers' 63, paymaster's 1 (all 8-wheel)	14	
" stock (8-wheel)	150	
" freight (8-wheel)—box 697, and platform 238	935	
" wrecking (8-wheel) 2, and gravel (4-wheel)	22—	1,218

STATEMENT OF SHARE CAPITAL.

Common stock, 61,246 shares	$6,124,600
Guarantied stock, 28,936 shares	2,893,600
Total common and guarantied stock, 90,182 shares	$9,018,200

STATEMENT OF FUNDED DEBT.

	1852.	1853
1st general mort. 7 p.c. S'k'g F'd bonds, due May 1855	$3,402,000	$5,723,000
Less held by Company's Sinking Fund	372,000	650,000
Amount outstanding	$3,030,000	$5,073,000
2d general mort. 7 p. c. bonds, due November, 1877	2,572,000	2,656,000
1st mort. (Michigan Southern) 7 p.c bonds,* due Nov.'60	850,000	14,000
1st mort. (Northern Indiana) 7 p.c. bonds,* due Aug.'61	904,000	42,000
1st mort. (Erie & Kalamazoo) 7 p.c. b'ds, due March, '62	300,000	103,000
Unsecured (Northern Indiana) 7 p.c. b'ds,† due Feb. '63	100,000	20 000
Unsecured (Mich. Southern) 7 p. c. b'ds,† due March, '63	44,000	16,000
1st mort. (Jackson Branch) 7 p. c. bonds,* due Aug. '63	128,000	81,000
1st mort. (Goshen Line) 7 p. c. bonds,* due August, '68	1,116,000	701,000
1st mort. (Det., Monroe & Tol.) 7 p. c. b'ds, due Feb. '76	684,000	812,000
Scrip issued for funded coupons	22,707	8,578
Total funded debt and scrip	$9,750,707	$9,527,078

* Convertible into 1st general mortgage Sinking Fund bonds.
† Convertible into Detroit, Monroe & Toledo 1st mortgage bonds.

The *1st general mortgage bonds*, dated May 1, 1855, are secured by the only 1st mortgage that covers the *entire* road, rolling stock and property of the company.

The *2d general mortgage bonds*, dated November 1, 1857, are secured by the entire road, etc., but subject to all other mortgages.

The *Michigan Southern 1st mortgage bonds* are secured on the old road in Michigan from Monroe Pier to near the State Lineof Indiana.

The *Northern Indiana 1st mortgage bonds* are secured on the road extending from Goshen to the Illinois State Line.

The *Erie & Kalamazoo 1st mortgage bonds* are secured upon theroad between Toledo and Adrian.

The *Jackson Branch 1st mortgage bonds* are secured upon theroad extending from the main line at Palmyra to Jackson.

The *Goshen Line 1st mortgage bonds* are secured upon the road in Ohio and Indiana between Toledo and Goshen.

The *Detroit, Monroe & Toledo 1st mortgage bonds* are secured by a first and only mortgage upon the road of that company between Detroit and the Ohio State Line about 51 miles in length.

STATEMENT OF FLOATING DEBT, FEB. 28, 1863.

Available Assets:		*Floating Liabilities:*	
Cash	$33,393	Bills payable	$82,236
Bills recivable	2,091	Coupons and interest	22,592
Uncollected earnings	218,188	Pay rolls and vouchers for Feb'y.	140,218
Individual accounts	5,889		
P. Morehous, Trustee	6,683	Total	$245,046
Due from other companies	14,899	Excess of assets	37,356
U. S. Express Company	1,259		$282,402
Total	$282,402		

CONDENSED BALANCE SHEET, FEB. 28, 1862 AND 1863.

Property and Assets:	1862.	1863.
Railroad	$13,616,404	$13,613,624
Equipment	1,644,259	1,644,259
Steamboats and propellers	691,278	(*sold*)
Detroit, Monroe and Toledo Railroad	1,285,182	1,285,182
Detroit, Monroe and Toledo R. R. stock	275,000	368,200
Fuel and materials on hand	197,332	196,999
Outside property, acquired by foreclosure	69,141	67,061
Insurance on elevator paid since March 1	....	10,000
Balance of Assets	....	87,356
Nominal assets	444,793	324,767
Income, or profit and loss	765,205	997,880
Total property and assets	$18,988,595	$18,545,278

Liabilities:	1862.	1863.
61,246 shares common stock	$6,124,600	$6,124,600
28,936 shares guarantied stock	2,893,600	2,893,600
Funded debt, incl. scrip issued for coupons	9,750,707	9,527,078
Floating liabilities	$449,560*	
Available assets	229,872—	219,688
Total liabilities	$18,988,595	$18,545,278

* Not including $45,530 70 coupons to be funded.

STATEMENT OF CAPITAL ACCOUNT YEARLY.

Years	Share Capital paid in.	Liabilities. Funded less S'g F'd	Liabilities. Gross Float'g	Total share & debt Capital.	Cost of Property. Railroad & equipm't.	Cost of Property. D. M. & T. RR. & st'mb'ts	Cost of Property. Total Cost.
1856	7,263,900	5,910,000	2,816,728	16,990,628	15,337,170	1 319,472	14,666,642
1857	8,876,400	8,593,000	1,866,684	19,336,084	14,742,754	2,023,787	16,766,541
1859	8,975,400	9,343,000	1,211,007	19,529,407	14,778,943	1,346,856	16,125,798
1860	9,018,200	9,581 000	1,086,794	19,935,994	15,193,670	1,913,964	17,107,634
1861	9,018,200	9,719,704	603,084	19,340,988	15,238,379	1,976,322	17,214,701
1862	9,018,200	9,750,707	449,560	19,218,467	15,230,663	2,251,461	17,512,124
1863	9,018,200	9,527,078	245,047	18,790,325	15,257,882	1,653,382	16,911,264

EARNINGS AND EXPENSES FOR THE YEARS ENDING FEB. 28.

Earnings:	1861-'62.	1862-'63.
From freight	$1,419,497 94	$1,804,581
" passengers	710,417 28	892,138 31
" mails	53,866 00	53,966 00
" express	28,758 85	31,210 21
" rents	23,219 18	18,918 92
" dividend on assets	1,000 00	1,000 00
" all other sources	13,663 66	12,016 18
Total	$2,250,517 91	$2,813,831 40
Expenses	1,112,970 11	1,352,555 61
Net earnings	$1,137,547 80	$1,461,275 79
Disposition of same—		
Interest on funded debt	$654,761 73	
" floating "	22,598 84	
Rent Erie & Kalamazoo R. R.	30,000 00	
Taxes—State, county and town	57,679 77	
" Federal (6 months)	15,901 05—	780,941 39
Surplus		$680,334 40
Add proceeds of sale of—		
Three steamboats and furniture		65,084 96
Stocks and bonds of other companies		70,655 65
Other assets		11,787 54
		$827,862 55
Thus accounted for—		
Contributions to Sinking Fund, Reduction of floating debt, D., M. & T. stock retired		$600,231 59
Paid for 173 new cars		105,175 00
" for new grain elevator		32,946 21
" old claims and judgments		28,742 00
" old buildings at White Pidgeon		3,000 00
" old construction items		2,070 59
Balance, in increased assets		60,697 16
		$827,862 55

The apportionment of the earnings from passengers and freight to the several lines is given in the annexed:

	Passenger 1861-'2.	Passenger 1862-'3.	Freight 1861-'2.	Freight 1862-'3.
Main Line of railroad	$476,855 24	$591,460 36	$1,102,280 50	$1,413,979 77
Goshen Air Line	49,997 05	63,916 64	157,038 22	192,215 13
Det., Monroe & Toledo	66,578 12	76,795 75	69,079 40	87,402 58
Jackson Branch	25,259 08	19,085 51	24,958 72	40,984 42
Monroe & Adrian Line	16,184 60	27,614 42	32,064 09	26,834 71
Three Rivers Branch	2,877 94	2,099 47	5,082 82	4,718 63
Military Transportat'n	72,665 16	111,165 96	.....	.....
Storage	.....	.....	28,985 19	28,447 14

STATEMENT OF EARNINGS AND EXPENSES YEARLY.

Y'rs.	Gross Earnings. Pass'ger.	Freight.	Miscell's.	Total.	Operating Expenses.	Net Earn'gs.	Div. p.c
1856	$1,598,919	$957,121	$158,808	$2,714,848	$1,598,770	$1,116,078	10
1857	1,316,478	803,763	189,246	2,309,487	1,765,176	544,311	7½
1858-'59	920,174	872,419	226,832	2,019,425	1,242,152	777,273	"
1859-'60	714,136	955,752	164,533	1,834,421	1,125,728	708,493	"
1860-'61	749,237	1,236,569	89,653	2,075,459	1,039,830	1,035,629	"
1861-'62	710,417	1,419,498	120,603	2,250,518	1,112,970	1,137,548	"
1862-'63	892,138	1,804,582	117,111	2,813,831	1,352,555	1,461,276	"

The following are the dividends that have been paid since the consolidation:

	Cash.	Stock.
1853, January	5	—
" July	7	—
1854, January	—	10
" July	5	7
1855, January	—	5
" July	5	—
1856, January	5	—
" July	5	—
1857, January	5	—
	—	—
Total	37	22

Total 44 years 59, cash and stock.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	104
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	106
		6	1868	106
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	104
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	97
		5	1874	97½
		5	1871	96
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1871	96½
		5	1871	96½
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	107½
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	107
		6	1881	107½
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	107½
		7.3	1864	107½
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	‖	1882	100
		6	1882	100
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	51½
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju. & 5 Au. '61 & 17 Ma. '62 — convert. into 20 / y'r b'ds due '81	14,918,315	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	101½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	132½
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	'62–'74	----
" — " "	2,073,750	6	'63–'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60–'77	108½
" —University Fund Interest Bonds of 1861	650,000	6	1879	109
" —War Fund Bonds of 1861	2,000,000	6	1879	104
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	68
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	'18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68–'72	100
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,394,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	669,000	6	'63–'77	112½
" —War Loan of 1861	800,000	6	1871	115
Maryland—Inscribed Certificates	5,964,251	6	Var.	115
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61–'72	104
" — " " of 1861 "	247,000	6	'68–'72	118½
" —Union Fund Loan of 1861	2,217,500	5	'71–'76	130
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41–'71	56
Missouri—Coupon Bonds	431,000	6	'63–'83	70
" — " "	100,000	6	1862	70
" — " " (loans to Railroads)	23,800,000	6	'72–'86	90
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65–'71	103
New York—Certificates	----------	6	'61–'62	108
" — " State Loan $3,756,654	----------	6	'64–'65	108
" — " Railroad Loan 339,000	----------	6	65–'66	112
" — " Canal Debt—(old) 9,739,025	----------	6	'72–'75	121½
" — " " " —(new) 13,200,000	----------	6	1874	128
" — " " " —(misc.) 642,585	----------	5½	1885	----
" — " " " —(floating) 2,500,000	----------	5	'66–'74	110
" — "	----------	5	1883	103½
" — "	----------	4½	1964	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	70
Ohio—Inscribed Certificates	4,095,309	6	1881	114
" — " "	1,015,000	5	1886	102
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	109½
" — " "	2,400,000	6	1886	115
" — " "	660,835	6	1868	----
" — " "	1,008,905	6	1860	105
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862	37,687,760	5	'61–'82	106
" —Inscribed Certificates		5	'61–'82	101½
" — " "	400,630	6	1879	109
" — " "	388,200	4½	'63–'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68–'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	6	Var.	----
" — " " (internal improvement)	2,083,666	6	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	60½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	113
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85–'93	66
" — " " (sterling)	1,866,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77–'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	180,000	5	'64–'74	----
" — " "	265,000	6	'62–'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	5	'70–'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66–'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	108½
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	109
" — " " (Bank Stock)	553,986	6	1870	108
" — " " (Improvement Stock)	4,963,215	6	1890	110
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	126½
" —Coupon Bonds (Water)	6,228,787	5	Var.	115½
Chicago—Coupon Bonds (Municipal)	880,000	6	18--	98
" — " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18--	115½
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " " "	2,140,000	5	1887	118
" —Public Education Stock	150,000	5	1873	109
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69–'81	109
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71–'75	100
" — " (Municipal)	1,136,200	6	'61–'80	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1883	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75–'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	100
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63–'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " " Unsecured Bonds	2,773,726	6	'63–'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	107
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	101½
" " " 2d " "	3,980,670	6	1882	90
" " Improvement " "	586,500	6	1870	87
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	64
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	81
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,047,650	---	------	26
Chicago and Alton, Preferred	2,464,336	7	------	97
Elmira & Williamsport, Preferred	800,000	---	------	54
Erie Preferred	8,535,700	---	------	106
Housatonic Preferred	1,180,000	8	------	59½
Marietta & Cincinnati, 1st preferred	4 1 8,462	---	------	----
" " 2d "	3,123,914	---	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	115½
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110½
" " " 2d "	1,014,000	7	------	85
New York & Harlem, Preferred	1,500,000	---	------	118
Philadelphia & Reading, Preferred	1,551,800	7	------	55
St. Louis, Alton & Terre Haute, Preferred	1,700,000	---	------	85½
Toledo & Wabash, Preferred	926,200	---	------	95

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,300
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,099	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,954	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	72,169	93,591	110,935	72,036	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,224,841
1863	96,306	107,443	106,816	127,205	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,375
1863	139,686	126,521	119,836	122,255	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,926	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,178	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	980,984
1863	68,143	81,750	90,677	100,904	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,086	50,386	66,573	84,603	94,406	82,487	82,460	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	147,497	164,845	117,908	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	963,859	8,400,334
1863	835,453	829,734	946,041	938,453	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	89,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	148,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	135,516	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,083	1,933,424
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,076,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	287,643	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,899	66,686	56,171	107,751	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,026	145,258	138,064	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	158,170	186,951	170,362	161,391	126,558	178,773	235,090	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,653,569
1863	248,784	230,508	254,208	267,093	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	389,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,781
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,256	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	118,075	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,822	283,646	288,619	245,977	2,735,595
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,560
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	293,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,864	396,771	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	187,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	118,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	103
" " " 1850	700,000	6	Jan. & July.	"	1880	104
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	112
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1880	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	380,000	7	May & Nov.	" "		103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ⅓ in '59, ⅔ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	108
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	103½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1866	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	107
2d Mortgage	600,000	7	May & Nov.	" "	1875	104
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	103
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	65
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	35
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	2,690,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	103½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,897,000	7	Jan. & July.	New York.	1870	111

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		105
1st Mortgage (general)	3,600,000	7	" "	" "		90
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	98
2d Mortgage	2,000,000	6	" "	" "		70
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		99½
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1890	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	106
4th Mort. (M. L.) or 3d Extension	1,059,928	6	" "	" "	1886	88½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	111
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900	---	June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	105
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000	---	April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	110
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000	---				
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	110
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---				
Endorsed by State of Tennessee	150,000	---				
Mortgage (ordinary)	790,688	---				
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---				
Endorsed by State of Tennessee	200,000	---				
1st Mortgage (after State)	100,000	---				
Redeemable in Stock	66,950	---				
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'68	114
1st Mortgage (Extended)	871,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	111
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	116
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	86
Land Security	5,000,000	7	April & Oct.	" "	1881	73
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	118
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	118
Convertible	1,002,000	7	" "	" "	1867	120½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	121
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			110
Income	281,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "		100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	150,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		35
2d Land Grant (Western Div.)	353,600	†	" "	" "		35
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	150,000	6			'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	103½
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7				
Louisville and Frankfort:						
Louisville Loan	109,000	---			1881	----
1st Mortgage	228,000	---			'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	272,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	93½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	94
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	120
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	121
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	104
Detroit and Toledo	812,000	7	" "	" "	1876	104½
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	111½
2d General Mortgage	2,656,500	7	" "	" "	1877	105
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	108½
1st Preferred stock	1,051,000	8				103
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				64
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1869	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1860	----
New Jersey:						
Company's (various)	668,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'68 '78	
1st Mortgage Coupon	2,865,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	666,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	110
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	121½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	109
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	110
Real Estate Bonds	252,975	6	" "	" "	1883	105
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	104
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	125
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	114½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	114
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	113
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	112
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	110½
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	106
3d Mortgage	980,300	7	Jan. & July.	" "	1897	105½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	111½
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	102½
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	103½
2d Mortgage	3,077,000	7†	" "	" "	1861	30
North Missouri:						
State Loan (30 years)	4,350,000	6				90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96
Chattel Mortgage	360,000	10	" "	"	1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64-'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1860	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6				90
State Loan (S. W. Branch)	1,368,000	6				
Construction	3,235,000	7				55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,421,000	6	April & Oct.	"	1875	109
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,500	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	107
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	110½
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,586,500	6	" "	"	1886	117½
" 1856, "	1,475,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	138½
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6				
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	105½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000				1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	----
Richmond and Petersburg:						
Coupon	159,000				1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	74
2d Mortgage	937,500	7	" "	"	1863	19
3d Mortgage	435,050	7	" "	"	1863	8½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	167,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000				------	----
South-Western (Ga.):						
1st Mortgage	631,000				1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000				------	----
2d Mortgage	450,000				------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1866	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000				------	----
St. Louis County Subscription	1,000,000				------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	107
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	97
" " " (series D)	1,400,000	7	May & Nov	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	87
Tennessee and Alabama:						
State (Tenn.) Loan	814,000				------	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	106
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	106
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	97
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	97
Interest Bonds	245,700	7			------	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	82
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	24
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Balt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	67½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	111
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	160,000	6			1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,256	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.8	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	28	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,480	747,300	390,299	11¼	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,455	70,187	4	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	125,072	—	—	—
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '62	66.0	—	5.2	—	7	7	111	New London Northern	677,552	*	—	602,152	51,000	24,400	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,840	806,060	301,979	.....	123
30 Nov. '62	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	214,100	2,122,500	700,000	99,600	.....	66.4	.....	363,655	158,917	—	100
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '61	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6¼	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,566	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	.....	.....	.....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	8	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	.....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	81
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	—	116¼
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '62	242.0	—	.....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	36
31 Mar. '62	181.8	—	.....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	766,949	1,054,704	415,971	3	104
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,851,145	341.7	1,420,341	1,777,541	834,605	6	106
31 May, '61	175.0	—	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '62	454.8	252.5	.....	—	112	94	2,335	*Illinois Central*	27,675,071	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	111¼
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	—	.....	.....	.....	.....	.....	—	.....
.. .. ..	143.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	.....	.....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	oper.	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	—	.....	.....	.....	.....	.....	—	.....
.. .. '58	186.0	—	.....	—	.....	.....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	.....
31 Dec. '61	100.0	—	.....	—	.....	.....	.....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	.....	—	.....	.....	.....	Rock Island Bridge	.....	.....	—	.....	.....	—	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	189.9	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,693	568,020	—	51
								INDIANA.													
.. .. ..	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	73.0	.....	.....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	—	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	369,122	400,397	133,009	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,659,900	1,367,284	140,689	3,458,106	110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	.....	—	—	—	—	Ind., Pittsburg and Cleveland	1,838,473	*	10,000	836,971	1,022,400	11,066	2,082,545	84.9	.....	331,813	165,939	—	.....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,234	1,015,907	706,000	75,506	2,188,881	108.0	303,161	297,988	121,416	—	.....
.. .. '59	64.0	—	.....	—	.....	.....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	.....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	.....
.. .. '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	.....
.. .. '58	74.0	—	.....	—	.....	.....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	.....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,228,522	73.0	319,251	563,514	361,278	12	125
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	◆	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,094	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	.....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	68,196	—	3,733,757	—	222,601	3,179,883	111.0	.....	228,560	122,931	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	—	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,621	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	.....	.....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '62	55.0	52.6	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	23
								KENTUCKY.													
31 Oct. '59	30.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,903	111.8	.....	426,406	227,534	—	86
30 Jun. '57	20.0	—	.....	113.0	.....	.....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $28,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	.....	22.0	.....	.....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	.....	— }	13	10	280	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	.....
30 Jun. '61	65.1	—	.....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	80
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	299 0	613,808	716,478	371,122	—	86
.. .. '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	.....	.....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	.....	.....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,518	566,000	282,297	5,883,320	80.0	190,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	3,666,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
1 Aug. '60	68.7	—	.....	135.9	.....	.....	.....	*Vicksburgh, Shreveport & Texas*	1,662,591	*	—	1,263,019	249,000	108,434	1,710,819	68.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,633	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	188,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,850	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,958	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '61	54.7	—	.....	—	4	10	98	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,346	115,732	6	114½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,781	3,679,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,306,788	6	85
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	166.0	940,558	1,920,641	927,241	—	38
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	338,565	421,969	136,191	6½	107
30 Nov. '62	74.3	8.8	51.1	—	34	67	631	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	885,187	378,123	7	126
30 Nov. '62	47.0	7.0	32.5	—	28	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	138
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	98,654	5,336,584	83.6	564,117	1,006,130	490,304	8	141
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,564	141,000	—	1,085,074	47.1	75,219	102,627	50,053	2½	30½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	288,152	133,854	6	106
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,166	264,102	2,858,400	1,912,600	30,000	4,766,000	89.0	462,168	635,629	315,734	—	113
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	116½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	0	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	.....	.....
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	130
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	135
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	134
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	oper	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	19½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	40
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W. S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	155½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	76½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.8	1,338,658	2,361,241	1,212,088	3	117½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,044,259	1,653,252	9,018,200	9,527,073	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	82
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,752	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,901	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,988	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '62	189.0	—	14.4	93.3	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,706	7,000,000	402,193	19,550,960	189.7	417,357	457,184	103,203	—	.....
28 Feb. '62	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	4,715,032	69,072	—	71,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	252,631	258,285	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,600	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	208,360	92,712	—	42
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,718	*	—	2,085,592	803,700	—	3,049,738	53.6	263,324	298,056	104,643	—	40
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.8	.....	243,661	112,327	7	63
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	4	109
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,388	7	120
30 Nov. '62	29.8	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,295	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	72½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	16,866	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	171
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic (Pref.)	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	16
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672,113	3,630,000	2,000,000	820,433	6,322,193	64.0	687,204	1,397,587	774,841	10	177
31 Dec. '62	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,597,800	678,000	400,017	5,696,704	33.8	512,349	1,111,087	662,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	63,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	26,500	5½	.....
31 Dec. '62	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2,450,417	*	—	1,208,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	—	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	229,889	124,742	6½	111
31 Dec. '62	38.5	—	—	47.0	—	—	—	West Jersey	321,984	*	—	531,863	212,500	31,743	321,984	—	32,908	90,123	46,822	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
		M.	M.	M.	M.	No	No	No.	$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
	NEW YORK.																				
30 Sep. '61	Albany and Susquehanna	—	—	—	140.0	—	—	—	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	Albany and Vermont	32.9	—	3.3	—	5	12	53	1,557,502	136,038	—	439,005	1,575,999	50,000	—	oper. by Rens. & Sarat.				—	—
30 Sep. '61	Albany and West Stockbridge	38.0	—	6.0	—	—	—	—	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by Western.				6	100
30 Sep. '61	Blossburg and Corning	14.8	—	1.6	—	—	—	—	496,661	*	—	250,000	220,000	—	470,000	14.8	29,075	31,546	16,871	—	—
30 Sep. '61	Brooklyn Central and Jamaica	14.5	—	9.3	—	1	47	12	629,458	106,697	—	492,050	161,480	97,666	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	Brooklyn City	28.3	—	26.9	2.0	—	169	—	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	Buffalo, New York and Erie	142.0	—	14.9	18.5	28	32	402	3,188,461	*	160,677	860,000	2,425,714	135,547	3,082,852	176.0	609,076	823,425	275,486	—	90
30 Sep. '61	Buffalo and State Line	68.3	—	14.5	—	28	32	328	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	190
30 Sep. '61	Cayuga and Susquehanna	34.6	—	38.1	—	—	—	—	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	Chemung	17.3	—	2.1	—	—	—	—	400,000	*	—	380,000	—	—	380,000	19.4	oper. by Erie.		24,000	—	—
30 Sep. '61	Elmira, Jefferson & Canand.	46.8	—	2.9	—	—	—	—	500,000	—	—	500,000	—	—	500,000	49.7	oper. by Erie.		30,000	—	—
30 Sep. '61	Hudson and Boston (West'rn)	17.3	—	3.0	—	—	—	—	175,000	—	—	175,000	—	—	175,000	20.3	oper. by West'rn.			—	—
30 Sep. '62	Hudson River	144.0	4.0	115.0	—	65	117	688	10,709,154	1,340,445	—	3,758,466	9,137,000	298,424	13,193,890	259.0	—	2,730,386	707,592	—	138
30 Sep. '61	Long Island	94.0	6.5	—	—	15	40	120	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	32
30 Sep. '62	New York Central	297.8	258.1	379.0	—	229	231	3,305	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,835	654.9	5,508,772	9,356,828	3,749,077	6¼	120½
31 Dec. '62	Erie	460.0	97.0	302.0	—	226	101	3,279	39,021,292	*	—	19,978,200	20,131,500	—	41,623,172	633.0	4,835,359	8,400,324	1,636,351	—	100½
30 Sep. '61	New York and Flushing	8.0	—	—	—	2	6	5	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	New York and Harlem	130.7	4.2	29.0	—	34	78	448	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	168.0	1,200,243	1,144,980	391,253	—	108½
30 Sep. '61	Niagara Bridge and Canand.	99.0	—	—	—	—	—	—	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.			60,000	6	—
30 Sep. '61	Northern (Ogdensburg)	118.0	3.7	17.7	—	28	14	450	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	Oswego and Syracuse	35.9	—	2.2	—	6	10	49	718,285	82,629	—	396,340	218,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	Pottsdam and Watertown	75.3	—	2.2	—	6	4	33	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	Rensselaer and Saratoga	25.2	—	2.0	—	6	13	70	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	Rochester and Genesee Valley	18.4	—	1.2	31.3	—	—	—	65g,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B., N. Y. & E.		4,996	—	—	—
30 Sep. '61	Sacketts Harbor, Rome & N.Y.	18.0	—	1.0	—	1	1	30	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,781	—	—	—
30 Sep. '61	Saratoga and Schenectady	21.0	—	1.5	—	2	3	10	480,684	—	—	300,000	73,000	—	373,080	oper. by Ren. & Sar.				5	—
30 Sep. '61	Saratoga and Whitehall	40.8	6.6	3.9	—	8	11	84	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	Staten Island	13.0	—	0.3	—	2	6	6	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	6,894	—	—
30 Sep. '61	Syracuse and Binghamton	81.0	—	7.6	—	13	12	117	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	Troy and Boston	34.9	—	3.5	—	10	9	125	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	Troy and Greenbush (guar.)	6.0	—	—	—	—	—	—	258,835	36,073	—	274,400	—	—	—	oper. by Hud. River.				6	65½
30 Sep. '61	Troy Union	2.1	—	—	—	—	—	—	752,601	—	—	30,000	680,000	—	710,000	oper. by other Co's.				—	—
30 Sep. '61	Utica and Black River	34.9	—	2.6	51.3	4	6	39	837,656	32,755	—	811,560	—	—	811,560	37.51	33,318	65,244	26,786	—	—
30 Sep. '61	Warwick Valley	5.3	—	—	5.0	—	—	—	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by Erie R. W. Co.			—	—
30 Sep. '61	Watertown and Rome	98.7	—	11.0	—	16	18	282	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	90
	NORTH CAROLINA.																				
31 May, '60	Atlantic and North Carolina	94.9	—	6.4	—	.....	.....	.....	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	North Carolina	223.0	—	.....	—	.....	.....	.....	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
— — '59	Raleigh and Gaston	97.0	—	.....	—	.....	.....	.....	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	Wilmington and Manchester	161.5	15.0	.....	—	23	18	182	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	Wilmington and Weldon	161.9	—	.....	—	24	32	144	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	Western North Carolina	81.0	3.0	.....	192.5	.....	.....	.....	2,000,000	*	4,700	290,212	.....	70,860	364,072	.....	.....	.....	.....	.....	.....
	OHIO.																				
— — '58	Atlantic and Great Western	.....	.....	.....	.....	.....	.....	.....	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '61	Bellefontaine and Indiana	118.2	—	.....	—	17	12	208	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	.....	404,533	168,653	—	—
1 Aug. '61	Central Ohio	137.0	—	.....	—	41	39	508	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,581	—	17
31 Mar. '62	Cinc., Hamilton and Dayton	60.3	—	.....	—	22	28	432	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,816,784	198.3	.....	646,205	329,714	7½	135
31 Dec. '60	Cinc. and Indianapolis Junc.	30.0	—	.....	69.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28
1 May, '59	Cinc., Wilmington and Zanesv.	131.8	—	.....	31.0	16	10	332	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	Cleveland, Columbus and Cinc.	135.4	55.8	.....	—	29	32	634	4,230,777	723,116	74,010	5,000,000	510,000	.....	6,454,130	191.2	926,628	1,724,917	1,033,637	20	165
31 Dec. '62	Cleveland and Mahoning	67.0	—	.....	18.0	13	6	310	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	89
31 Dec. '61	Clev., Painesville & Ashtabula	95.4	1.2	37.9	—	30	42	512	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	200
30 Nov. '62	Cleveland and Pittsburg	101.	102.5	.....	—	45	30	896	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	102
31 May '62	Cleveland and Toledo	109.2	79.4	.....	—	32	45	431	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	114
31 Dec. '58	Clev., Zanesville and Cincin.	61.4	—	.....	53.0	5	6	99	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	66,128	19,763	—	—
31 Dec. '58	Columbus and Indianapolis	72.0	—	.....	31.0	6	9	103	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '61	Columbus and Xenia	54.5	—	10.4	—	14	11	190	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. w. Lit. Miami.			177,371	8	160
31 Mar. '62	Dayton and Michigan	144.0	—	7.9	—	16	9	327	5,399,278	127,387	4,800	2,448,965	2,628,700	801,316	5,586,705	144.0	365,470	400,188	222,951	—	—
31 Aug. '60	Dayton and Western	36.6	—	.....	—	5	3	87	999,173	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	Dayton, Xenia and Belpre	16.0	—	.....	47.0	3	2	21	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	Eaton and Hamilton	45.0	—	.....	—	6	5	72	1,101,744	79,022	62,680	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	—
— — '59	Fremont and Indiana	36.0	—	.....	84.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	Greenville and Miami	32.0	—	.....	—	6	5	68	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	Iron	13.0	—	.....	34.0	1	2	50	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	Little Miami	83.5	—	37.8	—	28	22	380	3,532,266	500 624	4½2,002	2,981,267	1,490,000	.....	4,960,780	138.0	814,908	1,336,991	632,114	8	145
31 Jan. '62	Marietta & Cincinnati, re-org.	182.0	21.6	.....	—	37	25	577	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '62	Ohio and Mississippi	192.3	—	.....	—	48	34	628	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	14
31 Aug. '58	Pittsburg, Columbus and Cin.	117.0	8.0	.....	—	17	16	238	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '62	Sandusky, Dayton and Cinc.	158.9	52.0	.....	—	33	24	394	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	206.9	401,452	438,153	107,032	—	—
31 Dec. '62	Sandusky, Mansfield & New'k	116.0	9.0	.....	—	10	10	237	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 985	—	—
30 Nov. '58	Scioto and Hocking Valley	55.6	—	.....	74.0	7	3	64	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	Springfield and Columbus	19.5	—	.....	23.5	—	—	—	846,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.				—	—
30 Nov. '58	Springfield, Mt. Vern. & Pittsb.	49.8	—	.....	62.2	5	6	62	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	Toledo & Wabash (16 months)	242.4	—	.....	—	42	18	753	8,547,168	*	14,038	2,335,550	6,241,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	75
	PENNSYLVANIA.																				
31 Oct. '62	Alleghany Valley	45.0	—	3.0	136.2	4	6	97	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	Atlantic and Great Western	88.0	—	.....	—	.....	.....	.....	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	Beaver Meadow	24.5	—	23.8	—	18	3	1,203	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	385,365	210,817	8	70½
30 Sep. '62	Catawissa	65.0	—	4.2	—	18	13	276	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	9
31 Oct. '62	Cumberland Valley	52.0	4.0	4.5	—	12	12	77	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	73,235	8	—
31 Oct. '62	Del., Lackawanna and West'n	110.7	2.8	43.0	—	71	20	4,539	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	161
31 Oct. '62	East Pennsylvania	35.8	1.1	5.2	—	7	4	67	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	—
31 Oct. '62	Elmira and Williamsport	78.0	—	8.5	—	16	11	797	2,083,607	*	—	1,000,000	1,000,000	42,155	2,088,607	78.0	227,086	347,823	133,499	—	38½
31 Oct. '62	Erie and Northeast	18.6	—	4.6	—	—	—	—	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	83,626	10	—
31 Oct. '62	Harrisburg and Lancaster	36.9	18.6	17.0	—	—	—	—	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by Penn. R.R. Co.			7	66½
31 Oct. '62	Hempfield	32.0	—	1.3	44.3	3	3	10	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	—
31 Oct. '62	Huntingdon and Broad Top	31.3	19.2	3.8	—	11	1	108	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	104,134	—	20
31 Oct. '62	Lackawanna and Bloomsburg	80.0	—	16.0	—	12	7	667	2,629,518	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	—
31 Oct. '62	Lehigh Valley	46.0	26.0	18.5	—	22	8	955	3,373,022	564,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	400,516	8	76
31 Oct. '62	Little Schuylkill	28.3	5.5	5.0	—	10	—	61	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	53
31 Oct. '62	Mine Hill and Schuylk. Haven	24.5	108.5	62.5	—	—	—	—	.....	.....	.....	3,250,000	.....	.....	3,252,266	180.0	.....	451,918	174,435	8½	66
30 Nov. '62	North Pennsylvania	55.6	13.2	3.8	—	18	2	577	5,485,476	406,187	—	3,147,350	3,106,380	280,000	6,447,780	66.4	263 834	397,186	218,960	—	184
31 Oct. '62	Pennsylvania	355.6	55.8	318.0	—	253	157	3,871	17,641,048	4,165,804	—	13,274,600	9,627,400	43,000	.....	441.4	5,036,609	10,143,739	5,987,124	6	70
31 Oct. '62	Phila. and Baltimore Central	31.0	—	0.8	48.0	2	2	17	902,481	27,519	—	218,000	575,000	175,000	980,000	31.0	58,218	87,416	30,861	—	—
31 Oct. '62	Phila., Germant'n & Norrist'n	17.0	7.0	42.0	17.0	16	42	214	1,521,520	236,289	—	1,243,500	433,900	.....	1,852,696	24.0	229,958	262,333	129,742	8	58½
31 Oct. '62	Phila. and (Sunbury) Erie	190.0	—	10.6	98.0	15	1	285	12,129,857	*	—	4,822,459	6,981,000	157,739	12,129,857	190.0	213,574	413,472	150,906	—	28½
30 Nov. '62	Philadelphia and Reading	147.4	8.5	187.8	—	142	67	7,200	21,079,088	3,481,451	595,958	11,548,929	12,036,100	94,466	25,528,146	356.0	2,088,166	3,911,890	2,096,776	—	57½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9					Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	----
31 Oct. '62	95.9	—	34.8	—	32	109	565	Phila., Wilmington and Balt.	7.021 713	744,425	142,840	5,620,500	2,284.500	—	8,742,000	----	581,846	2,201,855	—	9	74
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1 763,122	1,500,000	110,417	3,601,853	72.0	194.000	129,918	50,379	—	----
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,595	—	80
31 Oct. '62	64.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,928	159,534	99,060	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81.934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	6
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----	62.0	302,600	311,370	140,707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	4.7,.17	8,500	—	----	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,516	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	----	109.6	----	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	—	Spartanburg and Union	----	----	----	----	—	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859.	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	3,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1860.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	—	----	----	----	—	----
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	513,518	----	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859.	----	—	----	—	—	—	—	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).													
— — '59	32 0	—	----	158.0	—	—	—	Buffalo Bayou, Braz.& Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
— — '58	56 0	—	----	184.0	—	—	—	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,580	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
— — '58	25.0	—	----	110.0	—	—	—	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
— — '59	28.0	—	—	766 0	—	—	—	Southern Pacific	----	----	—	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,230,400	800,000	1,608	----	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	26	25	541	Rutland and Burlington	3,987,708	558,275	—	2,233,376	3,183,038	663,019	----	119.6	394,393	822,829	61,180	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	—	—	----	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	1,500,000	----	174.5	679,677	713,418	191,466	—	----
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----	4	149
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----	----	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.8	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—				—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,361	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	----
30 Sep. '58	103.5	----	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	7½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	----	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '58	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,900	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
0 Sep. '59	82.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '58	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----	55.0	----	----	----	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----	199.9	----	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,300	2,467,000	58,549	8,036,604	234.4	----	1,108,354	436,039	—	58
— — '57	50.0	—	----	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 July '62	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	235.420	55,495	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	11
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	48.0	----	----	----	—	12
0 Sep. '58	324.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049.997	1,069,219	4,000	6	38
31 July, '62	329.0	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----	26,104,725	357.0	----	1,221,145	585,885	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	24.0	----	----	----	—	----
31 Dec. '61	96.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	----	----	----	—	----
— — '61	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	54.0	----	----	----	—	----
— — '61	25.0	—	----	—	4	—	57	Welland	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,560,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	----	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.8	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	$ 158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,728	48.7	----	1,743,294	1,018,444	12	167

New York Stock Exchange.

Actual Sale Prices for the week ending May 20.

	Th.14.	F.15.	Sat.16.	M.18	Tu.19.	W 20.
State Stocks:—						
California 7s	131	132	----	132½	----	
Illinois War Loan	----	----	----	----	----	
Indiana War Loan	----	99	----	----	----	
Kentucky 6s	----	----	----	----	----	
Louisiana 6s	----	----	----	----	----	
Michigan 6s, 1878	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	65½	67½	70½	75	74	70
Do.iss.to H.&St.J.R.	----	----	----	----	89	90
North Carolina 6s	----	----	----	70	73	70
Ohio 6s, 1881	111	----	111	112	112	----
Tennessee 6s, 1890	60	61	65	67½	67	64
Virginia 6s	----	----	----	----	68	66
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	
Chicago & Alton	79	80½	80½	85	85	81
" " pref.	95	95	96	98½	99	97
Chicago, Burl. & Q.	113½	115	115	120	118½	----
Chic. & Northwest'n.	41½	40½	40	42	40	36
Chicago & Rock Isl.	100	105	104½	109	106	104
Clev., Col. and Cin.	----	----	----	165	165	----
Clev. and Pittsburg	98	98	100	108	104½	102
Clev. and Toledo	114	114	114	115½	115½	114
Del., Lack. & West.	----	----	----	----	161	----
Galena and Chicago	104½	107½	109	112½	109	106
Hudson River	128½	131½	136	142½	140	138
Illinois Centr. (scrip)	106½	112	110½	116	114½	111½
Michigan Central	111½	115½	119	124½	120	117½
M. S. and N. I.	83	85	85	84½	84½	82
M. S. & N. I. guar'd	113½	114½	115	122½	118	115½
Mil. and P. du Chien	61½	61½	60	60	60½	58
M. & P. du C. 1st pref.	----	----	----	110½	----	----
M. & P. du C. 2d pref.	86	----	90	90	85	
New York Central	120½	126	126½	133	129½	126
Erie	95	99½	100	106½	105	100⅝
Erie pref.	106½	108½	109	111½	109	106
Norwich & Worcest'r	97	96½	97	100	----	----
N. York & Harlem	95	99½	105	116½	111	108½
N. Y. & H. "pref."	110	110	119	120½	120	118
Panama	187	----	----	----	----	----
Phila. and Reading	111½	114½	116	120	120	115½
Pitts. Ft. W. & Chicago	82½	82½	82½	86	79	80
St. L., Alton & T. H.	58½	56	57½	59	55	51
" " " pref.	81	79½	----	88	78	85½
Toledo & Wabash	77½	77	82	88	86	----
" " Pref.	81	90	90	95	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	111½	----	----	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chic. & N. W. 1st M.	90	89½	94	95	93	90
" " 2d M.	68	67½	71	73½	72½	70
" " S. F.	----	----	----	105	----	----
" " A. R.	----	----	----	----	----	----
" " I. R.	----	----	96½	98	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	107	----	----
" 3 M.	----	----	----	106	----	----
" 4 M.	88	----	89	----	----	88
Cl. & Tol. S. F. 7 p. c.	----	----	----	----	----	----
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	----
Chi. & R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p. '71-6	114	----	----	----	----	----
" 2 M. 8 p. c. '81	----	----	----	112	----	----
Gal. & Ch. 1 M. 7 p. c. '63	----	----	----	----	----	114
" 2 M. 7 p. c. '75	----	----	----	110	----	111
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	----	----	----
Huds. R. 1 M. 7 p. c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p. c. '75	112½	113	114½	115	118	----
" conv. bonds	----	----	----	----	----	120½
Illinois Central bonds	----	121	----	120	121	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	----	----	----	108½	----
Mich. Cen. S F. 8 pc. '82	----	----	----	----	----	----
" conv. 8 p. c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	110	----	----	----	111½	----
" " 2 M.	103½	----	104	104	----	105
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. Central 7s, 1864	----	----	----	----	104	----
" 7s, S. F. 1876	121½	----	----	----	----	----
" 7s, conv. 1876	----	----	----	----	----	----
" 6s, S. F. 1883	----	----	----	----	109	110
N. Y. & E. 1 M. 7 p. c. '67	115	----	114½	----	----	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7 p. c. '83	----	----	114	----	114½	114
" 4 M. 7 p. c. '80	----	----	----	111	113	----
" 5 M. 7 p. c. '88	110	----	110½	110	----	112
N. Y. & H. 1 M. 7 p. c. '73	----	----	----	----	110	110½
" 2 M. 7 p. c. '64	----	----	----	----	----	----
" 3 M. 7 p. c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	----	----	----	110½	----	----
" " " 2d M.	----	----	----	106	106½	105½
" " " 3d M.	89	89	90	----	----	85
St. L., Alt. & T. H. 1 M.	106	----	----	----	----	107
" " 2 M. pref.	95	96½	----	99	97	
" " Inc. b'ds.	88	89½	89	90	90	87
Toledo & Wab. 1 M.	106	----	106	----	----	----
" " 2 M.	----	94½	96	----	97	96
" " Int. b'ds.	----	----	----	----	----	----
Miscellaneous:—						
Del. & Hud. Canal	143	147½	147	----	146½	148½
Penn'a Coal Co.	130½	131½	135	138	147	131
Pacific Mail S.S. Co.	194	190	189½	----	190	191

New York Stock Exchange.

Actual Sale Prices for the week ending May 20.

	Th 14.	F.15.	Sat. 16.	M.18.	Tu.19.	W.20.
Federal Stocks:—						
U. S. 5s, 1871, reg.	----	97	----	----	96	
U. S. 5s, 1871, coup.	----	----	----	----	----	
U. S. 5s, 1874, reg.	----	97	97	----	----	
U. S. 5s, 1874, coup.	97	----	----	97½	----	
U. S. 5s, 1865	----	----	----	----	----	
U. S. 6s, 1881, reg.	107½	----	----	----	107½	
U. S. 6s, 1881, coup.	107½	107½	107½	107½	107½	107½
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	
U. S. 6s, 1881, " ½ y.	----	----	----	----	----	
U. S. 6s, 1867, reg.	----	----	----	----	----	
U. S. 6s, 1868, "	----	----	----	----	----	
U. S. 6s, 1868, coup.	----	----	----	----	----	
U. S. 6s, 1 year certif.	101½	----	102	101½	101½	101½
U. S. 6s, " " new	99½	99½	99½	99½	99½	99½
U. S. 6s, 5-20s, coupon	----	----	----	----	----	
Treasury 7 3-10 Notes	107½	107	107½	107½	107½	107½
U. S. Demand Notes	----	----	----	----	----	
American Gold	150½	149½	149½	149½	148½	148½

Boston Stock Exchange.

Actual Sale Prices for the week ending May 20.

	Th.14.	F.15.	Sat.16.	M.17.	Tu.18.	W.19.
Boston and Lowell	----	----	----	----	----	107
Boston and Maine	125	125½	126	126	----	----
Boston and Providence	134	----	----	137	----	138
Boston and Worcest.	----	----	141	141	141	141
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	108½	----	----	110	112½	113
Eastern, N. H.	----	----	109	----	----	----
Fitchburg	117½	----	116½	117	----	116½
Manchester & Lawr'ce.	114½	114	----	----	116½	120
Michigan Central	----	----	----	118	120	----
Northern, N. H.	----	----	----	----	----	172½
Old Colony and Fall R.	128½	129	----	131½	----	135
Ph., Wil. & Baltimore	70½	71	71½	72½	74½	74
Portl'd, Saco & Ports.	----	----	----	----	----	115
Vermont & Canada	149	----	----	----	----	----
Vermont & Mass.	40½	40½	40	40½	41	40
Western	----	155	155½	156	----	155½
Cambridge (Horse)	----	121½	122	125½	125	125½
Metropolitan "	----	----	73	73½	75	----
Middlesex "	110	110	110	110½	----	112½
Central Copper Co.	58	58	----	----	----	56½
Franklin Copper Co.	59	58½	----	61	60½	59⅝
Isle Royale "	----	----	----	----	27	----
National "	28	30	27	----	31	----
Minnesota "	----	111	110	111	----	----
Pewabic "	----	69	69	71	70	71
Pittsburg "	87	----	----	89	----	89
Quincy "	92	91	----	93	94½	94
Rockland "	23	25	----	23½	24½	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 19.

	W. 13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.
Beaver Meadow	----	70½	----	----	----	----
Cattawissa	----	8	8½	8½	----	9
" preferred	24½	28½	26	26	26	26
Camden & Amboy	171	----	----	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	106	----	----	----	----	----
Elmira & W'msport	----	----	----	38½	----	----
" " pref.	54	----	54	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	77½	77½	----	----	----	78
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	60
" " 6s	108½	108½	----	----	----	----
" " scrip	49½	46	46½	48	48	49
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	50	50	50	50	54	53
" " 7s	----	----	----	----	----	----
Long Island	----	----	32	----	----	----
" " 6s	103	----	----	----	----	----
Minehill	----	63½	63½	65	66½	66
North Pennsylvania	17½	17½	18	18½	18½	----
" " 6s	95½	----	----	----	96	96
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	65½	65½	65½	67½	69½	70
" 1st m.	115	----	115	115	115	----
" 2d m.	----	----	----	----	109	109
Penn. State, 5s	101½	----	101½	101½	101½	101½
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	108	----	108½	108	108	108
" " new	111	111½	111½	111½	111½	111½
Philad., Germ. & Nor.	----	58	----	58½	58½	----
Phila. & Reading	52½	56	57	58	60	60½
" " 6s, '86	109	110	----	115	119	117½
" " 6s, '70	----	----	106½	105½	105½	107
Philadelphia & Erie, 6s	106	----	----	106½	106½	106½
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	111	----	----	----
Arch street, (Horse)	----	28½	28½	28½	29	29½
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	27½	28½	29	30	31
Green & Coates, "	----	44	44	43½	48	----
Race and Vine, "	----	----	----	----	12½	13½
2d and 3d streets, "	----	----	----	80	80	80
Spruce & Pine, "	17½	17½	17½	17½	17½	18½
13th & 15th sts., "	----	----	35	36	37	39
West Philad., "	----	----	68	68	----	----
10th & 11th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 18.

	Tu.12.	W.13.	Th.14.	F.15.	Sat.16.	M.18.
Baltimore City 6s, 1875	----	----	----	----	108	----
" " 1886	109½	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	110	110
Balt. and Ohio	85	----	----	----	86½	87½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	103
" " " '75	----	----	----	----	105	----
" " " '80	103½	103½	104	104	----	----
" " " '85	102½	102½	102	102	----	102½
Northern Central	----	----	----	----	42½	----
" " b'ds, '85	----	----	102	102	102½	----
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

American Railroad Journal.

Saturday, May 23, 1863.

Stock Exchange and Money Market.

The heavy advances in the Stock Market in some of the railway lists which have either been the favorites of the hour, or have been crowded into corners, were met on Tuesday last by a sudden fall. Erie went down 5 per cent., and Harlem which had gone up almost 50 per cent. beyond its supposed real value, fell off 12½ per cent. On what principle a stock which has not paid any dividend for many years, could be sought for so eagerly at 112 to 118 is beyond our comprehension, unless it be that it is contemplated, as it is now reported, to form a grand combination of all the city railway companies with the Harlem at the head, and in this way secure the construction of the track in Broadway. To place the Harlem in the best possible condition it will, however, be necessary to raise half a million of dollars beyond its present capital. At the election for directors, held on Tuesday last, a change was made in the direction, by a vote of nearly two-thirds of the shareholders, and a board was elected of a character which effects the management. Mr. Campbell being no longer a director, became ineligible as President, and Com. Vanderbilt has been elected in his stead, and Wm. E. Morris, a civil engineer, and recently President of the Long Island Railroad, was chosen Vice President, and will be the executive officer of the company. Mr. Campbell retires with the respect and confidence not only of the shareholders but of the public, and will in all probability be called to employ his experience and ability in a new enterprise of importance to the City of New York.

The flurry in the market which the fall of Tuesday occasioned, was particularly felt by weak operators, of whom at present there is a large class, and who are sure to be sacrificed on such occasions. It is understood the leading banks conferred together on the best method of checking the tendency to speculation, and some of them refused to continue the practice of certifying the checks of their heavy customers, in advance of their balances as is now customary, strange to say, to a great extent.

The conversions into Government loans continue on a large scale. The deposits with Mr. Cisco for that purpose, have been going on at the rate of more than a million a day during the week, and the balance in his vaults on Tuesday, was $25,699,964 63. The aggregate of exports of produce and merchandize the preceding week was $2,479,642, and the amount of specie quite inconsiderable. The condition of our foreign trade is satisfactory, yet it is plain enough to be seen by the marine lists, that our port was never before fre-

quented by so many foreign ships as now. The explanation is easy enough. The operations of the Florida and Alabama have alarmed our ship masters and merchants, and foreign flags even of very inconsiderable and uncommercial powers are used to escape the depredatory assaults of the confederate cruisers. It is certainly a source of deep mortification, that though we have nearly five hundred vessels of war, two small rebel steamers can cruise in the Caribbean, with perfect impunity and destroy our finest merchant ships. Not only this, but they habitually enter the most frequented West India ports without difficulty, when a squadron properly stationed off those places could make such visits impracticable.

The last arrivals from England bring the satisfactory intelligence that the British Government is resolved to maintain its neutrality, practically as well as theoretically, and the feeling for the present is more favorable to this country than it has been for many months. The recent discovery of the real objects of the voyage of the Peterhoff, has put a damper on the zeal of those who sought to make her capture and detention a cause of difficulty with our Government. It now turns out that the mails which were given up so readily by our department of State, against the advice of the legal adviser of the President, and the remonstrance of the Secretary of the Navy, were not even demanded by the British minister. The retention of them would have been lawful, is customary, and in conformity with international law.

Gold has for the present lost its popularity. It seems to have settled down to about 150 without animation, and the truth is there is not a commodity in the country that is so little wanted at this moment as gold.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. 7s, 55@64; Miss. and Mo., 30@40½; do., L. G. bonds. 63@75; Canton Co., 36@40; Cumberland Coal pref., 28¼@35; American Coal Co., 41@73; Nicaraugua Transit, 4; Central American Transit Co., 40@54; N. J. Zinc, 101; Quicksilver, 46¾@48; Minnesota Mining Co., 111@116; Michigan 7s War Loan, 106½; Ohio 6s, 1870, 108½; Indiana 2½s, 68; Brooklyn Water Loan, 116; Second Avenue R. R., 80; Illinois Central cancelled bonds scrip, 87@88; do., full paid stock, 105@107; Del., Lack. and Western R. R., 163@170; Lack. and Bloomsburg R. R. pref., 84; do., 2d mort., due 1880, with coupons from October, 1854, attached, 80; do., income bonds, 1871, 97; Ohio 6s, 1875, 109¾; Brooklyn 6s, 1869, 112½; Jersey City 6s, 1883, 115; N. Y. City 5s, 1870, 103¼.

Boston.—Vermont and Mass. 6s, 102½@103; Vermont Valley R. R. Construction bonds, 51½; Conn. and Passumpsic Rivers R. R. 6s, 101¾; Michigan Central 8s, 1869, 120; Northern (Ogdensburg) 1st mort., 103½; do., 2d mort., 28@30; Rutland and Burlington 1st mort., 66⅞@74; do., 2d mort., 17½@19; do., 3d mort., 7½@8¼; do., old 6 per cent., 2; Sandusky, Dayton and Cincinnati R. R. 6s, 1878, 10½; Vermont Central 1st mort., 79½@82; do., reg. 85½; do., 2d mort., 22@24; Cheshire, 39½@40; South Shore, 16½@19½; Malden and Melrose, 12@15; Dorchester and Milton, 8 per cent., guar., 112¾; Chicago 7s, 1881, 115; Brooklyn City 7s, 102; Mass. 6s, 120@123¼; Boston 5s, 115½; Rhode Island 6s, 112; Maine 6s, 109¼@112¾; Portland 6s, 1870, 103½; Bangor 6s, 1874, 106; Roxbury 5½s, 103; Newburyport 5s, 101¼; Acton Mining Co., 5¼; Albany and Boston, 14½; Black River, 50c.; Bedford, 87½c.; Bohemian, 87½c.; Canada, 1⅝; Columbian, 5⅜; Chaudere, 62½c.; Copper Falls, 11¼; Petherick, 4½; Manhattan, 6⅞; Ottawa, 25c.; South Side, 3¼; Star, 4; St. Mary's 7; Superior, 11; Great Western, 3¼; Hancock, 14¼; Huron, 17; Phœnix, 8; Pontiac, 7; Mesnard, 13¼; Winthrop, 3¾; Wickam, 1⅛; Toltec, 3⅝.

Philadelphia.—Susq. Canal, 15⅛@18; do., 6s, 64; Sch. Nav., 10½@12; do., pref., 23⅞@28⅝; do., 6s, 1872, 101½; do., 1876, 72½; do., 1882, 86¼@90; Union Canal, 2⅞; do., pref., 5½@6; do., 6s, 30@31; Del. Div. Canal, 44¾@49; Wyoming Canal, 21@23; Morris Canal, 73; do., pref., 140; do., 1st mort., 107¾; Chesapeake and Delaware 6s, 101; North Penn. mort., scrip, 90½; Allegheny Co. 6s, 71@74; Allegheny Valley 6s, 100; Philadelphia and Erie, 24¼@26¼; Lehigh River R. R., 63@65; New Creek, 1¼; do., bonds, 25; Delaware R. R., mort., 105; Chester Valley 7s, 39; Camden and Amboy 6s, 1864, 104; Cleveland and Mahoning 1st mort., 106; Reading 6s, 1849-'80, 110; H. & B. T., 19@20: Camden and Atlantic pref., 16; Ridge Avenue, 19½23; 17th and 19th streets, 14½; Washington and Georgetown, 64.

Baltimore.—N. W. Va., 1st mort., 101¾@104½; Central Ohio 2d mort., 103; Western Maryland bonds, 84. The quotations are: Balt. and Ohio, 87@87½; do., 6s, 1867, 102@105; do., 1875, 105; do., 1880, 103½; do., 1885, 102@103; Northern Central, 41@42½; do., bonds, 1885, 102¼; N. W. Va., 5¼@7⅞; do., 1st mort., 104@105; do., 2d mort., 100½; do., 3d mort., 15@25; Central Ohio 2d mort., 103@110; do., 3d mort., 65; do., 4th mort., 35; do., income 1857-'60, 21½@30. Maryland 6s, Ins., 115; Baltimore 6s, 1870, 104@108; do., 1873, 107; do., 1875, 108@109; do., 1890, new, 109@110; do., 1890, coupon, 111.

Trade and Commerce of Chicago.

We are indebted to Seth Catlin, Esq., Secretary of the Chicago Board of Trade, for a copy of the "Fifth Annual Statement of the Trade and Commerce" of that city. We had intended to compile from this interesting document the principal facts which it furnishes of the business operations of Chicago the past year, but being anticipated in our purpose by the *Circular* of S. Hallett & Co., evidently prepared from the same source, we republish the latter entire.

The Pacific Railroad.

The Springfield (Ill.) *Journal* states that Messrs. Ross, Steele & Co. have contracted to build 350 miles of the great railroad to the Pacific. This division, or rather separate work, lies within the boundaries of Kansas, beyond which the Union Pacific railroad properly commences. It is intended to have the first forty miles opened the present year. In addition to the grants of land and bonds made by Congress, it is stated that the company have also secured by purchase from the Indians over 500,000 acres of valuable lands on the route. These can be readily disposed of for cash, thereby furnishing in part means to extend the road as it progresses. The whole line through Kansas is to be completed within four years from date. The rails, spikes, &c., are already purchased, and the work will be pushed on vigorously without cessation.

New York and Harlem Railroad.

The following gentlemen have been elected directors of this company for the ensuing year:

Cornelius Vanderbilt, Wm. C. Wetmore, Daniel Drew, John Harper, A. B. Baylis, H. T. Clark, Jas. H. Banker, John Steward, John Alstyne, Augustus Schell, Addison G. Jerome, A. J. Akin, and W. E. Morris.

Cornelius Vanderbilt was unanimously elected President of the company. Mr. Vanderbilt accepted the position upon the condition that he receive no compensation for his services, and that the company appoint some suitable person to act as Vice President, who should discharge such of the executive duties as the company might from time to time direct. Whereupon, Mr. William E. Morris was unanimously elected Vice President of the company.

Steam on Canals.

The experiments with steam navigation on the Erie Canal are said to have proved unsatisfactory. One firm have taken the engines out of their boats and are having the vessels converted into horse towing boats, and the Rome, Watertown and Ogdensburg Railroad Company have withdrawn their eight propellers and sold them to the owners of the Delaware and Raritan Canal.

Lake Superior Mining.

The March products of the mines, as far as reported, are as follows, viz:

Minesota,	227,702 lbs—	113	tons	1,702	lbs.
Rockland,	32,083 " —	16	"	88	"
Superior,	16,118 " —	8	"	118	"
National, nearly		28	"		

The Mass mine has been tributed on north lode, supposed to be identical with that of the Knowlton, with very good results.

The Ogima are driving a cross-cut north from the bottom of the mine, on the main vein, which is in 45 feet, and is supposed to be in the vicinity of a lode on which a shaft was sunk some years since, a few rods south of the copper house. This shaft yielded some very good barrel and stamp copper. The mine is producing more heavy copper than it has done for some weeks past, a mass of over a ton weight being exposed in an underhand stope west of No. 2 shaft.

Measurements recently made, demonstrate that the Evergreen Bluff vein crosses the Ogima property for about 470 feet, and they propose commencing a shaft thereon next week. Judging by the size and weight of masses from the Evergreen Bluff, the mine is looking and producing as well as ever.

The Quincy Mines for March, yielded 106.84 tons of ingots. The product of the Isle Royale was not over 20 tons, and that of the Portage Mine 10 tons 1738 lbs.

The products of the Cliff Mine for the first quarter of 1863 are very favorable, viz:

For January	150	tons	57	lbs.
" February	132	"	462	"
" March	130	"	450	"
Total for three months	412	"	969	"

Each tone of rock stamped in 1862 cost 17.4 cents less than in 1861, owing to improved methods of handling rock from the mine and sand in the wash house. The total cost of preparing stamping

and dressing in 1861 was $80,668 07, or $1.72 cents per ton, while for last year it was only $1 28.6 per ton.

Isle Royale Mining Co.

The following is a statement of the assets and liabilities of this company February 1, 1863:

Assets, viz:		
100,200 lb. Ingot Copper sold and unsold, in hands of Revere Copper Co., net sales of which since received...		$31,328 05
135,750 lb. Ingot Copper at the mine, as per return from Portage Lake Smelting Works, estimated at 29c. net		39,367 50
Due from Revere Copper Co		3,364 45
Cash in hand of Treasurer		373 99
Cash at Mine, February 1st		2,848 32
Supplies at mine, February 1st		22,698 00
		$100,185 31
Liabilities:		
Drafts accepted	$7,882 14	
Drafts advised, in transitu	6,028 78	
Notes payable	13,250 93	
Loan account	702 80	
Liabilities at Mine, Feb. 1	24,830 09	
		52,694 74
Balance of available assets over liabilities, February 1, 1863		$47,490 57

No account is taken above of the mineral at the mine, February 1, not smelted, which if estimated, would still further increase the assets.

The product of the mine, as smelted by the Portage Lake Smelting Works, has been: In the year 1861, 1,331,055 lbs of mineral, which yielded 896,139 lbs fine copper; in the year 1862, 1,178,980 lbs of mineral, which yielded 826,770 lbs fine copper. The reason of the decline in production for the year 1862, is satisfactorily given in the report of Mr. Eschweiler, the agent at the mine. The year 1863 is confidently looked to for a greater yield than ever before, and recent advice from the mine are most encouraging.

Visit of the Governor to the Hoosac Tunnel.

GREENFIELD, May 20, 1862.

Governor Andrew and Council and the Commissioners of the Troy and Greenfield Railroad and Hoosac Tunnel arrived here last evening to make an official visit in reference to a resumption of work on the line. A large number of the citizens assembled and gave the Governor a very enthusiastic reception. Cannon were fired, bonfires were lighted, and an appropriate speech of welcome was made by Hon. Whiting Griswold, which was responded to in a very patriotic and eloquent manner by His Excellency.

Buffalo and Lake Huron Railway.

The bill asked for by the Buffalo and Lake Huron Railway Company, to construct a tunnel from Hamilton to Caledonia is likely to become law. It will be remembered that this is a part of the original Hamilton and Port Dover Railway, which was graded and ties provided, and which came so near being completed. The cost to the Buffalo and Lake Huron people will not be large, and probably the expenditure may be justified by the experiment. Those who have no faith in the profit of the project are not slow to suggest that this movement is only an effort on the part of Mr. Carter, the manager of the Buffalo Railway, to retrieve for a time his waning popularity. It was the general expectation that until his advent to the management of the road, shareholders had begun to realize dividends, but this expectation was being disappointed, and in order to keep the prospect still probable, is alleged the motive for the extension to Hamilton.—*St Catherines Post.*

☞ The Detroit *Advertiser* remarks that "the St. Lawrence is the natural highway of the commerce of the Northwest, east of the Mississippi. That it must one day be the actual highway of that commerce is inevitable. Whatever tends to promote the improvement of the navigation of the St. Lawrence, and the communication between Lake Erie or Lake Manitoulin and Lake Ontario, will not be likely to meet with warm encouragement from the merchant princes of New York. They know that nothing can so strongly tend to delay these improvements as the retention of the South in the Union; that it is not probable that the St. Lawrence can be effectively opened to Northwestern commerce until Canada shall become a member of the Union; that the South would strongly oppose the acquisition of Canada which would lessen the value of the Mississippi; and that a large portion of the Northwest, having the free use of the Mississippi, would oppose the acquisition of Canada, though less strenously." We believe that the Merchants of New York are not unwilling that the Northwest shall have all the outlets to the sea they desire. They know that the return trade must come by the way of New York. Coarse staples may take the cheapest routes, but fine goods will seek the quickest.

Agricultural Colleges.

The following States have accepted grants under the act of Congress of July 2d, 1862, donating public lands to the several States and Territories which may provide Colleges for the benefit of Agriculture and the Mechanic Arts:—New York, Pennsylvania, Illinois, Rhode Island, Minnesota, Vermont, Kansas, Kentucky, Missouri and Iowa. The General Land Office has in course of preparation the proper instructions which will serve as a guide to the officers charged with executing the act.

Albany and Susquehanna Railroad.

An Act amending the several acts authorizing town subscriptions to the stock of the Albany and Susquehanna Railroad Company; to extend the time for the completion of said road, and to regulate the weight of the iron rail to be used thereon. [Passed March 4, 1862; three fifths being present.

The People of the State of New York, represented in Senate and Assembly do enact as follows:—

SECTION 1. In any case where the Commissioner or Commissioners of any town, authorized to subscribe to the stock of the Albany and Susquehanna Railroad Company, shall have filed in the town and county clerks' offices, proof by affidavit of the consent of a majority of the tax payers, their heirs or legal representatives of such town, preliminary to a subscription on behalf of said town, to the stock of said company, such proof by affidavit shall be valid and conclusive to authorize said subscription to the stock, and the issue of bonds to the amount specified in such proof and clerical or other defect in such proof by affidavit, shall not invalidate it.

SEC. 2. When the commissioner of any town shall neglect or refuse to make report as required by law, to the board of Supervisors, of the amount required to pay principal or interest on the bonds issued by such town, or any Supervisor shall neglect or refuse to levy upon such town, the amount so reported, such commissioner or Supervisor shall forfeit and pay as a penalty for such neglect or refusal, the sum of two hundred and fifty dollars, to be collected by the president of the said company, and applied by him to the payment of the principal or interest due or to become due on the bonds issued by such town.

SEC. 3. The provisions of an act entitled "An act to extend the time for the completion of the Albany and Susquehanna Railroad, and to comply with the conditions of the act authorizing the city of Albany to make a loan to said company," passed April fourteenth, eighteen hundred and fifty seven are hereby extended five years in addition to the time now allowed by law.

SEC. 4. The Albany and Susquehanna Railroad Company may lay down and use in the construction of their road, iron rail, not less in weight than fifty three pounds to the lineal yard.

SEC. 5. This act shall take effect immediately.

New Railroad Project in Michigan.

We understand that the company formed some time since for the purpose of constructing a road from the city of Flint to Fentonville or some other eligible point on the Detroit and Milwaukee Railroad, have recommenced surveying the route. We further learn that the capital stock $250,000, has all been taken, a very large portion by Eastern capitalists, and that it is the intention of the directors to prosecute the work vigorously until its completion. This will form the only link now needed to connect this city with that rich and productive country known as the Saginaw Valley. Its completion will open a new era in affairs which can scarcely fail in course of a few years, to be of great commercial advantage to Detroit.—*Detroit Adv., May 9.*

Pictou (N. S.) Railway.

Arrangements are being made by the Chief Commissioner of Railways, to locate the eleven mile section from Truro to Whall's Mills. Mr. Wightman, Mr. Smellie and Mr. J. Young are to be put upon the work, and locate the road, as fast as it can be advantageously done. Operations will be vigorously prosecuted, and the grading put under contract as soon as circumstances will permit. The road is to be constructed on the very best principles, and with all the latest improvements, and the rails to be of the fished pattern.—*Nova Scotian.*

Safety of German Railways.

It is stated that, during last year, 60,500,000 travellers went over a distance of 836,000,000 of miles (German) on German railways; that only 13 persons were injured and 5 killed, and that out of these eighteen cases eleven were due to the imprudence of the travellers themselves, and were in no way attributable to the railways or their officials. Of railway employees and workmen 225 were injured and 115 killed. Of other persons, neither passengers nor railway men, 90 were killed and 84 injured; 36 of these went on the rails with a suicidal intention.

The New Erie and Cleveland Railroad Project Abandoned.

We understand that the difficulties between the Cleveland and Erie and Buffalo and Erie Railroad managers have been adjusted, and that the proposed new railway between Erie and Cleveland will, therefore, not be built. It is stated that the proposed branch of the Cleveland and Erie Road from Ashtabula to the Atlantic and Great Western Road, will be built, and that the Buffalo and Erie Company will approve the scheme.—*Cleve. Herald.*

Consolidation of the La Crosse with the Milwaukee and Western Railroad.

We are told by authority we cannot question, that the western division of the La Crosse road and the Milwaukee and Western road have already consolidated. The terms of the consolidation we are not acquainted with. The consolidation disposes of the assertion that the recent sale of the western division of the road was intended to benefit Chicago.

The break from Columbus to Portage we are assured will be at once constructed—and an independent route from the Watertown Junction to a point in connection with the Milwaukee and Chicago depot is in contemplation.—*Milwaukee Sentinel.*

Detroit and Milwaukee Railroad.

It gives us great pleasure to announce to our readers, and especially the people whose business relations require them to use the Detriot and Milwaukee Railway, that Hon. C. C. Trowbridge has been elected President of that Company, in place of C. J. Brydges, Esq., who has resigned. Mr. Trowbridge has been connected with the railway from its first inception, first as Treasurer and Secretary, then Resident Director, and now as President, and has labored continuously and faithfully to give to the people of that line a first class road.

There never was an enterprise of the same magnitude and importance prosecuted and carried through to completion under greater difficulties and embarrassments than the Detroit and Milwaukee Railway. After exhausting every resource which was available in the State, the Great Western Railway or Canada was appealed to for aid to complete the road. A long and persevering effort on the part of the then President was successful, and Mr. Trowbridge the Secretary and Treasurer was dispatched to England to sign the contracts with the President. The undertakings which were then enter into by the company have been faithfully carried out under every difficulty, and the day, we hope, is not distant when the Great Western Company will be amply repaid for all their advance. We consider the selection of Mr. Trowbridge most fortunate, as we deem him the best qualified for the place of any man living.—*Detroit Free Press.*

Winona and St. Peter Railroad.

Notwithstanding the great difficulty of procuring laborers, the work on the Winona and St. Peter Railroad is progressing satisfactorily. There are now about one hundred and forty men employed, mainly on the heavy work in the bluffs, and the number is now being increased as rapidly as men can be obtained from abroad.

The Company have recently purchased eighty additional cars and three locomotives for the use of their road.—Seven of these cars have arrived; the others are now on their way hither. They have also purchased a sufficient quantity of iron to lay the track as far as St. Charles. Of this iron there are now one thousand eight hundred bars on the way this side of Chicago.—*Winona Republican.*

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending May 8, 1863, was as follows:

Passengers	$18,470 36
Freight and live stock	27,599 49
Mails and sundries	1,234 38
Total	$47,304 23
Corresponding week of 1862	44,902 56
Increase	$2,401 67

The earnings of the La Crosse and Milwaukee Railroad for 1st week of May were:

	1862.	1863.	Increase.
Freight	$20,485 95	$23,949 20	$3,463 25
Passengers	4,917 78	6,958 89	2,041 11
Miscellaneous	645 50	675 00	29 50
Total	$26,049 23	$31,583 09	$5,533 86

The earnings of the Terre Haute and Alton R. R. for the 1st week of May, were ... $22,994 81
Same week last year ... 17,002 35
Increase ... $5,992 46

The earnings of the Detroit and Milwaukee Railroad for the 2d week in May were:

Passengers	$7,829 84
Freight and live stock	13,251 30
Mails and sundries	707 15
Total	$21,788 29
Same week, 1862	15,354 43
Increase	$6,433 86

The earnings of the Toledo and Wabash Railroad Company for the 1st week of May, 1863, were ... $30,090 32
Same week, 1862 ... 25,005 33
Increase ... $5,034 99

The earnings of the Chicago and Northwestern Railway for the 1st week in May, 1863, were ... $23,287 31
Do., 1862 ... 16,665 79
Increase ... $6,621 52

The earnings of the Cleveland and Toledo Railroad for the 2d week of May, 1863, were ... $23,480 00
Same week, 1862 ... 16,151 00
Increase ... $7,329 00

The earnings of the Galena and Chicago Union Railroad for the 2d week of May, 1863, were:

Freight	$21,989 58
Passengers	7,810 35
Mails	1,300 00
Total	$31,099 93
Same week, 1862	33,091 99
Decrease	$1,991 16

The earnings of the Chicago and Rock Island Railroad for the 2d week of May, 1863, were ... $29,383 00
Same week, 1862 ... 20,267 00
Increase ... $9,106 00

The earnings of the Michigan Southern Railroad for the 2d week of May, 1863, were ... $61,142 00
Do., 1862 ... 47,574 00
Increase ... $13,568 00

The earnings of the Chicago and Alton Railroad for the 2d week of May, 1863, were:

Passengers	$12,834 46
Freight	21,864 41
Sundries	1,035 83
Total	$35,734 70
Increase	$13,688 88

Susquehanna Canal Co.

At the recent annual meeting of the shareholders of this company, the following gentlemen were elected directors: Geo. W. Leuffer, of Pennsylvania, President; Samuel C. Ford, D. D'Invilliers, Wm. P. Jenks, Dr. Jos. Pancoast, Robert J. Mercer, Franklin Platt and John Aikman, of Pennsylvania, and Geo. W. Dobbin, William Keyser, Thomas Wilson, Wm. R. Penniman and Joseph Cushing Jr. of Maryland, Managers.

The business prospects of this Campany are attracting the attention of capitalists, by reason of great advantages confidently anticipated from a connection with the Canal of the Pennsylvania Railroad Company, which is to be deepened as far up as Huntingdon, thus affording an outlet for the increasing coal tonnage from that region, and which the railroad by its immense and more profitable tonnage cannot conveniently accommodate. The Pennsylvania Railroad Company, we are informed, has appropriated $200,000 to the deepening of this Huntingdon branch of the canal, making it in capacity equal to that of the Susquehanna. This connection consummated, with the increased tonnage from the Huntingdon coal mines, we shall confidently hope for the establishment of the credit of the securities of the Susquehanna and the prompt payment of the interest on its bonds, with an early return of profits to shareholders. The recent advance in the prices of the shares and bonds of the company seem, therefore, not to be without good cause.—*Phila. Ledger.*

Improved Railroad Car Wheels.

CHATHAM BANK BUILDING, 182 Broadway,
NEW YORK, May 1, 1863.

The Proprietors of THE BALL PATENT IMPROVED RAILROAD CAR WHEELS, "TO PREVENT CARS RUNNING OFF THE TRACK," and for the SAFETY, ECONOMY and SPEED of the running of cars on Railways in general, would respectfully submit the same to railway companies and all others who desire an improvement in the present running of cars, for SAFETY and SPEED, THUS SAVING AN IMMENSE COST TO RAILWAYS and the lives of passengers, and at the same time a large increase of speed. The improved wheel is a double flange wheel and axle. These wheels can be adapted to any of the old rails. All the change necessary is the old frog, which can be taken out in sections when railroads cross, and the new frogs substituted in place of the old.

The single flange wheel can pass over them the same as the double flange. A single train of cars at a time can thus run over a single division or section as may be desired, where the NEW FROGS are inserted, and so on until the entire line is ready, as the cars and engines are supplied with the IMPROVED WHEELS; thus not interfering with other trains on the road. THE NEW FROGS consist simply of a plate of best quality of wrought iron, and does not cost one-fourth the amount of the frogs now in use. One of the old ones will replace one of the new as far as expense goes. The use of the DOUBLE FLANGE WHEEL upon Railroads for safety is wonderful, and can hardly be described. In a word, their use is as safe in or at the instant of an accident as the single flange is while running, where all right or no accident occurring.

The cars with the DOUBLE FLANGE WHEELS in either case remain stedfast on the track.

In running around curves so dangerous oftentimes, especially as all old tracks are liable to spread and thus the cars thrown off the track, involving the loss of many lives, THE DOUBLE FLANGE is just the improvement to meet this case. THERE IS NO MORE FRICTION than in the running of the single flange, in turning the curves. THE PLAY IN THE BEARING PART BETWEEN THE TWO FLANGES is one to two inches, and it cannot be for friction to be on but one side of the rails AT A TIME. It is self-evident that the play must be on one side of the rail or the other. There cannot be more friction than with the single flange. We would ask if there is not a TERRIBLE FRICTION in the case of the single flange, especially in passing curves, and more particularly those that are old and so liable to spread; and also where the track is laid around steep EMBANKMENTS IN AND ON THE MARGIN OF RIVERS? Is it not at such places especially that our dreadful railroad accidents mostly occur, causing such destruction of human life, and also of property?

With the DOUBLE FLANGE the cars are held firmly on the track, the double flange holding the weak, spreading track together, and WITH NO MORE FRICTION, UNLESS THE SPREADING RAILS CAUSE IT, THAN THE SINGLE.

The cars thus run securely and safely around the curves, and at an accelerated speed, if so desired.

THESE WHEELS can be made so that a speed of 50 miles an hour can be attained with perfect safety, and a sample WHEEL here in New York shows a speed of 60 MILES AN HOUR, with the same degree of safety. This is the one for the great Pacific Railway to San Francisco, Cal., and the only one that can attain that speed with safety. It is also as well adapted to other leading roads. Experiment has tested the principle by running a car of a few hundred pounds weight one hundred times around an exceeding short curve, with obstructions upon the outside track, and at every trial was perfectly proof against running off the track. It is well known that if obstructions are on the outside track around a curve, the wheels are instantly thrown off with the single flange; in the case of the breaking of an axle THE DE-

STRUCTION OF THE TRAIN AND LOSS OF LIFE are the usual consequences. In a word, THE ADOPTING of the DOUBLE FLANGE CAR WHEELS will prevent the running off of the cars and the consequent destruction of life and property on our public railways. On this point alone it appeals to all the best feelings of our nature as a public benefit, independent of any pecuniary considerations in any quarter. THE NEW YORK CENTRAL RAILROAD would save half a million of dollars some years by having our improved wheels on their cars and engines, and could, if they desired, attain a speed of 50 or 60 MILEs an hour WITH SAFETY, as they might wish, and also nearly save that amount, besides by adopting our "COMPOUND BLIND SELF-LOCKED RAIL."

SAFETY AND SPEED ARE THE TWO GREAT OBJECTS ATTAINED, and which are so much to be desired by all who are interested in railways, and especially the traveling public, who have a right to ask a decided improvement in these respects, particularly when we take into consideration the sacrifice of life that yearly occurs on our railroads, to say nothing of heavy losses. Other considerations also favor the adoption of these improvements now offered, viz:

It is believed, nay positively asserted, that the saving in one year's business on a single railway line WOULD PAY THE COST OF ADOPTING THESE IMPROVEMENTS; and it cannot be denied, the railway that carries its passengers safe, and at the same time largely increases its speed, will most assuredly be a great favorite with the traveling public far and near.

It may be asserted without fear of successful contradiction, that our DOUBLE FLANGE WHEELS are the only ones that can attain that end.

We therefore respectfully ask your earliest attention to this important improvement now offered to the railway public.

Railway companies cannot overlook the fact that SAFETY, ECONOMY AND SPEED are here obtained in adopting the great improvement.

THE IMPROVED RAIL heretofore referred to is THE "BALL PATENT COMPOUND SELF-LOCKED RAIL," which drops together without any bolts. THE INSIDE SECTION IS TWICE AS STRONG AS THE OUTSIDE SECTION OF THE RAIL ON THE BEARING PART. IT CAN BE LOCKED through its whole length, thus preventing the crumbling and wearing out of the inside section now so common with the rail now in use, by the running of cars over them, as was the case and the main objection to the use of the Winslow Compound Rail. MAKE THIS BLIND SELF-LOCKED RAIL of tough, good iron, and put it down weighing about 80 to 85 pounds to the yard, and they will last, under ordinary circumstances, forty years, and will not need repairs, thus saving an immense expense.

You have, then, a permanent and proper rail for railways, and your engines will last twice as long in running upon them. This patent commends itself to the railway public for economy, durability, and safety, with firmness over all other rails now in use.

We ask, also, for this improvement, the early attention of all railway companies.

☞ Orders are respectfully solicited from Railroad Companies for "THE RIGHT" OF THE IMPROVED WHEEL; also THE IMPROVED RAIL. The rights will be sold for a single company or for a state, either for the "Rail" or "Wheel," or both together. We will also fill orders for Wheels, Axles, and Rails.

CASH, BONDS, AND STOCKS, having a market value, received for the rights.

☞ All communications addressed to GEO. A. WHEELOCK, *active partner*.

Very respectfully,
WHEELOCK & CO.

FOR SALE.

1,250 TONS 56 lbs. AMERICAN RAIL, best quality. Apply to
GEO. T. M. DAVIS,
May 13, 1863. 4t20 41 Exchange Place.

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2 Second Hand LOCOMOTIVES.

10 GRAVEL CARS.....$165

ONE ENGINE, 18 tons; Cylinder, 14×20; 5½ ft. wheels; with crank. Price.....$6,000.

One Engine, 20 tons; Cylinder, 15×20; 5 ft. wheels; fitted for coal or wood. Just put in good order, with new Boiler. Price.....$7,000.

For sale by
WILLIAMS & PAGE,
3m21 67 Water st., BOSTON.

Scale on Steam Boilers.

BAIRD'S PREPARATION

FOR THE PROTECTION OF STEAM BOILERS FROM INCRUSTATION IN SALT OR FRESH WATER.

JAMES F. LEVIN,
23 Central Wharf, Boston.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, May 9, 1863.

THE ANNUAL MEETING of the Shareholders of the Illinois Central Railroad Company for the election of Directors, and the transaction of any other business, will be held at the office of the Company in the City of Chicago on WEDNESDAY, May 27, 1863, at 12 o'clock, noon.

The transfer books will be closed from the 18th May, and re-opened on the 1st of June.

2t L. A. CATLIN, Secretary *pro tem.*

THE FIRM OF W. R. TRAVERS & CO. is this day dissolved by mutual consent. Either partner is authorized to sign the name of the firm in the liquidation of the business.

W. R. TRAVERS,
S. F. MASSETT.

Dated NEW YORK, May 1, 1863.

LIMITED PARTNERSHIP.

Notice is hereby given that the undersigned, JENKINS VAN SCHAICK, STEPHEN F. MASSETT, WILLIAM R. TRAVERS and GEORGE A. OSGOOD, all of whom reside in the city of New York, have this day formed a limited partnership pursuant to the provisions of the first title of the fourth chapter of the second part of the Revised Statutes of the State of New York, and the various acts of the Legislature amendatory thereof.

That the name of or firm under which the said partnership is to be conducted, is VAN SCHAICK & MASSETT.

That the general nature of the business to be transacted is the Stock Exchange and Brokerage business, and all financial transactions connected therewith, on commission. That the said JENKINS VAN SCHAICK and STEPHEN F. MASSETT are the general partners, and that the respective places of residence of the said general partners, are as hereinbefore stated, and the business of the said partnership is to be carried on in the City of New York. That each of the said special partners has contributed, as capital to the common stock of the said partnership, the sum of fifty thousand dollars. That the said co-partnership commences the first day of May, one thousand eight hundred and sixty-three, and will terminate on the first day of May, one thousand eight hundred and sixty-eight.—Dated NEW YORK, May 1, 1863.

JENKINS VAN SCHAICK,
STEPHEN F. MASSETT,
General Partners.
WILLIAM R. TRAVERS,
GEORGE A. OSGOOD,
4t19 Special Partners.

NEW YORK, HARLEM & ALBANY R. R.

CHANGE OF TIME.

SUMMER ARRANGEMENT, commencing MONDAY, May 18, 1863, Trains will leave Twenty-sixth street Depot:

For Albany—10.30 A. M., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and all stations north to Chatham, Chatham Centre, Kinderhook, and Schodack, connecting with New York Central R. R. for all points west, and with the Northern R. R. for Saratoga and all points north.

For Croton Falls—8.15 A. M., stopping at all stations.

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 P. M., stopping at all stations.

For White Plains, 6.15 P. M., from White Street Depot.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

For Williamsbridge—8.15, 10 A. M. 2.30, 4.10, 5, 6.15 and 8.30 P. M., stopping at all stations.

RETURNING WILL LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls, also Bedford, at White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—5 P. M., stopping at all stations.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M., stopping at all stations.

Williamsbridge—5.30 A. M. stopping at all stations.

JOHN BURCHILL, Superintendent.

NOTICE to CONTRACTOR S

ALBANY AND SUSQUEHANNA RAILROAD. —Sealed Proposals will be received by the undersigned, at the Office of the Albany and Susquehanna Railroad Company, No. 73 State street, Albany, until Tuesday, the 2d day of June next, at 10 o'clock A. M. of that day, for the Grading, Masonry, Bridging and Fencing of 31 miles of the line of said railroad, extending from Richmondville in Schoharie County, to Oneonta, in the County of Otsego.

The line will be divided into sections of convenient length, and proposals will be received for single sections or for the whole line.

The line will be ready for examination by contractors on and after Monday, the 25th day of May next, and Maps, Profiles and Plans, with Specifications, may be examined at the Engineer's Office, in Albany, on and after that date. Blank proposals with all necessary information will also be furnished to those wishing to propose for work.

Proposals should be enclosed in an envelope and endorsed "Proposals" and directed to the undersigned.

The proposals which may be received in pursuance of this notice will be opened by the undersigned and canvassed, and the results reported to the Directors to aid them in making a proper award of the work.

Parties proposing, who are unknown to the undersigned, will be required to give satisfactory references.

The right is reserved to reject any or all proposals, as may be deemed for the interests of th Company. Albany, April 24th, 1863.

5t18 C. W. WENTZ, Chief Engineer.

RAILWAY SPRINGS.

FREIGHT.



PASSENGER.



BOLSTER.



LOCOMOTIVE.



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, A SUPERIOR QUALITY OF

ELLIPTIC AND SEMI-ELLIPTIC

SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest Elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

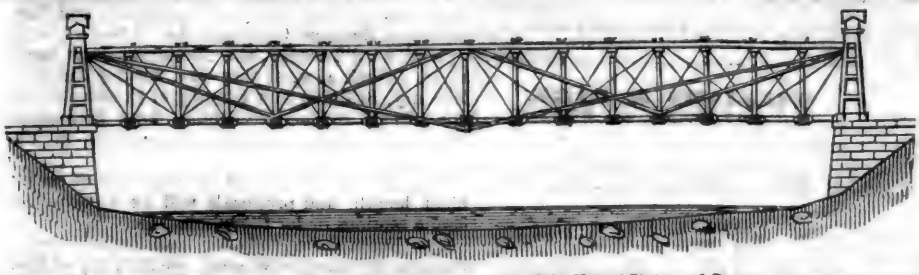
No. 14 N. FIFTH St., Philadelphia. No. 42 CLIFF St., N. York.
SHOPS—SEVENTEENTH & COATES STS., PHILADELPHIA.

Burden, Hubbard & Co.,

MACHINISTS,

MANUFACTURERS of Horizontal, Portable and Hoisting Steam Engines, Sugar Mills, Saw and Grist Mills, Boilers, Hydraulic Presses, Pumps and Gearing for working mines, etc., etc. No. 103 Front st., BROOKLYN, N. Y.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,393, Pittsburg, Pa.

DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,
No. 229 BROADWAY, NEW YORK,
AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, MD.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. **GAS WORKS** ERECTED on THE MOST APPROVED PLANS. **New** and **Second-hand MACHINERY** constantly on hand. **IRON BOUGHT AND SOLD ON COMMISSION.**

SOLE AGENTS FOR BATES' STEAM GAUGE.

MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS AND GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR AND WOOL FELTING.

HENRY J. DAVISON. WM. LEE STILES. P. P. DICKINSON.

I. KENDRICK,
No. 125 WALNUT ST., PHILADELPHIA,
AGENT OF THE
UNION COAL & OIL CO.
OF MAYSVILLE, KY.,
FOR THE SALE OF THEIR
Paraffine Lubricating Oil,
FOR ALL CLASSES OF
STATIONARY MACHINERY, LOCOMOTIVE ENGINES, RAILROAD CARS, COTTON SPINDLES, SEWING MACHINES AND WOOLEN FACTORIES.
ALSO,
MAYSVILLE COAL OIL FOR BURNING,
PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND ROLLING MILL GREASE,
FROM PURE CANNEL COAL.

P. S.—All Oils **warranted** to answer the purpose represented.

☞ **Particular attention given to orders for shipment in cans or barrels.**

NEW YORK
EMERY WHEEL COMP'Y,
MANUFACTURERS OF
PATENT SOLID
EMERY WHEELS,
BLOCKS, HONES, ETC.,
For **Cutting, Grinding** and **Sharpening** Purposes.
—ALSO—
Vanderbilt's PATENT EMERY BELTING
FOR POLISHING METALS, ETC.
For circular pamphlet containing description, price list and testimonials, address
NEW YORK EMERY WHEEL COMP'Y,
No. 116 Nassau st., New York.

RAILROAD SECURITIES
OF EVERY DESCRIPTION.
STATE, CITY AND COUNTY BONDS,
BOUGHT AND SOLD.
WM. A. GUEST, 31 Wall Street.

HALLET & CORNWELL,
No. 24 PINE STREET,
Note & Exchange Brokers,
STOCKS, BONDS AND GOVERNMENT SECURITIES BOUGHT AND SOLD ON COMMISSION.
JACOB G. HALLET, (late with Blake Bros. & Co.)
RICH'D H. CORNWELL (late with G. S. Robbins & Son)
New York, February 14, 1863.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

HOYT & CO.,
No. 45 Exchange Place, New York.

STOCKS, BONDS AND FOREIGN EXCHANGE,
Bought and Sold (exclusively) on Commission.
J. A. HOYT, R. VERNAM.
Refer to Messrs. J. & J. Stuart & Co., Messrs. Harper & Bros., Hon. M. F. Odell, M. C; Messrs. Barclay & Livingston, Messrs. John Trippett & Bro., New York and Liverpool.
Orders promptly executed by mail.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD,
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

Livermore, Clews & Comp'y,
BANKERS,
34 WALL ST., N. Y.
DEALERS IN
GOVERNMENT SECURITIES & GOLD.
STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS
Received on the most favorable terms.
Advances made on approved collaterals.

P. W. GALLAUDET,
NOTE BROKER,
No. 1 WALL ST., near Broadway.
Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
NEW YORK.

STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF

JOHN C. CAPP & SON,
Stock and Note Brokers,
No. 23 SOUTH THIRD STREET,
Direct! opposite the Mechanics' Bank.
PHILADELPHIA.
STOCKS & BONDS BOUGHT AND SOLD
ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

ALBERT H. NICOLAY,
STOCK & BOND BROKER
AND AUCTIONEER,
No. 52 WILLIAM ST., (near Wall,)
NEW YORK.

☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, AMERICAN GOLD, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS as ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, **No. 52 WILLIAM STREET,** OR AT THE MERCHANTS' EXCHANGE SALES ROOM **No. 111 BROADWAY,** whenever desired.

☞ Orders by mail promptly executed.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.

STOCKS and BONDS,
GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

STUYVESANT, HOLLY & SCHENCK.
BROKERS,
No. 11 PINE STREET.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION IN
NEW YORK, BOSTON & PHILADELPHIA.

EDWARD KING,
(Late of the firm of JAMES G. KING'S SONS,)
OFFERS his services at the Board of Brokers for the purchase or sale of
STOCKS, BONDS AND
GOVERNMENT SECURITIES.
No. 4 HANOVER ST.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
52 WALL STREET.
STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:
Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.
Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.
In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.
You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

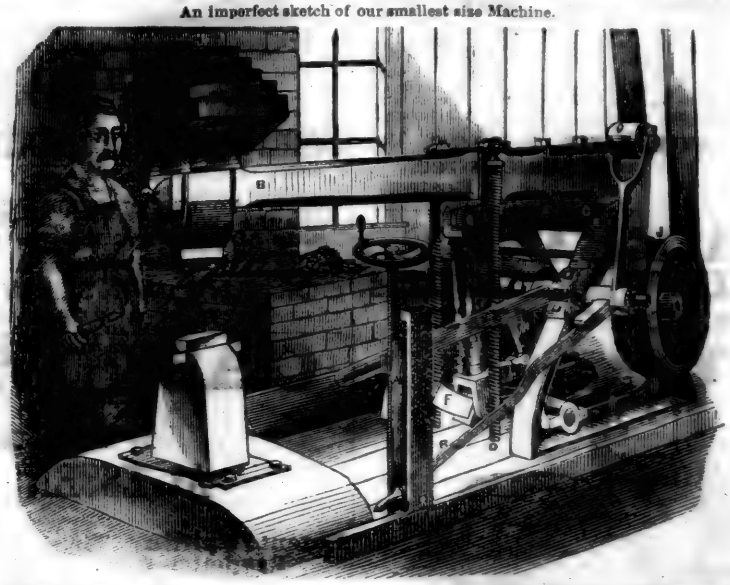
DR. GEORGE HAND SMITH:
Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.
Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,
I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, 21 Nassau st., or by addressing
CHAS. W. WELSH,
Secretary.

AMES IRON WORKS,
OSWEGO, N. Y.,
SOLE AND EXCLUSIVE OWNERS AND MANUFACTURERS, UNDER PAYE'S PATENT.

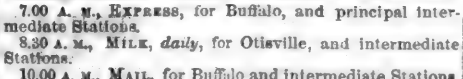
An imperfect sketch of our smallest size Machine.



PAYE'S PATENT FORGE HAMMER, A HAMMER ADAPTED TO BOTH HEAVY AND LIGHT FORGINGS, with an adjustable stroke of from one inch to three feet. This hammer is adapted to both heavy and light forgings; the force of the blow being entirely at the will of the operator, and for all forgings under six inches, either round or square, is the best hammer now in use, and requires but one-half the power used by every other hammer to do the same work. For an engraving and description of this hammer, see page 1, Vol. V (new series) of the SCIENTIFIC AMERICAN; some valuable improvements have, however, been since made. All communications should be addressed to H. M. Ames, Box 422, New York, or Ames Iron Works, Oswego, N. Y.

These hammers may be seen in operation at the Allaire, Neptune, Secor, Delamater, Fletcher & Harrison, Dunean & Cramston, Anderson & McLaren, Duhurst & Emerson, Charles T. Porter, all in New York City; Joseph Colwell, Jersey City; Wm. White, Newark, N. J.; Providence (R. I.) Tool Co.; Whiting & Wilcox, Kaigh's Point, Phila.; Mallory & Cottrell, Mystic, Conn.; J. Dillion, Rondout; James Horner & Co., Sing Sing; Henry Esler & Co., Brooklyn; James B. Ends, St. Louis, Mo.; Central Railroad Shop, Albany; Burlington, Quincy & Chicago Railroad Shop, Ames Iron Works, Oswego; M. Guinness, Albany; Sweet Brothers, Syracuse.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:

7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.
8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.
10.00 A. M., MAIL, for Buffalo and intermediate Stations.
4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.
6.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.
7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

CHA'S MINOT, *Gen. Sup't.*

QUARTZ MILLS
OF THE MOST APPROVED KIND,
MANUFACTURED BY BURDON, HUBBARD & CO., 102 Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the BEST PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both **fine** and **coarse** gold.

RAILROAD IRON.
1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by
DEHON, CLARK & BRIDGES,
New York, Nov. 11, 1862. 28 Beaver st.

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & CO.,
32 Cliff st.

RAILROAD IRON.
2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by
PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or cash at ports in the United States.
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
THE subscriber is prepared to sell AMERICAN and ENGLISH RAILROAD IRON, CHAIRS, SPIKES, CARS and LOCOMOTIVES, at the lowest market price, and securities taken in part payment.
H. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.
MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Car Covering.

THIS is a kind of Elastic Mastic, a thick coating of which is applied to the top of the Car, and into it a heavy Burlap or Bagging is imbedded and thoroughly painted, thus making a covering VERY MUCH LIKE **CAR DUCK**, but at this time at half the cost. It is now successfully used by several New England Roads and Car builders. Directions and particulars sent when requested. This Mastic and Burlaps for sale by

WILLIAMS & PAGE,
67 Water street,
March, 1863. **Boston.**

FAIRBANK'S
SCALE WAREHOUSE,
REMOVED



FROM No. 189 BROADWAY, TO
No. 252 BROADWAY,
DIRECTLY OPPOSITE THE CITY HALL.

FOX LATHES.
F. W. BACON & CO.,
No. 23 PLATT, corner of GOLD ST.,
NEW YORK,

RESPECTFULLY ask attention to their stock of Machinists' and Brassfinishers' tools from the establishment of Messrs. GEO. H. FOX & Co., of Boston.

Nason's Patent Screw Chasing Lathe manufactured solely by the above firm is without a rival or substitute for the manufacture of Cocks, Valves, Hose Couplings, Steam and Gas Fittings, and general Brass Finishing.

They have and are constantly receiving from the same celebrated manufacturers, Chucks, and Slide Rests, Shafting, Pullies, Hangers, etc.

The Hangers manufactured by them are of the most approved kind. The bearing being suspended by a universal joint; its advantages over the rigid Hanger will be at once seen and appreciated by any mechanic. It is every way calculated for economy, being fitted with a patent box, which adjusts itself to the shaft, and they guarantee it to run SIX MONTHS WITHOUT REOILING, thereby saving labor, friction, oil, and the disagreeable and sometimes destructive effects of the dripping of oil from above.

ELEVATORS

For warehouses, manufactories, hotels, mechanics' shops, stores, or any other use where power Elevators are required; they guarantee all the safety that can be combined in any machine that is made. They are arranged with an improved apparatus, to hold the load in case the rope parts, which is unerring; also an invention of their own, to automatically arrest the descent of the load, if by any cause it should move downwards beyond the prescribed speed.

They also manufacture and are the exclusive licensees of Otis Tuft's Patent Elevator. The distinctive features are: the winding drum is driven by an endless screw—two or more ropes are used instead of one, thereby insuring more than double the safety—a peculiar mode of shipping the driving Belts, which insures it to stop at the required point. It operates without noise or jarring.

Belting, Belt Lacing, and Picket's Patent Belt Fastenings kept on hand and furnished to order. Steam and Water Gauges, Gauge Cocks, Packard's Patent Ratchet Drills.

ALL DESCRIPTIONS OF MILL WORK MADE TO ORDER.

BABBITT METAL.

Parties wanting Shafting, Elevators, or any other machinery, will be waited on by an experienced Engineer, their premises surveyed, plans and estimates made, machinery located, and the erection superintended when desired.

Having made this branch of Engineering a SPECIALITY the past ten years with uniform success, they confidently offer their services to those requiring such aid.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS**, etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address **HENRY RUTTAN,**
Coburg, Canada.



Semi-Steel Locomotive Tires, Fire-box & Tube Sheets,
AND BOILER PLATES.

TIRES—ROLLED, BLOCKED AND WELDED TO FIT ANY GIVEN DIAMETER OF CENTRE
PLATES—ROLLED AND CUT TO ANY PATTERN AND SIZE ORDERED.
ROLLED AND HAMMERED BARS, AXLES AND FORGINGS OF SAME METAL.

MANUFACTURED BY
CORNING, WINSLOW & CO.,
ALBANY IRON WORKS, TROY, N. Y.

SOLE AGENT,
GEORGE T. M. DAVIS,
47 EXCHANGE PLACE, N. Y.

CAST STEEL WORKS
OF
FRIED. KRUPP,
At ESSEN, in RHENISH PRUSSIA.

Patent Railway Tires, without a weld. **Axles, Cannon, Anchor-Flukes, Propeller Blades and Shafts. Cranked Axles and Shafts up to Twenty Tons weight.**

CAST STEEL IN BARS, BEST QUALITY,
Suitable for Axles, Shafts, Rolls, Tools, Dies, Needle and Music Wire, Fine Cutlery, etc.

KRUPP'S TIRES

ARE CHEAPER AT THEIR COST THAN IRON ONES GRATIS.
THEY WILL, WITHOUT TURNING, ENTIRELY OUTWEAR THE BEST IRON ONES.
WEAR UNIFORMLY, WITHOUT FLAT PLACES, OR LAMINATION.
ARE NOT AFFECTED BY EXTREME COLD.
MORE THAN SIXTY THOUSAND OF THESE TIRES HAVE BEEN SUPPLIED.

KRUPP'S AXLES
Possess similar advantages over Iron ones that the Tires do.

THOMAS PROSSER & SON, 28 Platt St., N. Y.
SOLE REPRESENTATIVES IN AMERICA.

NATIONAL WIRE WORKS,
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 30, 1863.

Niagara Falls Ship Canal.

At a special meeting of the Chamber of Commerce of this city, on Monday last, Mr. Littlejohn from Oswego, representing by delegation the commercial interests of that place, brought to the notice of the Chamber, the subject of a ship canal proposed to be constructed around Niagara Falls. The reports in the daily papers of his remarks, neither do him nor his subject justice; indeed some of the reports attribute to him the greatest absurdities. The positions taken by Mr. Littlejohn were simply these, that for more than thirty years the project of a ship canal around the Falls had been considered and advocated by the first intellects of this country, and if the Erie Canal had terminated at Oswego as was first contemplated instead of Buffalo, this ship canal would have been made. Political considerations and local interests were however as potent in those days as they have been since, and the Canal was extended, happily for the Country as it proved, to Lake Erie. The force of the combinations alluded to, influenced and carried with them the legislation of the day. Several surveys of routes for this Ship Canal were made in former years, demonstrating the feasibility of the work, and its accomplishment with a moderate outlay. One of these surveys by Capt. Williams (of the U. S. Topographical Corps we believe,) was for a route of an interior character, and based on the fact that the Tonawanda Creek could be used as far East as Pendleton, and that thence down the valley of the Eighteen mile creek, a distance of twelve miles to the lake, the canal could be constructed under remarkably favorable circumstances and at no very great expense. This route is the one we prefer as it would be entirely beyond the reach of the enemy, while its lake terminus would have the advantage of a safe harbor and plenty of water for the largest vessels.

On the other hand, the canal of seven miles *around* the Falls would terminate in a river harbor of contracted dimensions, within the reach of the enemy's fire, and even in its construction, from the geoleogical peculiarities of the region would labor under great disadvantages.

The necessity for the construction of this canal, so long talked about and delayed for reasons obvious enough, is now become apparent as Mr. Littlejohn contended, from the circumstance of the pressure of Western production, and the other pressure at Chicago for an enlargement of the Erie Canal. It was clearly shown by the speaker that if the Niagara Falls Canal was made, it would afford the West a free and cheap navigation, with the exception of the short canal connection proposed, to within 172 miles of the Hudson river, thus saving the tolls now paid on freight between Buffalo and Syracuse, so far decreasing the cost of transportation. Ships of 1000 tons could come from the upper lakes to Oswego, with free navigation, and the profits of the voyage and on the cargo would be greater, as larger quantities would move together—the facility of communication which nature has completed except at one point, presenting facilities almost equal the broad Ocean itself. The speaker alluded to the Chicago project in a very fair spirit, and only urged upon the Chamber that this Niagara Ship Canal should have fair treatment at the hands of its delegates, as well as all others who should meet at Chicago to consider the main question. The immense production of the West, to be yet extended incalculably, calls for enlarged facilities of transportation; and here is one of obvious value which could be brought into immediate use, cheapen the cost of transportation, and in no way interfere with any other projects of similar import. The Welland Canal, by which the commerce of the upper lakes finds its way to the lower, will not pass vessels of more than four hundred and fifty tons, and is now crowded to its full capacity. The business of the West requires vessels of greater burthen than formerly, for small vessels are no longer equal to the work, although the vessels now employed at Chicago are over two hundred and fifty thousand tons burthen.

The question of a possible change of this traffic through new Canadian Canals was also discussed by Mr. Littlejohn with fairness and ability. His remarks were well received by the Chamber, and all the speakers in reply, among whom were Mr. Low, Mr. Cooper and Mr. Sturgess expressed their approbation of his views, and their assent to his general propositions. He was specially supported by Mr. Bloodgood who complimented him on the clearness and force of his statements, and then proceeded to show the enormous amount of business originating in the West, the number of vessels employed in the Lake trade, the positive advantage to the Western shippers if they could bring larger freights at a time with a free and unshackled navigation to within a few miles of the Hudson river, a difference most plainly affecting the producer and consumer. He inquired if navigation without tolls was not cheaper than with them, and viewed the proposition as one too clear to require anything beyond the statement itself. As a military necessity, he also showed the vast advantage this ship canal would be in passing large war vessels from Lake Erie to Lake Ontario, made invulnerable to any opponents of the size of Monitors, which vessels could not safely navigate those lakes and would be worth nothing after they had passed up the Erie Canal. He also referred to the proposed Ottawa Canal route in Canada, the character of the navigation of the St. Lawrence, and the natural impediments which exist there; at the same time favoring all the Canadian projects of internal improvements on the principle of their increasing our own foreign commerce, and also binding the Canadians in our interests and obliging England to keep the peace. He also declared that the commercial prosperity of the provinces is inseparably connected with the growth of the North Western States. He moved a vote of thanks to Mr. Littlejohn which was unanimously carried.

It is to be hoped the Niagara Falls Ship Canal will therefore attract the particular attention of the Chicago Convention, and no jealousies or local

interests will stand in the way of the broad and palpable fact, that the products of the West may be economised vastly in their movements to market by being exempt from tolls for 178 miles of the distance they are now subjected to between Buffalo and Syracuse. Here is a water way which they may enjoy, with the slight interruption of ship canal tolls for seventeen miles, which if a National work, should be free, without being subjected to the caprice of any Canal Boards, not always constituted of the most intelligent minds. This Ship Canal, if at once constructed, would ease the whole pressure at present felt on the Erie, particularly in the Spring and Fall when forwarders crowd their business into a few days and then clamor for more facilities, through during the summer months there is no pressure at all. Fifteen boats per hour are passed easily through the locks at Lockport, equal to three hundred and sixty per day, or two thousand eight hundred and eighty every eight days. Now there are but two thousand canal boats as we are informed on the canal, and as these are always scattered along the line three hundred and fifty miles in extent, it is clear that its capacity has never yet been overtasked. The Ship Canal proposed would take off the pressure for nearly half the distance above, and reduce the pressure upon it for nearly that distance below, as it would be a shorter line and be more quickly navigated than a long one.

Jeffersonville Railroad.

The earnings and expenses of this road for the years ending December 31, 1861 and 1862 have been as follows:

Earnings:	1861.	1862.
From passengers	$150,211 11	$336,147 84
" freight	129,574 08	172,587 32
" mails	11,850 00	11,850 00
" express	6,353 73	7,278 24
	$297,988 92	$527,863 40
Expenses:		
Repairs of road	$51,175 71	$73,092 33
" cars	8,864 55	14,795 07
" machinery	8,421 33	17,523 86
Running trains	29,770 56	39,870 08
Station expenses	20,518 85	24,873 30
Fuel	21,704 20	23,441 02
Oil and waste	1,229 70	2,854 15
Rents	4,083 27	4,517 29
Salaries	6,000 00	5,487 90
Stock killed	3,423 36	1,703 00
All other expenses	7,436 78	16,595 36
	$163,328 31	$224,753 36
Net earnings	$134,660 61	$303,110 04
Add balance, December 31, 1862	160,323 90	
Sale of old iron, copper, etc	2,562 37	
Telegraph receipts, etc	1,429 41	
	$467,425 72	

Disbursed as follows:		
Interest on bonds	$48,180 42	
City of Louisville—interest paid by her on 199 bonds	11,999 70	
Taxes	2,578 98	
New cars	27,525 10	
Government tax	4,740 15	
Telegraph line	1,647 12	
Overcharges	1,677 57	
Fencing, etc	776 32	
		99,125 37
Balance, December 31, 1863		$368,300 35

The gross earnings from all sources during the year were $581,855 18; and the disbursements, $323,878 73—leaving a surplus of earnings of $207,976 45. During the past year there has been paid over to the sinking fund, for the redemption of first issue of bonds, $87,730; from which fund there has been redeemed 47 bonds, leaving a balance of that fund in the hands of the United States Trust Company, New York, on the 31st of December last, of $39,812 63, for the retirement of bonds advertised, and upon which interest has been stopped. In addition to these 47 bonds, the company has purchased, during the year, by their private agents, 20 more, making in all 67 bonds of this class retired during the year, at a cost of $65,229 10; which sum being deducted from the surplus earnings, will leave a balance of $142,747 35 surplus means on last year's business. The immediate resources of the company, as stated in the annexed balance sheet, amount to $345,295 58; and the liabilities to $170,415 90—leaving of surplus means, $174,882 39. The report says:

The receipts from the transportation of passengers, freights, mails and express, largely in excess of the receipts of any previous year, has enabled our officers to work the Road at a greatly reduced percentage of said receipts—to make important and extensive repairs and additions to the Buildings, Roadway, Motive Power and Rolling Stock—to reduce materially the mortgage debt, and still leave a large surplus fund at our disposal at the close of the year. This surplus, consisting mainly of dues from the United States War Department, has been applied, as soon as realized, to the redemption of additional Bonds of the first mortgage. In the month of February, sixty-two Bonds were purchased by private Agents of the Company and cancelled, and forty-one Bonds have been advertised for, upon which interest will cease on April 3d. At that date the first mortgage debt will be reduced to $45,000, and it will undoubtedly be extinguished by July 1st of the present year.

The item "Redemption Fund of Mortgage Bonds," in the "Balance Sheet," is represented by twenty-three $1,000 Bonds of the second mortgage, and fourteen $105 interest Bonds, purchased during the past year by the Company's Agents for the sum stated ($18,617 65,) and making the actual amount of the second mortgage debt at the close of the year less than is set forth in the "Balance Sheet," by the above number of Bonds.

It will be seen from the Secretary's Report, that the working expenses during the past year, bear to the receipts a proportion of 42 58-100 per cent. This proportion, however, does not show the true relation which the former bears to the latter. The Construction Account having been closed for many years, it has been the usage to charge working expenses with many items of expenditure properly belonging to Construction, as they go to enhance the value of the franchise; had such expenditures during the past year been passed to their proper accounts, the proportion of working expenses to receipts would have been reduced to forty per cent. or less.

The receipts from passengers and freight for the current year are thus far indicative of a business equally as good as that which has distinguished the past year. The gross earnings for the quarter ending March 31st, will reach within a fraction of $150,000. It may not be prudent to calculate upon as large receipts for the remaining months; but should our most moderate anticipations be realized, the close of the year will witness the extinguishment of the first mortgage debt, the payment of all arrearages of interest to the city of Louisville, the creation of a sinking fund for the redemption of the second mortgage, with a fair prospect at an early day of dividend payments to stockholders.

The equipment of the road consists of 15 locomotives; 10 first class, 2 second class, and 2 sleeping cars; 5 baggage, 119 box, 15 stock, 1 coal, and 61 flat cars. The number of miles run by engines during the year has been 312,859, at a cost for repairs of $16,288 91, or 5.20 cents per mile run.

BALANCE SHEET DEC. 31, 1862.

Road and Equipment		$1,549,517 93
Shelbyville Lateral Branch Road		171,500 00
New Track on same		106,834 05
Jeffersonville Railroad Taxes		1,473 25
Bond of City of Louisville		1,000 00
State of Indiana		5,831 90
Post Office Department		9,165 17
Sinking Fund for redemption of First Mortgage Bonds		39,812 63
Due from Agents		24,563 04
U. S. War Department		129,812 24
Bills receivable		17,909 27
Cash on hand and in Banks		33,256 41
U. S. Certificates of Indebtedness		15,000 00
Redemption Fund of Mort. Bonds		18,617 65
State of Ohio		355 18
State of Illinois		1,661 98
Individual Accounts		3,586 05
Foreign Roads		45,726 06
		$2,175,622 81
Capital Stock		$1,015,907 27
Road Bonds—first issue		187,000 00
" " second issue		392,000 00
Interest Bonds		42,000 00
City of Lousville		47,819 70
Pay Roll for December		11,968 62
Individual Accounts		35,664 40
Foreign Roads		74,962 47
Profit and Loss		368,300 35
		$2,175,622 81

President—GEO. MACLEOD.

Directors—Geo. MacLeod, D. Ricketts, W. Mabury, S. H. Patterson, W. D. Beach, J. G. Read, Jas. Guthrie, J. Barbee, M. G. Bright, N. Kyle, M. Fitzgibbon, Geo. H. Ellery.

Vice President—D. RICKETTS.

Superintendent—A. S. CROTHERS.

Secretary and Treasurer—J. H. MCCAMPBELL.

Pittsburgh, Ft. Wayne and Chicago Railway.

PITTSBURGH, PA., May 20th, 1863.

To the Editor of the RAILROAD JOURNAL:

DEAR SIR—I have pleasure in handing you, herewith subjoined, a statement showing the financial condition of this company, at March 31st ult.

It will be recollected that the balance of income account is the net result of the operations to the above date, after making all current charges for expenses of transportation, interest on bonds, (except the income bonds secured by the third mortgage,) and expenditures for extending and perfecting the railway, equipment and other appurtenances, (usually termed construction expenditures,) including also, the charge of $535,173, referred to in the first Annual Report, for the amount of the so-called Ohio and Pennsylvania Railroad Company's bridge bonds, and the Pittsburgh, Fort Wayne and Chicago Railroad Company's Chicago depot bonds. The reduction during the first fiscal quarter of this year, in the balance shown at the debit of income account, December 31st ult. has been $148,878 75.

The approximate earnings for April, were $464,357 34, being an increase of 64¼ per cent. over the corresponding month of last year, and for the first four months to April 30th ult., they were $1,629,627 75, being an increase of 42⅛ per cent. over the same period of 1862.

Respectfully &c., &c.

THO. D. MESSLER,
Comptroller.

GENERAL ACCOUNT, MARCH 31, 1863.

Cost of railway, equipment and structures		$17,886,728 38
Cost of supplies on hand for current operations	$502,636 73	
Amount due from other companies	125,337 91	
Miscellaneous assets	238,670 09	
Cash in hand	692,557 71	
		1,559,202 44
Interest on bonds for three months		185,727 50
Construction expenditures for two months, viz:		
On Eastern Division	92,773 86	
On Western Division	124,396 94	
		217,170 80
Operating expenditures for two months, viz:		
Conducting transp	158,866 59	
Motive power	198,245 28	
Maintenance of way	159,249 74	
Maintenance of cars	54,991 07	
General expenses	42,783 23	
		614,135 91
Excess of earnings over expenditures for three months		148,878 75
Balance to debit of income acco'nt		34,792 36
		$20,646,636 14
Capital stock, viz:		
Full shares	$5,668,600 00	
Scrip certificates	191,366 57	
		$5,859,966 57
Funded debt, viz:		
1st mortgage bonds	5,250,000 00	
2d mortgage bonds	5,160,000 00	
3d mortgage bonds, (interest non-accumulative	2,000,000 00	
Bridge bonds of O. & P. R. R. Co.	189,500 00	
Depot bonds of P., Ft. W. & C. R. R. Co.	337,173 00	
		12,936,673 00
Amount due other companies	45,814 23	
Miscellan's liabilities	44,987 28	
Amount due J. F. D. Lanier, *et al*, Trust's	310,617 14	
Amount due for expenditures in March and prior	282,664 96	
		684,083 61
Earnings for three months, viz:		
From freights	806,925 25	
" passengers	303,092 43	
" express matter	8,487 50	
" mails	23,475 00	
" rent of railway	21,250 00	
" rents	427 49	
" miscel. sources	2,255 29	
		1,165,912 96
		$20,646,636 14

Vermont Central Railroad.

An adjourned meeting of the holders of the first mortgage bonds of the Vermont Central Railroad Company was held this forenoon at the Meionaon. Hon. Thomas M. Edwards of Keene, N. H., was chairman, and John M. Pinkerton of Boston, Secretary. O. W. Davis submitted a report of a committee appointed at a meeting April 7, in which it was stated that the committee could not report a plan of settlement with the Vermont and Canada Railroad Company, and recommended that the bondholders empower a committee to adjust the matters of difference.

The report was accepted, and on motion of Dr. E. Howe of Cambridge, seconded by Judge Hepburne of Philadelphia, the same committee was authorized to settle and adjust all questions at variance between the different interests on such terms as they might deem to be just to the several interests, provided that the permanent capital of the Vermont and Canada Railroad Company shall not exceed the sum of $2,000,000, and provided that the settlement to be made shall be such as will close the construction account of the Vermont and Canada Railroad Company. It was also provided that the committee should make no deduction to the second mortgage bondholders of what was due to the holders of the first mortgage. The committee consists of O. W. Davis, Joseph Andrews, and Otis Drury.—*Boston Journal, April 7.*

Cincinnati, Hamilton and Dayton Railroad.

The income and expenses of this company for the fiscal years ending March 31, 1862 and 1863, have been as follows:

Income:	1862.	1863.
From passengers	$272,117 30	$348,893 39
" freight	298,289 69	446,633 03
" mails, etc	36,854 57	47,167 21
" rents of track, etc.	30,914 11	25,078 57
" " real estate	2,063 75	2,208 09
" interest, etc	5,966 21	7,323 57
	$646,205 57	$877,403 86
Expenses:		
Repairs of road	$62,472 86	$64,413 37
" bridges	8,384 39	6,100 34
" buildings, etc.	8,678 53	11,430 77
Passenger expenses	84,357 21	93,217 22
Freight "	99,962 39	143,278 93
Other trains "	1,450 20	3,069 08
Station "	10,802 58	12,178 52
Office "	13,019 77	13,285 84
Shop "	9,407 92	10,506 51
Watching bridges	5,579 08	4,562 45
Rent of D., X. & B. R. R.		10,725 00
Miscellaneous	12,374 06	18,168 78
	$316,490 99	$390,936 81
Balance of earnings	$229,714 58	$486,467 05
Interest on bonds	$93,601 66	
State taxes	13,922 57	
Interest revenue tax	6,770 89	
	105,653 62	
Net income for the year		$370,813 43
Dividends, Oct. 1862, and April 1863, 5 per cent. each and government tax		222,247 42
Surplus for the year		$148,566 01
Surplus previous year		95,157 74
Total surplus March 31, 1863		$243,723 75

Compared with the previous year, the gross earnings have increased $231,198 29; with an increase in expenses of only $74,445 82—making the increase in net earnings $156,752 47. The number of passengers carried during the year was 441,250—an increase over the previous year of 82,258.

The company have leased perpetually the Dayton and Michigan road and equipment, at an annual rental equal to the interest on a fraction less than $22,000 per mile. The total expenditure for construction, real estate, and equipments of the Cincinnati, Hamilton and Dayton Railroad amounts to about $57,000 per mile. The two roads now cost this company an average of say $32,500 per mile. The report says:

The connection of the roads at Dayton is such as renders that road fairly a continuation of our line. It extends from the fertile valley of the Big Miami River, one hundred and forty miles to Maumee Bay, on Lake Erie, making with this road, a distance of two hundred miles between Cincinnati and Toledo; a shorter route than any other between Cincinnati and the lake.

The country traversed by the Dayton and Michigan road is comparatively new, and the sources but imperfectly developed. It is a valuable agricultural district, and when towns shall have arisen along its line, and manufactories become established, it is believed the local business of the road will be greatly increased. This, added to the valuable through business it will always command, leaves little doubt that the leasing of the road was a wise and judicious measure.

The contract for a division of business and earnings between this company and the Little Miami, and Columbus and Xenia Companies, has been in operations for three years, with entire satisfaction to all parties; and we believe with advantage to the public.

The passenger business continues to increase, so that we are now under the necessity of running six trains daily each way over the road. To this period, we have received and delivered our passengers in the freight depot at Cincinnati, very much to their annoyance, as they have sometimes to walk through and climb over the freight.

The plans are now nearly matured for a passenger depot, to front on the corner of Fifth and Hoadly streets, and to extend through to Sixth, the building of which we expect to have completed during the present year. The surplus earnings of the past year, after payment of transportation expenses, State and general government taxes, investment in sinking fund, interest on bonds, and ten per cent. to stockholders, will be ample to erect a passenger depot creditable to the company, and make other improvements necessary for an increasing business.

The company, with a view to relieve their freight depot from too great a pressure of freight, and at the same time to bring into profitable use vacant land, have during the past year erected four warehouses, forty feet front by sixty-seven feet deep, three stories high, adjoining their tracks in the City, at a cost of $17,951 79. These warehouses are all now under rent, and there is a demand for more. Besides paying a profitable rent, the tenants of these warehouses bring business to the road.

BALANCE SHEET, MARCH 31, 1863.

Construction		$2,648,206 38
Equipment		481,082 79
Real estate		285,581 54
Wood and material for repairs		48,150 42
Dayton & West. R. R. bonds		26,000 00
Dayton & Michigan R. R. bonds		63,200 00
Cin., Ham. & Dayton R. R. stock		2,247 26
Middletown bridge stock		500 00
Bills receivable		44,601 14
Due from Government		809 63
Due from State of Ohio		6,233 68
Due from R. R. Companies		61,988 08
Due from individuals		7,924 19
Cash and cash assets		311,582 53
		$3,988,192 64
Capital stock		$2,155,800 00
1st mortgage bonds		384,000 00
2d " "		950,000 00
Surplus earnings		243,723 75
Interest on bonds		4,133 85
Dividends unpaid		2,391 15
" payable April 1		111,123 71
Due R. R. Companies		95,995 14
Due individuals		23,444 47
Due P. O. Department		308 42
Pay roll, March		17,272 15
		$3,988,192 64

President.—S. S. L'HOMMEDIEU.

Vice President.—JOHN W. ELLIS.

Directors.—Geo. H. Hill, John W. Hartwell, Samuel L'Hommedieu, Wm. Becket, John Young George T. Steadman, Joseph B. Varnum.

Secretary and Treasurer.—FREDERICK H. SHORT.

Superintendent.—DANIEL MCLAREN.

☞ A meeting of the citizens of Cooperstown has been held for the purpose of initiating measures for the early construction of a branch railroad from that village, to connect with the Albany and Susquehanna Railroad.

Railroad Stocks.--County Subscriptions.

SUBSCRIPTION BY ALLEGHENY COUNTY, PENN. TO THE PITTSBURGH AND CONNELLSVILLE RAILROAD COMPANY. THE COUNTY AUTHORIZED TO LEVY TAXES SUFFICIENT TO PAY THE INTEREST UPON ITS BONDS ISSUED FOR THE PAYMENT OF ITS SUBSCRIPTION.

In 1843 an act passed the Legislature of Pennsylvania authorizing subscriptions by Allegheny County to the stock of the Pittsburgh and Connellsville Railroad Company. In April 1853 another act was passed giving authority to the county to borrow money to pay for such subscriptions. The county, by its commissioners, made a subscription and issued county bonds in payment; but, subsequently refused to pay the interest on the bonds, on the ground that by a proviso in section 7 of the act of April 15th 1834, they were debarred from doing so; that section enacting that no tax in any county shall in any one year exceed the rate of one per cent, on every dollar of the adjusted valuation," and the current expenses of the year being added to the amount of interest due on the bonds it exceeded the sum of one per cent of the entire value of the taxable property in the county.

The case came before the Supreme Court of Pennsylvania upon an alternative *mandamus*, awarded on the relation of Wm. G. Armstrong, against the commissioners of Allegheny county. The court holds that the proviso to section 7 of the act of 15th of April 1834, is a limitation upon the taxing officers merely, and in no way controls the Legislature, who may repeal the same expressly or impliedly by legislation inconsistent therewith. The grant of authority by the legislature to county commissioners to create a debt, and to provide for the payment of the interest thereon, is an enlargement of the power, to assess taxes to meet the demand, and an implied repeal of any conflicting statutory limitation. That, therefore the act of 1843, authorizing the subscription, and the act of 1853, giving authority to borrow money to pay such subscriptions, and to make provision for the payment of the principal and interest of the money so borrowed, as in other cases of loans of said counties, virtually repeal the proviso of 1834, limiting assessments, so far as it conflicts with their provisions, and empower the commissioners to levy taxes sufficient to meet the obligations incurred under said authority.

The following is the opinion of the court, rendered at the decision of the case.

THOMPSON, J.—After judgment for the relator in this case, we entertained a motion in behalf of the respondents to amend their return to the alternative writ of *mandamus*, in the particular hereinafter to be noticed, and without stopping to discuss any question of practice, as to the right to amend at the time it was proposed, we proceed to notice the amendment itself.

The original return, declared in our opinion to be insufficient, involved the question of power in the commissioners to direct the assessment of taxes beyond one per cent, in any one year, on the adjusted valuation of taxable property in Allegheny county, but as it was defective in not setting forth the aggregate valuation of property in the county, or the estimated amount of the ordinary expenses for the year, it was overruled.

The amended return now shows, that the aggregate valuation of taxable property in the county is $26,080,568; that the estimated current expenses for the year 1861, is $174,532, and that the railroad interest accrued and payable within that year, under judgments of this court, amounts to the sum of $157,500. Assuming from the return, that it is the intention of the county officers to provide for this interest, as well as the current expenses of the county, it is very evident that it will largely exceed one per cent on the valuation of the taxable property. The question now presented is, can the commissioners, as the law is, levy a tax exceeding ten mills, or one per cent, in any one year? for if they can we have decided that they must do it. The limitation referred to is to be found in a proviso to section 7th of the act of 15th April 1834. It is as follows: "*Provided*, That no tax in any county, shall, in any one year, exceed the rate of one per cent on every dollar of the adjusted valuation."

Every question touching the power of the legislature to authorize county commissioners to make such a subscription as was made in this case, and the exercise of the power by such functionaries, has been heretofore decided and the only question before us at this moment, is the effect of the grant of authority to create the debt, and to provide for the payment of interest in view of this limitation. Did it enlarge the power to assess taxes to meet the demand? That it did we cannot doubt. The limitation was upon the taxing officers. It was made to control them and could not control the legislature. Nothing but a constitutional mandate could have that effect, and so it must be conceded now, there was no such barrier in the way of legislation on the subject of municipal corporations; that, therefrom, was not in the way. The limitation was but the expression of the sovereign will towards subordinate authorities; it had no effect on the legislature itself. There being no constitutional prohibition to a change of the law on this subject, the legislature was free to dispense with the limitation entirely, or so far as to include within it the super-added duty of providing for new liabilities. This could as well be done by requirements totally inconsistent with the limit fixed, as by express provision. Where not expressed, it may be implied, whenever it is clearly and necessarily incident to the duty enjoined in the legislative mandate or authority.

The act of 1843 authorized certain counties named, and among them Allegheny, to subscribe to the stock of the Pittsburgh and Connellsville Railroad Company, and the act of 18th April 1853 gave authority to borrow money to pay for the subscriptions so made or to be made, and "to make provision for the payment of the principal and interest of the money so borrowed as in other cases of loans of said counties." We have decided that issuing bonds was a mode of borrowing money. The commissioners of Allegheny made the subscription, and issued their bonds in payment, but refuse to provide for the payment of interest, alleging that they cannot exceed the limit of one per cent, per annum.

They are required by the statute to make provision for the payment of interest, and of course in the manner they contracted to pay it; that was semi-annually. This was to be done in the usual mode adopted by counties. That certainly was by taxation, as that is the ordinary resource of municipal bodies. The respondents so understand it, as is evident by this plea, for in it they only set up the limitation as operating to prevent them from so raising the necessary amount. Now the legislative mandate was to make provision in the ordinary way; that is by taxation, without regard to any limitation whatever, excepting only the amount needed for the payment of the interest. That is in conflict, say the respondents, with a former act limiting the amount of the annual tax. What of that? The legislature are to be presumed to have known that, and notwithstanding, required the performance of a duty inconsistent with it. If the county made the subscription, she had the question of limitation in her own hands. The language was in effect, "if you subscribe you must provide money to pay interest, and if it exceeds the limits fixed for your protection, you must take the responsibility of that." The county did subscribe, and the act referred to was undoubtedly an implied repeal of the limitation which stood directly in the way of the performance of the duty enjoined. To hold otherwise, would be to allow the clearest requirement of the law to be defeated, and a palpable fraud to be committed upon bondholders who advanced their money on the faith of the authority given, and duty enjoined as a consequence thereof, by the legislature. A construction leading to such results cannot be made in this case—the law is too plain for that.

We have, however, on this subject, an authority directly in point. I mean the case of Amey *vs.* the city of Allegheny, recently decided in the Supreme Court of the United States. The facts of that case are as follows: By the act of 8th of May 1850, the authorities of Allegheny city were forbidden to increase the indebtedness of the city above the sum of $500,000. The terms of the act are very explicit. Subsequently thereto, the legislature authorized a subscription of $200,000 to the Ohio and Pennsylvania Railroad Company, with a re-enactment of the limitation including the last sum, in 1852 a further subscription of $200,000 was authorized by the legislature, without reference to the limitation. The subscription was however made, and the bonds of the city issued for the amount. A suit was brought in the Circuit Court of Pittsburgh for the recovery of certain unpaid coupons held by the owner of some of these bonds, and the defence set up was, that the bonds were unauthorized, and therefore invalid, as they were in excess of the limitation of the indebtedness of the city. On a difference of opinion of the judges in the circuit court, the case was removed into the Supreme Court at Washington, where the defence was overruled, Wanie J., delivering the unanimous opinion of the court. In that opinion it is said, "the political power which allowed the first subscription, could at a succeeding session of the legislature, give authority to the city to make a second; and we see that such was given by the act of the 14th April 1852.

* * * * * *

Upon a careful consideration of the amended return, we are of opinion that it affords no justification to the respondents in refusing the assessment of such taxes as may be required to meet the payment of the interest on railroad subscriptions by the courts, notwithstanding the limitation in the act of 1834. This return or plea being therefore insufficient in law, is overruled, and the decree in the case remains as passed.

Commerce of New York--April, 1863.

The Custom House tables of the foreign commerce of the port of New York for April supply the following figures:

Imports.	1861.	1862.	1863.
Entered for consumption	$5,395,809	$7,141,197	$9,493,830
Entered for warehouse	4,187,678	3,853,218	6,456,208
Free goods	3,351,905	2,232,315	1,328,216
Specie	1,953,001	26,152	107,061
Total entered at the port	$14,886,393	$13,252,882	$17,385,315
Withdrawn from warehouse	1,761,245	4,405,410	4,132,633
Cash duties	1,643,362	4,140,952	3,957,198
Exports.			
Domestic produce	$9,255,648	$8,002,094	$11,581,933
Foreign produce, dutiable	231,784	607,678	375,224
Foreign produce, free	209,573	56,350	74,949
Specie	1,412,674	4,037,675	1,972,834
Total exported from the port	$11,109,679	$12,703,797	$14,004,940
Total, exclusive of specie	9,697,005	8,666,122	12,032,106

The following is a statement of the imports and exports for the first ten months of the fiscal year:

	Imports incl. specie.	Domestic Exports. Merch'dise.	Specie.	Total.	Exports of foreign merchandize, dutiable and free.
July, 1862	$20,353,202	$14,050,437	$3,067,337	$22,117,774	
Aug. "	14,304,843	13,046,389	3,713,572	16,759,924	
Sept. "	18,147,917	14,734,993	3,085,919	17,840,912	
Oct. "	13,413,906	19,476,947	6,707,519	26,184,466	
Nov. "	10,309,398	14,060,340	6,213,251	20,273,591	
Dec. "	13,073,618	14,805,112	3,673,112	18,478,224	
Jan'ry, 1863	15,739,576	14,329,398	4,264,574	18,953,972	
Feb'ry, "	12,027,846	17,760,586	3,965,664	21,746,250	
March, "	18,930,895	16,137,689	6,585,442	22,723,131	
April, "	17,385,315	11,581,933	1,972,834	13,554,777	
1862-'63	$155,613,106	150,003,800	48,609,200	198,613,000	7,704,200
1861-'62	117,385,400	108,677,500	13,930,900	122,808,400	3,857,600
1860-'61	196,765,200	97,063,900	23,487,700	110,551,600	6,035,500

Financial Condition of Minnesota.

Area 83,531 *square miles or* 53,459,840 *acres.*

POPULATION IN 1850 AND 1860.

Census Years.	Absolute Population. White.	Colored.	Total.	Population to sq. m.	Proportion to Pop. of U.S.	Incr. p. ct. in 10 y'rs.
1850	6,038	39	6,077	0.07275	0.00026	2732.37
1860	171,864	259	172,123	2.06059	0.00549	

POPULATION OF PRINCIPAL CITIES.

Cities.	1850.	1860.	Cities.	1850.	1860.
St. Paul	1,338	10,401	Minneapolis	....	2,564
St. Anthony	656	3,258	Stillwater	621	2,000

LAND IN FARMS AND ITS VALUE.

Census Years.	Land in farms: acres. Improved.	Unimproved.	Total.	Cash Value of farms.	Value of farm'g implem'ts, etc.
1850	5,035	23,846	28,881	$161,948	$15,981
1860	564,397	2,222,734	2,777,131	19,070,737	1,044,009

LIVE STOCK AND ITS VALUE.

Census Years.	Horses.	Asses & mules.	Milk Cows.	Working oxen.	Other Cattle.	Sheep & lambs.	Swine.	Value of Live Stock.
1850	860	14	807	655	740	80	734	$92,059
1860	17,122	395	40,386	27,574	51,043	13,123	101,252	3,655,366

AGRICULTURAL CROPS AND PRODUCTS.

	1850.	1860.		1850.	1850.
Products of animals:			Other food crops:		
Butter ... pounds	1,100	2,961,591	Peas & beans ... bush.	10,002	18,802
Cheese ... "	....	198,904	Irish potatoes ... "	21,145	2,027,945
Wool ... "	85	22,740	Sweet " "	200	761
Animals slaughtered ... value	$2,840	732,418	Miscellaneous crops:		
Wax & honey ... lbs.	80	34,923	Hay ... tons	2,019	274,952
Grain crops:			Clover & grass seed ... bushels	....	2,470
Wheat ... bushels	1,401	2,195 812	Tobacco ... pounds	....	38,510
Rye ... "	125	124,259	Maple sugar "	2,950	370,947
Indian corn ... "	16,725	2,987,570	Products of—		
Oats ... "	30,582	2,202,060	Orchards ... value $	....	298
Barley ... "	1,216	125,130	Market gardens "	150	94,681
Buckwheat ... "	515	27,677	Home-made man'f. "	....	8,057

MINING, MANUFACTURES, MECHANIC ARTS, ETC.

Census Years.	Establishments.	Capital invested.	Raw material & fuel—value.	Employed. Males.	Females.	Value of Products.
1850	5	$94,000	$24,000	63	—	$58,300
1860	565	2,400,000	2,060,000	2,215	15	3,600,000

Value of the principal articles produced:

Articles.	1850.	1860.	Articles.	1850.	1860.
Flour and meal	$500	$1,310,000	Furniture	$....	$63,260
Lumber	57,800	816,808	Agricultural implem'ts	....	17,000
Boots and shoes	....	123,395	Spirituous liquors	....	15,950
Malt and liquors	....	77,740	Leather	....	11,400

EXPORTS OF AGRICULTURAL AND OTHER PRODUCTS.

Products.		1859.	1860.	1861 (estim.)
Wheat	bushels	369,625	1,576,666	3,000,000
Flour	barrels	114	5,721	
Rye	bushels	....	8,886	
Barley	"	10,000	19,623	250,000
Oats	"	164,500	185,195	
Indian corn	"	41,376	30,071	
Potatoes	"	123,400	55,941	50,000
Hides	value	$15,000	47,981	50,000
Wool	pounds	7,000	25,887	40,000
Butter	"	3,886	36,272	50,000
Ginseng	"	203,000	245,434	265,000
Furs	value	$160,000	186,155	280,000
Lumber	1,000 feet	.....	.....	30,882
Logs	" "	.....	.....	21,356

WATER LINES OF TRANSIT IN MINNESOTA.

	Shore Line.	Navigable Dist'ces.		Shore Line.	Navigable Dist'ces.
Mississippi River	1,035	517	Red River of the North	760	380
Minnesota River	486	243	L. Super'r & St. Louis R.	206	185
St. Croix Lake & River	104	52	Rainy L. & R. and L. of the Woods	355	155

—total—shore line 2,746 and navigable distances 1,532 miles.

STEAMBOAT ARRIVALS AT ST. PAUL.

Years.	First Boat.	Arrivals.	River closed.	L'gth of Season.	Years.	First Boat.	Arrivals.	River closed.	L'gth of Season.
1844	Apr. 6	41	Nov. 23	231 d's	1853	Apr. 11	200	Nov. 30	233 d's
1845	" 6	48	" 26	234 "	1854	" 8	256	" 27	223 "
1846	Mar. 31	24	Dec 5	245 "	1855	" 17	560	" 20	217 "
1847	Apr. 7	47	Nov. 29	236 "	1856	" 18	857	" 10	212 "
1848	" 7	63	Dec. 4	241 "	1857	May 1	1,026	" 14	198 "
1849	" 9	95	" 7	242 "	1858	Mar. 25	1,066	" 15	236 "
1850	" 19	194	" 4	229 "	1859	Apr. 19	808	" 27	222 "
1851	" 4	119	Nov. 8	218 "	1860	Mar. 28	775	" 23	240 "
1852	" 16	171	" 18	216 "	1861	Apr. 8	937	" 26	231 "

The distribution of this steamboat trade was as follows:

From La Crosse, Wisc.	273	From Fox Lake, Minn.	3
" Dunleith, Ill.	236	" Minnesota River.	318
" St. Louis	99	" Stillwater, Minn.	4
" Pittsburg	4		

The average tonnage of the steamboats engaged in this trade was in 1858, 205 tons and in 1861, from 250 to 300 tons.

Red River Trade.—A little steamer of 60 tons was launched at Shayenne in 1859. Another boat has recently been placed on the river. The trade is chiefly with the Red River settlement and consists largely of imports and exports of the Hudson Bay Company. The principal depot of this business is Georgetown. The following shows the weight of merchandize as also the number of passengers carried by steamer to and from the Selkirk settlement for the years 1860 and 1861:

Years.	Freight (pounds) carried. To Fort Garry.	From Ft. Garry.	Both ways.	Passengers.
1860	433,643	89,306	522,949	123
1861	826,483	91,576	918,059	308

—and in 1861, 60,000 pounds were carried down the river in barges, making in all 886,483 pounds or 443 tons carried to the settlement and 46 tons brought from it.

Minnesota River Trade.—This river was first ascended by steamboats in 1850. In 1851 three boats went up the river. In 1855, the arrivals from the Minnesota at St. Paul were 119; in 1857, 292; in 1859, 300 and in 1861, 318.

Upper Mississippi Trade.—The Falls of St. Anthony terminate the continuous navigation from the south; but above, the still, broad and deep river presents a long chain of slack water navigation interrupted only by the Sauk Rapids and Little Falls for 352 miles to the northwest or nearly to the Falls of Pokegoma to which point a steamboat ascended in 1859. On the first of these navigable reaches from St. Anthony to St. Cloud one boat has run regularly during the warm season and a second boat is to be placed on the line. The principal depots of this trade are Minneapolis and St. Anthony. At the first named there were in 1861, 45 arrivals, and probably at the latter an equal number.

RAILROAD SYSTEM OF MINNESOTA.

On the 3d March, 1857, Congress granted to the then Territory of Minnesota lands amounting to 4,399,141 acres to aid in the construction of certain railroads.

These railroad lines as surveyed and located are as follows:

	Projected.	Located.
Minnesota & Pacific—Stillwater *via* St. Paul & St. Anthony to a point 7 miles south of Sioux Wood with Red River	222	222 miles.
Minnesota & Pacific—Branch Line from St. Anthony *via* St. Cloud & Crow Wing	400	116 "
Southern Minnesota—West St. Paul *via* Shakopee, Belle Plaine, St. Peter, Mankato, etc., in the direction of the mouth of the Big Sioux	165	114½ "
Southern Minnesota—Branch from St. Anthony to Shakopee	25	23½ "
Transit—Winona *via* St. Peter to Dakota Line	268	175 "
Root River—La Crescent to Rochester	79	79 "
Minneapolis & Cedar Valley—Minneapolis *via* Faribault to Iowa State Line	112	112 "
	1271	852 "

In this system no provision was made for communication with Lake Superior. This omission was supplied by the State Legislature in 1861 which made a grant of swamp lands for such a line, and which as surveyed and located from St. Paul to Duluth is 171 miles. The lands thus donated embrace about 500,000 acres capable of easy drainage.

In consequence of the financial depression following the panic of 1857, the State attempted in the spring of 1858 to aid the companies entrusted with the construction of the land-grant railroads by a loan of State credit. For this purpose bonds were issued to the extent of $2,275,000, but the scheme failed to secure the confidence of the public, and the market price of the bonds declined to a merely nominal value. The companies defaulted, and the roads, lands and franchises and other assets reverted to the State, leaving the following amounts of graded roads among the assets:

Minnesota & Pacific—from St. Paul to Clear Lake	62.50 miles.
Southern Minnesota—from Mendota to Belle Plaine	37.50 "
Transit—from Winona to point near Ashland	50.00 "
Root River—from La Crescent to point near Houston	20.25 "
Minneapolis & Cedar Valley—in disjointed sections	69.25 "

—making the total graded 239½ miles.

The Legislature of 1861 made another attempt to secure the construction of these roads. The lands and assets were regranted to new companies on the condition of completing 20 miles before the 1st January, 1862, and a deposit of $10,000 was exacted as a pledge of good faith. In consequence of the political events which have since transpired, little was done under the new law except by the Minnesota and Pacific Company, which completed and commenced operations on the line between St. Paul and St. Anthony on the 2d July last, and is making every effort to open the line to Anoka during the summer of 1863. The Winona Transit is also progressing and 11 miles are ironed.

BANK STATEMENT.

The number of banks in the State on the 1st January, 1863, was seven and their condition as follows:

Resources—Loans and discounts, $107,405; due from brokers, $26,548; stocks on deposit with State Auditor at their par value, $266,412; State stocks not so deposited, $57,800; specie, $25,665; cash items $50,383; real estate and office furniture, $1,033; loss and expense account, $21,379; bills of solvent bank, $22,200; due from banks, $27,783—total, $606,609.

Liabilities—Capital, $318,000; circulation, $170,079; due to banks $3,100; due depositors, $92,876; due to others $11,660—total, $606,609.

Iowa County Bonds.

The United States Circuit Court for the circuit embracing the State of Iowa has decided that county subscriptions to railroad companies are void, and that bonds given by counties to aid in the construction of railroads in this State are constitutionally invalid. This is a virtual repudiation of the obligations incurred by counties in Iowa to aid in the construction of railroads. By this desion Dubuque county will get rid of two hundred thousand dollars of obligations, and on the same principle Dubuque city will be relieved of a railroad debt of some four hundred and fifty thousand dollars.—*Dubuque Herald.*

Railroads of the State of New York.

REPORT OF STATE ENGINEER.

OFFICE OF THE STATE ENGINEER & SURVEYOR, ALBANY, February 17, 1863.

To the Hon. the Legislature of the State of New York:

In compliance with section 103, chapter 140, Laws of 1850, I would respectfully submit the Annual Report on Railroads, for the year ending September 30, 1862, as prepared by my Deputy, S. H. Sweet, as follows:

REPORT.

During the year seven companies have been organized, and their articles of association have been filed as required by law, in the office of the Secretary of State. The following is a list of the companies organized, and of the enactments relating to railroads passed by the Legislature of 1862:

Adirondac Estate and Railroad Company.—An act to facilitate the construction of the road of this company. Time extended for completion; chap. 90, Laws of 1862.

Albany and Boston Railroad Company.—Articles of association filed January 9, 1862.

Brooklyn, Bath and Coney Island Railroad Company.—Articles of association filed February 19, 1862.

An act for the relief of this company; chap. 407, Laws of 1862.

Brooklyn City and Rockaway Railroad Company.—Articles of association filed April 7, 1862.

Buffalo and Allegheny Valley Railroad Company.—An act permitting this company to extend their road, and extending the time for building the same; chap. 143, Laws of 1862.

Erie Railway Company.—An act concerning this company, certain bondholders to received preferred stock on the surrender of their bonds; required to file a statement of the amount of capital stock in the office of the Secretary of State; consolidating the Buffalo Branch of the Erie Railway Company with this company, &c.; chap. 66, Laws of 1862.

Erie and New York City Railroad Company.—An act authorizing certain towns of Chautauqua and Cattaraugus counties to subscribe for the capital stock of this company; chap. 95, Laws of 1862.

An act to extend the time for the completion of road; chap. 357, Laws of 1862.

Grand street and Newton Railroad Company.—An act to amend the act authorizing the laying of a double railroad track in the city of Brooklyn and town of Newtown, passed April 16, 1860; chap. 199, Laws of 1862.

Lebanon Springs Railroad Company.—An act to extend the time for completion of road; chap. 444, Laws of 1862.

Long Island Railroad Company.—An act to amend chapter 277, of the laws of 1839, authorizing the construction of a branch road; chap. 413, Laws of 1862.

North River and Wall street Ferry Railroad Company.—Articles of association filed February 12, 1862.

Rochester City and Brighton Railroad Company.—Articles of association filed May 31, 1862.

Troy and Cohoes Railroad Company.—Articles of association filed February 11, 1862.

Troy Union Railroad Company.—An act to authorize the city of Troy to borrow money to pay such amount of the bonds of said city issued to this company, due January 1, 1863; chap. 59, Laws of 1862.

Utica City Railroad Company.—Articles of association filed August 13, 1862.

Watervliet Turnpike and Railroad Company.—An act to authorize the Watervliet Turnpike Company to construct and maintain a railroad on their present road, and to extend the same, &c.; chap. 233, Laws of 1862.

An act to amend the General Railroad act of 1850, relating to the weight of rails to be used; chap. 449, Laws of 1862.

ABSTRACT OF THE REPORTS OF THE RAILROAD CORPORATIONS FOR THE YEAR ENDING SEPTEMBER 30, 1862.

TABLE A.—*Stock and Debts.*

Amount of capital stock per charter and acts of the Legislature	$102,054,400 00
Amount of capital stock subscribed for	69,259,538 66
Amount of capital stock paid in per last report	66,028,351 92
Amount of capital stock now paid in	87,404,685 69
Amount of funded debt, as by last report	45,780,139 02
Amount now of funded debt	69,067,983 90
Amount of floating debt, as by last report	1,865,503 50
Amount now of floating debt	1,670,270 94
Total amount now of funded and floating debt	70,738,254 84

TABLE B.—*Cost of Construction and Equipment.*

For grading and masonry	$81,179,897 14
For bridges	2,206,130 05
For superstructure, including iron	22,983,028 57
For passenger and freight stations, buildings and fixtures	4,872,983 36
For engine & car houses, machine shops, machinery and fixtures	2,068,879 89
For land, land damages and fences	8,116,148 67
For locomotives and fixtures, and snow-plows	5,178,730 19
For passenger and baggage cars	2,645,363 02
For freight and other cars	3,843,562 47
For engineering and agencies	5,276,927 24
Total cost of construction and equipment	$145,186,963 18
Total cost of same, excluding city roads	136,559,727 09

TABLE C.—*Characteristics.*

Length of roads in miles	3,319.34
Length of roads laid	2,800.57
Length of roads in operation, excluding city roads	2,710.80
Length of double track, including sidings	1,112.95
Length of branches laid	454.09
Length of double track on same	24.18
Length of equivalent single track, exclusive of city roads	4,216.56
Number of engine houses and shops	193
Number of engines	769
Number of first class passenger cars	1,148
Number of first class passenger cars, excluding city roads	691
Number of second class and emigrant cars	210
Number of second class cars, excluding city roads	143
Number of baggage, mail and express cars	242
Number of freight cars	10,689

TABLE D.—*Business of the Year.*

Passenger Transportation:	
Miles run by passenger trains	17,299,684
The same, excluding city roads	6,448,777
Number of passengers of all classes carried in cars	59,690,601
The same, excluding city roads	12,870, 45
Number of miles traveled by passengers, or number of passengers carried one mile, city roads not included	344,830,369
Freight Transportation:	
Miles run by freight trains	9,596,696
Number of tons carried in freight trains	6,506,135
Total movement of freight, or number of tons carried one mile	858,402, 01
Classification of Freight:	Tons.
Products of the forest	422,743
Products of animals	1,877,929
Vegetable food	1,389,238
Other agricultural products	291,163
Manufactures	702,421
Merchandise	873,366
Other articles	1,449,275
Total tonnage	6,506,135
Excluding City Roads;	Miles.
Average rate of speed of ordinary passenger trains, including stops	20.48
Average rate of same, when in motion	24.87
Average rate of speed of express passenger trains, including stops	27.67
Average rate of same, when in motion	31.74
Average rate of speed of freight trains, including stops	11.52
Average rate of same, when in motion	14.43
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	68.78
Average weight, in tons, of freight trains, exclusive of freight	137.81

TABLE E.—*Cost of Maintenance of Roadway.*

Allotted to Passenger Transportation:	
Repairs of road-bed and way, exclusive of iron	$744,144 73
Cost of iron for repairs	394,643 03
Repairs of buildings	134,452 63
Repairs of fences and gates	25,495 69
Taxes on real estate	138,725 22
	$1,437,461 30
Allotted to Freight Transportation:	
Repairs of road-bed and way, exclusive of iron	$1,510,531 45
Cost of iron for repairs	869,215 03
Repairs of buildings	283,883 67
Repairs of fences and gates	56,498 58
Taxes on real estate	261,775 10
	$2,981,898 83
Allotted to passenger transportation	$1,437,461 30
Allotted to freight transportation	2,981,898 83
Other costs not allotted	350,320 92
Total cost of maintenance of road w'y	$4,769,681 05
Total cost, excluding city roads	$4,658,675 95

TABLE F.—*Costs of Repairs of Machinery.*

Allotted to Passenger Transportation:	
Repairs of engines	$475,174 04
Repairs of cars	485,543 74
Repairs of tools, &c	34,756 22
Incidental expenses, oil, fuel, &c	40,370 46
	$1,035,844 46
Allotted to Freight Transportation:	
Repairs of engines	$862,013 39
Repairs of cars	1,546,550 71
Repairs of tools, &c	72,260 90
Incidental expenses, oil, fuel, &c	82,025 97
	$2,562,850 97
Allotted to passenger transportation	$1,035,844 46
Allotted to freight transportation	2,562,850 97
Other costs not allotted	55,075 39
Total cost of repairs of machinery	$3,653,760 82
Total cost, excluding city roads	$3,614,900 87

TABLE G.—*Cost of Operating the Roads.*

Allotted to Passenger Transportation:	
Office expenses, stationery	$59,319 61
Agents and clerks	312,527 34
Labor, loading & unloading freight	19,777 05
Attendance of porters, watchmen and switchmen	152,345 14
Wood and water station attendance	40,002 19
Conductors, baggagemen and brakemen	265,844 97
Enginemen and firemen	243,965 77
Fuel, and cost of labor in preparing for use	671,303 02
Oil and waste for engines & tenders	82,277 96
Oil and waste for cars	11,815 81
Loss & damage of goods & baggage	5,805 87
Damages for injuries to persons	48,485 36
Damages for property and for cattle killed	7,297 08
General superintendence	74,465 24
Contingencies	348,653 25
	$2,343,885 66
Allotted to Freight Transportation:	
Office expenses, stationery, &c	$69,171 90
Agents and clerks	576,161 90
Labor, loading & unloading freight	791,325 89
Attendance of porters, watchmen and switchmen	275,797 96
Wood and water station attendance	65,224 53
Conductors, baggagemen and brakemen	431,872 80
Enginemen and firemen	486,378 48
Fuel, and cost of labor in preparing for use	1,263,719 87
Oil and waste for engines & tenders	159,929 93
Oil and waste for cars	47,635 58
Loss & damage of goods & baggage	90,998 41
Damages for injuries to persons	6,479 60
Damages for property and for cattle killed	17,382 12
General superintendence	135,988 43
Contingencies	430,160 60
	$4,848,078 11
Allotted to passenger transportation	$2,343,885 66
Allotted to freight transportation	4,848,078 11
Other costs not allotted	1,475,836 57
Total cost of operating roads	$8,667,800 34
Total cost, excluding city roads	$7,241,998 58

TABLE H.—*Earnings and Payments.*

Earnings:	
From passenger business	$9,873,004 84
The same, excluding city roads	7,582,666 55
From freight business, city roads excluded	18,545,978 84
From other sources	1,088,196 72
The same, excluding city roads	1,034,474 24
Total earnings	$29,507,180 40
The same, excluding city roads	$27,163,119 63
Payments other than for Construction:	
For transportation expenses	$17,882,071 79
The same, excluding city roads	16,029,914 67
For interest	4,915,706 62
The same, excluding city roads	4,811,173 83
For dividends on stock	2,405,890 50
The same, excluding city roads	2,008,490 50
Amount carried to surplus fund	1,017,461 35
The same, excluding city roads	940,544 34
Total payments	$26,221,130 26
The same, excluding city roads	$23,790,123 34

TABLE I.—*Accidents.*

Number of passengers killed	22
Number of passengers killed, excluding city roads	1
Number of passengers injured	45
Number of passengers injured, excluding city roads	24
Number of employees killed	51
Number of employees injured	28
Number of others killed	80
Number of others injured	42
Total number killed	153
Total number injured	115
Total number killed, excluding city roads	141
Total number injured, excluding city roads	84

Deductions from the foregoing Results.

If we exclude the city road, we have as follows:

Average cost per mile, of road and equipment	$50,391 04
Average cost of road and equipment per mile of single track	32,386 52
Average number of miles traveled by each passenger	39.55
Average number of passengers in each train	59.86
Average number of miles each ton of freight was transported	131.78
Average number of tons in each freight train	89.45
Aggregate movement of passenger trains is equivalent to passing over the road	2,128 times.
Aggregate movement of freight trains is equivalent to passing over the road	8,541 times.
Average number of trains passing daily over the road, about	15½
Average cost per mile of road, for maintaining roadway	$1,718 82
Average cost per mile of road, for repairs of machinery	1,333 76
Average cost per mile of road, for operating road	2,672 03
Average cost per mile of single track for maintaining roadway	1,104 85
Average cost per mile of single track for repairs of machinery	857 81
Average cost per mile of single track for operating road	1,717 51
Average sum received for carrying one passenger one mile	2.17 cents.
Average sum received for transporting one ton of freight one mile	2.14 cents.
Average number of miles of travel for each passenger killed	21,523,778
Average number of miles of travel for each passenger either killed or injured	3,609,509
Average number of passengers carried for each one killed	544,237
Average amount of dead weight moved for each passenger carried	1.15
Average amount of dead weight moved for each ton of freight transported	1.54

Average expense is 59 per cent. of all the earnings.

COST OF TRANSPORTATION AND EXPENSES ON GROSS EARNINGS.

Deductions from the reports of several of the principal companies, showing, 1st. Average sum received per ton per mile on freight. 2d. Average cost per ton per mile transporting freight. 3d. Per centage of transportation expenses to gross earnings.

Name of Road.	Average per ton per mile. Received for transporting.	Cost of transporting.	Per cent of transportation expenses on gross earn'gs.
Buffalo, N. York and Erie	2 03	1.22	66.54
Buffalo and State Line	2 78	1.45	51.33
Erie Railway	1 89	.95	61.63
Hudson River	2 26	1.20	51.89
Long Island	3 66	2.29	62.13
New York Central	2 28	1.89	59.93
New York and Harlem	3 74	2.82	60.48
New York and New Haven	4 54	3.10	54.80
Northern	2 05	1.10	64.11
Oswego and Syracuse	3 49	1.72	44.71
Rome, Watertown and Ogdensburgh	3 12	1.97	49.79
Saratoga and Whitehall	3 11	1.96	64.26
Syracuse, Binghamton and New York	1 26	.41	88.49

The following statement shows the extent and condition of the railroads in England up to 1861, *also those of this State up to September* 30, 1862, *from which satisfactory comparison can be drawn:*

Classification.	Railroads in England.	State of N. Y.
Cost of roads and equipments	$1,740,000,000	$136,559,727
T'l last year's re'ipts.	140,000,000	27,163,119
Per cent of expenses in operating same on receipts	47 per ct.	59 per ct.
Miles of double track.	6,690	1,137
" single " .	3,743	1,573
Equiv'lent " " .	17,000	4,216
Tons of iron used in making road	3,660,000	445,210
No. of ties for supporting rail	30,000,000	9,275,200
No. required to renew every year	2,400,000	713,477
No. of locomotives employed	5,081	769
No. of freight and baggage cars	180,574	10,881
No. of passenger cars.	15,076	2,192
No. of tons carried during year	90,000,000	6,506,135
No. of passengers carried during year	163,435,678	12,870,465
Average per mile of railroad	180,000	50,891
Receipts from freight business	75,000,000	18,545,978

RECOMMENDATIONS.

I would respectfully urge upon the Legislature the great necessity of amending that portion of the General Railroad Act of 1850 which relates to the annual reports of the companies to be made to this department. My predecessor, the Hon. Van R. Richmond, in his two last reports, called the attention of the Legislature particularly to this point. In the one for the year ending Sept. 30, 1861, he says: "Since 1850, great and important changes have been made in the management of railroads; and there are now many conditions and circumstances connected with the business operations of our railroads which cannot be brought out under the present form of reporting. For instance, we are unable to distinguish the way freight from that which passed over the entire length of the road; neither can we determine whether the movement is to or from tide water. We have no separate account of the live stock which is transported, no special account of the milk business; and there are many other particulars which it is important to have given in detail, which cannot now be reached."

The rapid increase in city or horse railroads, and their growing importance, demand that a special form should be laid down for the annual reports. At the passage of the general act, it was not forseen that these railroads would be, to any great extent, introduced, and no special provisions were made, and as a majority of them are formed under this act, and are obliged to make annual reports, it is important that some uniform rule should be adopted. The reports, as now made, are necessarily imperfect and incomplete, and it is impossible to tabulate them so as to give a satisfactory comparison.

The earnings of ten Companies that have filed their reports for the past year amount to $2,290,338 29, which is equal to nearly one-third the amount received from passenger business on all the railroads in the State using steam as a motive power.

For several years past the Legislature has passed many acts authorizing the formation of city railroad corporations, and have not required them to make annual reports. Many of these Companies are not even required to file articles of association with the Secretary of State. The Companies thus created are organized for the same purpose as those incorporated under the general law, and should, in my opinion be placed under the same general provisions.

I would therefore suggest that the act of 1850 be revised, especially that portion which relates to the form of the annual report to be made to this department, and that a special form be adopted for city roads.

Respectfully submitted.

WM. B. TAYLOR,
State Engineer and Surveyor.

DOCUMENTS ACCOMPANYING THE ANNUAL REPORT ON RAILROADS.

1. Tabulated results compiled from the reports of the respective companies, comprised in tables A, B, C, D, E, F, G, H and I.
2. Tables of comparative statements for five consecutive years, 1858, 1859, 1860, 1861, 1862, of the most important statistics, as reported by the companies.
3. Reports of the different Railroad Companies for the year ending September 30, 1862.
4. Comptroller's apportionment of expenses charged to Railroad Companies, for the year ending September 30, 1862.
5. A map of the State, on which is given the position of all the railroads.
6 A general plan of a wrought iron bridge, adopted by the New York Central Railroad.

Railroad Earnings---Weekly.

The traffic of the Great Western Railroad for the week ending May 15, 1863, was as follows:

Passengers	$19,437 93
Freight and live stock	26,189 76
Mails and sundries	1,235 57
Total.	$46,863 26
Corresponding week of 1862	43,582 80
Increase	$3,280 96

The earnings of the Grand Trunk Railway for the week ending May 9, 1863, were:

Passengers	$23,981 15
Freight and live stock	51,277 31
Mails and sundries	3,200 00
Total.	$78,458 46
Corresponding week, 1862	73,178 76
Increase	$5,279 70

The earnings of the Detroit and Milwaukee Railroad for the 3d week in May were:

Passengers	$7,767 33
Freight and live stock	11,706 21
Mails and sundries	639 35
Total	$20,112 89
Same week, 1862	13,952 42
Increase	$6,160 47

The earnings of the Cleveland and Toledo Railroad for the 3d week of May, 1863, were $23,839 00
Same week, 1862 15,723 00
Increase $8,116 00

The earnings of the Chicago and Rock Island Railroad for the 3d week of May, 1863, were $43,586 00
Same week, 1862 20,016 00
Increase $23,570 00

The earnings of the Illinois Central Railroad for the 2d week of May, 1863, were $72,846 94
Do., 1862 44,443 20
Increase $28,403 74

The earnings of the Terre Haute and Alton R. R. for the 1st 2 weeks of May, were $48,202 97
Same weeks, 1862 33,672 46
Increase $14,530 51

The earnings of the Chicago and Alton Railroad for the 3d week of May, 1863, were:

Passengers	$13,319 50
Freight	22,720 55
Sundries	1,035 83
Total	$37,075 88
Same week last year	24,832 68
Increase	$12,243 20

The following is a comparative statement of the earnings of the La Crosse and Milwaukee Railroad for weeks ending May 14, and 21, 1863:

	May 14.	May 21.
Freight	$23,027 02	$19,509 43
Passengers	7,225 56	6,892 08
Mails, etc.	670 80	685 00
	$30,923 38	$27,086 46
Same weeks, 1862	28,147 16	24,933 09
Increase	$2,776 22	$2,153 37

The earnings of the Galena and Chicago Union Railroad for the 3d week of May, 1863, were:

Freight	$35,984 00
Passengers	8,445 54
Mails	1,300 00
Total	$45,729 54
Same week, 1862	35,080 13
Increase	$12,649 41

The earnings of the Michigan Southern Railroad for the 3d week of May, 1863, were $53,214 00
Do., 1862 41,547 00
Increase $11,617 00

The earnings of the Michigan Central Railroad for the 3d week of May, 1863, were $49,921 06
Same week, 1862 31,816 10
Increase $18,104 96

The earnings of the Chicago and Northwestern Railway for the 2d week in May, 1863, were $23,589 30
Do., 1862 19,561 47
Increase $4,027 83

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week of May, 1863, were $18,072 85
Same week, 1862 29,405 11
Decrease $11,332 26
Total for the two weeks in May, 1863 $41,868 43
Do. do. do. 1862 52,703 24
Decrease $10,836 81

Albany and Susquehanna Railroad.

This company are now advertising for proposals for the construction of 31 miles of their road, extending from Schoharie to Oneonta. There are thirty-five miles, from Albany to Schoharie Creek, already graded, and the company are now laying the track; the materials, iron, &c., for which are already bought and paid for, together with three engines, passenger and box cars sufficient for present use. The town bonds and the $500,000 appropriated by the State, together with the first mortgage bonds to that point, will complete the road to Oneonta. The Directors then estimate that the $1,000,000 subscribed by the city of Albany, together with the bonds to be issued by the towns along the lines west, and the balance of the first mortgage, will complete the road to Binghamton, and all this without making a second mortgage.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,180	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,300
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,780	2,567,224
1863	242,729	204,537	260,269	306,697	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	61,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	72,169	93,591	110,935	72,036	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,224,841
1863	96,306	107,443	106,816	127,205	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	158,127	137,408	134,522	1,328,375
1863	139,686	126,521	119,836	122,255	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,450
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,178	86,429	104,382	93,022	62,263	101,060	125,695	107,785	91,263	980,984
1863	68,143	81,750	90,677	100,904	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	78,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,699	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	128,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,280	76,032	65,907	55,085	50,386	66,573	84,663	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,185,504
1863	145,950	147,487	164,845	117,908	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,295	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,234
1863	835,453	829,734	946,041	938,453	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,887	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	135,516	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,083	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,076,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,899	66,686	56,171	107,754	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,062	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,754,819
1860	131,467	119,333	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,653,509
1863	248,784	230,508	254,208	267,693	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,277	144,982	236,848	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,590	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,965	7,906,763
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,709
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	118,075	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,206	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,322	464,357	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,880	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	102½
" " " 1850	700,000	6	Jan. & July.	"	1880	104
" " " 1855	1,128,500	6	Jan. & July.	"	1875	103½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	112
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	380,000	7	May & Nov.	" "		103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ⅓ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	106
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	108
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $327,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	107
2d Mortgage	600,000	7	May & Nov.	" "	1875	104
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	103
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	66
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1870	35
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	2,690,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	$1,597,000	7	Jan. & July.	New York.	1870	110½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		105
1st Mortgage (general)	3,000,000	7	" "	" "		88½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	96
2d Mortgage	2,000,000	6	" "	" "		61
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		99½
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	345,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	600,000	7	" "	" "	1873	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	106
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	86½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	609,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1857	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	113½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	105
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	112½
2d Mortgage	2,516,500		March & Sept.	" "	1881	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	110
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	114
1st Mortgage (Extended)	871,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	111
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1858	116
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	90
Land Security	5,000,000	7	April & Oct.	" "	1881	80
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1880	45
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1865	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	118
Convertible	1,002,000	7	" "	" "	1867	120½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	120
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			110
Income	281,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "		100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	81
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1878	108
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		35
2d Land Grant (Western Div.)	353,600	†	" "	"		35
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,786,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6			'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	103½
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co.:						
Mortgage Bonds	550,000	7			1882	
Mortgages on Land	473,800	7				
Louisville and Frankfort:						
Louisville Loan	100,000	---			1881	
1st Mortgage	228,000	---			'63-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	280,410	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,800,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	367,489	8	Jan. & July.	London.	1872	96½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	122
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	121
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	109
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	15,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1862	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	104
Detroit and Toledo	812,000	7	" "	" "	1876	104½
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	111
2d General Mortgage	2,658,500	7	" "	" "	1877	105
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	108½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
1st Mortgage	250,000	7	" "		1883	
Mississippi Central:						
1st Mortgage	1,007,362	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	500,000	7				
1st Land Grant	2,000,000	7				64
2d Land Grant	700,000	---				
Mississippi and Tennessee:						
Tennessee State Loan	93,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	240,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1860	
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '68	
1st Mortgage Coupon	2,695,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1880	
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	109½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	119½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	109½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	109½
Real Estate Bonds	252,975	6	" "	" "	1883	105
Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1864	104½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	126½
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	114½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	117
3d Mortgage	6,000,000	7	" "	" "	1883	113½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	111
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	109
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	111
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	105
3d Mortgage	980,900	7	Jan. & July.	" "	1867	105
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	111½
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	102½
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	103½
2d Mortgage	3,077,000	7†	" "	" "	1861	30
North Missouri:						
State Loan (30 years)	4,350,000	6	----------	----------	------	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96
Chattel Mortgage	360,000	10	" "	"	1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	225,800	6	April & Oct.	Boston.	'64-'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	----------	----------	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	----------	----------	------	90
State Loan (S. W. Branch)	1,268,000	6	----------	----------	------	----
Construction	3,235,000	7	----------	----------	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	114½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	107
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	106
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" " 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	107
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	110½
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,586,500	6	" "	"	1886	117½
" 1856, "	1,475,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	138½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	----------	----------	------	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	105
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†	----------	----------	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	74
2d Mortgage	937,500	7	" "	"	1863	10
3d Mortgage	435,050	7	" "	"	1863	8½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----------	----------	1856	----
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	107
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	97
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	87
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	106
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	106
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	97
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	97
Interest Bonds	245,700	7	----------	----------	------	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	82
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	24
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	82½
Mortgage, (coupons)	928,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	111
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	
								ALABAMA.														
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,936	*		877,953	503,500	105,255	1,515,704		54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991		335,010	109,500	21,632	518,965		30.3	.....	55,791	31,862	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906		1,067,006	777,777	240,485	2,176,023		109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*		.....	.....	.....	.....		57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*		600,431	—	—	600,431		—	—	—	—	—	—
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*		.....	.....	.....	.....		.....	.....	1,402,868	695,370	—	....
29 Feb. '60	88.6	28.4	....	23	14	283		Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505		116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....		.....	.....	.....	.....		—	—	—	—	—	—
								ARKANSAS.														
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....		.....	.....	.....	.....		—	—	—	—	—	—
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949		.....	.....	.....	.....	—	....
								CALIFORNIA.														
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*		793,850	700,000	—	1,493,850		22.5	.....	220,251	104,894	—	....
								CONNECTICUT.														
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825		23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584		122.4	229,088	301,402	(126,918	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,848	254,000	102,888	2,350,000	927,000	—	4,063,215		73.0	374,460	747,300	330,299	11¼	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236		124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661		62.0	.....	206,429	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*		738,538	750,000	156,429	1,644,967		62.0	127,390	135,072	—	—	—
31 Dec. '62	75.9	3.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475		operated by		N. Y.	& N. H.	4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827		66.0	156,905	151,781	28,786	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	868	New York and New Haven	4,643,649	710,403	—	3,000,000	2,000,000	—	5,672,381		117.4	.....	1,086,437	582,341	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867		66.4	294,173	353,684	168,927	—	100
								DELAWARE.														
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684		84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544		5.0	.....	27,283	10,290	9	....
								FLORIDA.														
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....		.....	.....	.....	.....		.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112		32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	—	—	.....	*Flo., Atlantic and Gulf Central*	.....	.....		.....	.....	.....	.....		.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....		.....	.....	.....	.....		29.4	.....	.....	.....	—	....
								GEORGIA.														
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385		86.7	.....	418,036	205,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....		.....	.....	.....	.....		30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....		53.0	.....	168,988	96,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....		21.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,386,800	*	—	4,386,800	.....	.....	6,590,173		229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343		232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976		102.5	226,241	404,618	212,676	10	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868		50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140		71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913		228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—		138.0	.....	832,343	454,541	—	....
								ILLINOIS.														
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057		281.0	976,381	1,225,001	457,794	—	73
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	—	12,176,115		168.0	1067,025	1,551,227	679,772	—	115¼
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065		45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,956,936	8,035,000	264,676	11,817,527		218.0	.....	849,719	414,828	—	31¼
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220		228.4	765,949	1,054,704	415,971	8	98¾
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	—	—	580,000	—	—	580,000		84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145		341.7	1,420,341	1,777,541	834,608	6	103¼
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....		175.0	.....	485,943	181,529	—	....
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,071	*	—	16,824,260	15,060,500	—	36,071,630		708.3	2,561,192	3,445,827	1,870,723	4	110
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....		—	—	—	—	—	—
— — —	143.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....		148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....		oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....		—	—	—	—	—	—
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....		186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000		100.0	oper. by	Bur. &	Quincy.	—	....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....		oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000		203.0	.....	1,117,693	568,020	—	44
								INDIANA.														
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....		108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....		29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	61,772	2,283,748		109.0	.....	249,867	119,842	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011		109.0	365,122	400,397	133,009	—	72
31 Dec. '58	89.8	30.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108		110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545		84.0	.....	331,813	165,939	—	....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881		108.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000		64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,080,128		135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000		288.0	.....	645,827	371,402	—	....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000		74.0	.....	.....	.....	—	....
30 Nov. '62	78.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,288,522		78.0	319,251	563,814	361,278	12	125
								IOWA.														
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768		50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,084	.....		86.0	7 mo's.	85,239	48,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,833		111.0	.....	228,560	122,931	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....		—	—	—	—	—	—
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....		38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745.703	*	—	548,216	414,000	60,452	1,022,668		11.2	.....	.....	.....	—	....
— — '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,060	15,000	.....		230.0	.....	.....	.....	—	23
								KENTUCKY.														
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993		111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....		20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....		13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,812		29.0	.....	108,944	43,267	—	30
30 Jun. '61	65.1	—	....	—				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551		65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	80	20	455	Louisville and Nashville	8,530,718	*	—	5,588,481	3,255,500	661,289	9,455,250		269.0	613,808	716,478	371,122	—	—
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....		18.8	oper. by	Cov. &	Lex.	—	—
								LOUISIANA.														
— — —	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....		22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....		27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	3,856,320		80.0	180,204	481,923	228,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,370,452	1,040,759	—	.....	2,666,000	1,140,717	.....		206.0	.....	1,282,624	856,434	—	....
1 Aug. '60	68.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,891	*	—	1,282,018	244,000	108,484	1,710,819		68.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	787,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,988,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,963	172,118	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—		180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	116,782	6	114½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	—	—	37.0	—	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,923,203	2,205,788	6	87½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,280,000	5,150,000	402,054	9,838,621	185.0	940,558	1,920,641	927,341	—	43
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	600,000	100,000		600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345		1,880,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6¼	106
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	127
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,962,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	255,862	8	137
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	141
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	30½
30 Nov. '62	50.0	2.4	5.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,864	6	106
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	113½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,760	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	116½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	28.4	33,739	38,588	4,619	6	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,238	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	307,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	180
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	802,760	54,214	14,000	800,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	63,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,603	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	135
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	18	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	132
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	oper	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	431,715	11.5	22,218	64,425	20,484	—	19½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	oper	r. by Ho	usatonic.	31,409	7	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov. '62	6.1	—	.....	30.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	oper	r. by T.	and B.	.....	—	40
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	39
30 Nov. '62	156.1	17.3	126.6	—	78	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	156
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	76½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	—	9,006,369	188.0	—	340,898	—	—	—
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	—
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	—	—	—	—	—	—	—	—	—	—	—	—	—
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	8	116
31 Mar. '63	246.0	231.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,444,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,331	1,461,276	—	74½
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	—	—	—	—	—	—	—	—	—	—	—	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	—	—	—	—	575,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	—	—	—	—	600,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	—	—	—	—	300,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	—	—	—	—	—	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	758,292	—	2,000,961	2,554,782	806,992	6,331,899	236.0	—	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,286	456,949	275,060	1,974,444	69.7	—	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	—	250,047	121,659	—	—
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	—	—	—	*Cairo and Fulton*	1,213,497	*	—	800,000	650,000	—	—	37.0	—	—	—	—	—
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	—	—	206.8	—	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,988	—	2,459,207	4,350,000	—	—	168.8	—	444,460	182,896	—	—
31 Dec. '62	52.0	—	3.6	—	—	—	—	*Platte County*	1,200,000	—	—	500,000	700,000	—	—	52.0	—	—	—	—	—
28 Feb. '62	189.0	—	14.4	98.3	20	25	379	*Pacific*	10,057,641	626,357	—	3,456,706	7,000,000	402,198	19,560,960	189.7	417,357	457,184	108,206	—	—
28 Feb. '62	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	71,213	4,500,000	—	—	114.0	71,433	104,135	33,664	—	—
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,166	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,681	253,295	65,250	—	—
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	—	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,600	—	—
31 Mar. '62	93.5	—	5.5	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	ope	r. by Con	n. River	208,360	92,712	—	42
30 Nov. '62	53.6	—	.....	—	11	11	302	Cheshire (preferred)	2,339,713	*	—	2,085,592	202,700	—	3,049,738	63.6	268,324	298,056	104,643	—	40
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	887,462	28.1	.....	34,045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	63
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,705	525,205	ope	r. by Eas	tern Ma	ss.	4	115
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,687	—	166,743	200,000	56,210	.....	20.5	.....	26,120	12,857	—	—
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	118
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	70
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	600,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,128	*	—	997,862	2,069,500	178,982	3,261,344	76.0	.....	259,921	118,533	—	—
31 Dec. '62	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	3,020,181	—	.....	124.2	.....	3,040,148	1,728,548	10	170½
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,386	66,128	—	16
31 Dec. '62	64.0	—	43.0	—	38	20	540	Central of New Jersey	4,915,252	606,642	672,113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	177
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,696,704	33.8	612,849	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	—	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	—
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	20,500	5½	—
31 Dec. '62	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	148,606	2,597,161	—	[3 mos.	10,368	—	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,207,750	600,000	—	1,907,750	24.0	.....	239,889	134,743	6½	111
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	32,963	90,123	46,823	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.														
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,567,502	136,038	—	439,065	1,575,099	50,000	—	—	oper. by Re		na. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	—	oper. by W		estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	—	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—	—
30 Sep. '61	28.3	—	28.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,647	3,682,852	176.0	609,076	823,425	275,486	—	—	90
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,287,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	—	190
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	348,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—	—
30 Sep. '62	144.0	4.0	115.0	—	65	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	298,424	13,193,890	259.0	—	2,730,386	707,592	—	133	—
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	—	38
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,680	24,000,000	14,279,598	—	41,866,835	664.9	5,366,772	9,356,828	3,749,077	6½	—	122
31 Dec. '62	460.0	97.0	302.0	—	226	101	8,279	Erie	39,021,292	*	—	19,973,200	20,131,500	—	41,623,172	633.0	4,836,359	8,400,334	1,636,351	—	—	94½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	—	109
30 Sep. '61	99.0	—	.....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Ce		ntral.	60,000	6	—	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90,061	—	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B.,		N. Y. &	E. 4,996	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sackett's Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,751	—	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	oper. by Ren		s. & Sar.	—	5	—	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	5,894	—	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,158	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	oper. by Hud		s. River.	—	6	55½	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by oth		er Co's.	—	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.31	23,318	65,344	26,786	—	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by	Erie R.	W. Co.	—	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	90	—
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,963	35,572	—	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—	—
								OHIO.														
— — '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '61	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	.....	404,533	168,653	—	—	—
1 Aug. '61	187.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,128,458	6,810,432	141.0	.....	699,716	230,551	—	—	17
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	.....	646,205	329,714	7½	—	135
31 Dec. '60	30.0	—	.....	69.1	—	—	.....	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	.....	.....	—	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,687	20	—	165
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	612	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	—	200
30 Nov. '62	101.	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,900	—	—	88½
31 May '62	109.2	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,687	543,488	3	—	113
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	—	99
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. r. w. Lit.		Miami.	177,371	8	150	—
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,961	—	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,084	64,000	23,000	—	—	—
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,620	469,762	723,853	152,694	.....	45.0	.....	128,170	33,412	—	—	—
— — '59	36.0	—	.....	84.0	—	—	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	.....	.....	.....
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,852	.....	—	—	—
30 Nov. '58	18.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	145	—
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	3,781,699	235,789	106,895	9,792,293	228.6	.....	434,290	99,554	—	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,240,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,092	—	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—	—
30 Jun. '62	158.9	52.0	.....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—	—
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,809,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,190	—	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	oper. r. by C.,		C. & C.	.....	—	—	—
30 Nov. '58	49.8	—	.....	62.2	6	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—	—
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,088	2,335,550	6,211,618	198,590	8,785,378	250.0	1,614,932	1,988,202	980,462	—	—	77
								PENNSYLVANIA.														
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	—	1
31 Oct. '62	88.0	—	.....	—	.....	.....	.....	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	75	—
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	276,880	.....	—	8	—
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	—	255,560	73,235	8	—	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	161	—
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.8	130,002	178,393	98,654	—	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,623	123,499	—	—	38
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	33,820	10	—	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	67	—
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	52.3	23,476	29,799	5,079	—	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,020	289,153	2,026,144	50.5	150,984	196,024	104,184	—	—	20
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,518	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,066	—	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	522,927	460,516	8	76	—
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	980,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	—	55½
31 Oct. '62	224.5	105.5	62.5	—	—	—	.....	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,485	8½	60	—
30 Nov. '62	55.6	13.2	8.8	—	18	2	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	2,106,280	280,000	6,447,780	66.4	263 334	397,186	218,960	—	—	158
31 Oct. '62	855.6	55.8	818.0	—	258	157	3,871	Pennsylvania	17,641,048	4,165,804	—	12,274,600	9,527,400	43,000	.....	441.4	5,036,609	10,143,739	5,987,124	6	67½	—
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27.519	—	218,000	575,000	175,000	930,000	31.0	68,218	67,416	20,861	—	—	—
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,862,696	24.0	229,933	262,333	129,742	6	50½	—
31 Oct. '62	190.0	—	10.5	98.0	18	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157,739	12,129,857	190.0	218,574	413,472	180,909	—	—	25½
30 Nov. '62	147.4	5.5	137.8	—	143	67	7,309	Philadelphia and Reading	21,079,088	3,481,451	565,858	11,548,929	12,036,100	94,468	25,528,145	355.0	2,068,166	3,911,830	2,096,775	—	—	66½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Siddings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
31 Oct. '62	28.2	—	1 9	—	—	—	—	PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	95.9	—	34.8	—	32	109	565	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	—
31 Oct. '62	59.6	—	6.4	89.5	10	14	63	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,620,500	2,284,500	—	8,742,000	—	581,846	2,201,855	—	9	73
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,601,858	72.0	194,000	129,918	50,379	—	—
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	73
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,800	79,618	9,338	—	—
31 Oct. '62	28.0	—	6.2	—	5	1	439	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	—	oper. by	Ph. & R	eading.	5	—
31 Oct. '62	29.6	—	2.5	—	4	4	101	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	—	57,928	159,534	99,060	—	40
31 Dec. '62	26.4	—	3.0	—	5	11	23	Tioga	719,914	77,999	—	97,550	396,500	65,828	797,913	29.6	81,934	134,788	97,862	9	43
								Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	106,800	141,101	79,544	—	6
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	—	62.0	302,600	311,370	140,707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	457,917	8,500	—	—	13.6	23,954	25,594	6,739	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,530	6	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	845,540	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,333	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,137	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,678	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.8	180,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,264	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,335,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	18,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	153.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	750.0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,230,400	800,000	1,608	—	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	26	25	541	Rutland and Burlington	3,987,708	558,275	—	2,233,376	3,183,038	863,019	—	119.6	394,393	322,829	61,180	—	—
31 Aug. '62	62.5	—	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	*	1,097,000	—	—	—	62.5	138,299	140,886	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	1,500,000	—	174.5	679,677	713,418	191,466	—	—
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	—	4	149
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	—	23.7	53,041	45,273	7,187	—	—
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	—	—	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	708,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	7½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,228,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	843,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,858	—	43.5	1,068,054	163,758	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	498,193	740,489	347,957	—	—
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.0	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,830,078	*	23,304	1,000,000	600,000	248,366	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	648	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	—	1,108,354	436,089	—	47½
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May, '61	104.0	—	—	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,228	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '62	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	235,420	55,495	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	11
— — '62	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
0 Sep. '58	624.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,089,219	4,000	6	38
31 July, '62	229.0	128.0	—	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	—	26,104,725	357.0	—	1,221,145	585,885	1½	—
— — '62	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	—	—	—	—	—
31 Dec. '61	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	—
— — '61	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	—	—	—	—	—
— — '61	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	½ 158,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	—	—	11	22	120	Panama	9,000,000	*	615,658	8,000,000	3,575,000	—	10,765,723	48.7	—	1,743,294	1,018,444	12	10

New York Stock Exchange.

Actual Sale Prices for the week ending May 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
STATE STOCKS:—						
California 7s	131½	....	132	130	....	
Illinois War Loan	....	....	....	....	....	
Indiana War Loan	....	100	....	....	....	
Kentucky 6s	....	....	....	....	....	
Louisiana 6s	....	....	....	....	....	
Michigan 6s, 1878	....	....	....	....	....	
Minnesota 8s	....	....	....	....	....	
Missouri 6s	70	72½	71½	74½	72½	71
Do. iss. to H. & St. J. R.	....	....	90	....	....	
North Carolina 6s	71½	....	....	....	....	70
Ohio 6s, 1881	....	....	111½	....	....	
Tennessee 6s, 1890	61½	63½	64	65	64½	64
Virginia 6s	66	....	....	....	66	
RAILROAD SHARES:—						
Buffalo & State Line	....	....	....	....	....	
Chicago & Alton	78½	80	80½	78	74	73
" " pref.	94	97	....	96	93½	92½
Chicago, Burl. & Q.	....	115	....	115	....	115½
Chic. & Northwest'n.	36	36½	35½	33½	31	31½
Chicago & Rock Isl.	102½	102½	102½	101	99	98½
Clev., Col. and Cin.	....	....	....	165	....	....
Clev. and Pittsburg	99	101	98	95½	88	85½
Clev. and Toledo	114	114	115½	114½	112½	113
Del., Lack. & West.	....	....	....	....	....	
Galena and Chicago	107	108	107½	106½	103	103½
Hudson River	136	137½	135	134½	133	133
Illinois Centr. (scrip)	113	115	114½	116	113	110
Michigan Central	114	118	119	124½	116	116
M. S. and N. I.	79	82	80½	84½	75½	74½
M. S. & N. I. guar'd.	116½	116	117	122½	114	112½
Mil. and P. du Chien	55	57	55	60	45	47½
M. & P. du C. 1st pref.	....	....	....	110½	....	....
M. & P. du C. 2d pref.	....	90	....	....	....	....
New York Central	123	125½	125½	123½	121½	122
Erie	97½	99½	99½	97	94½	94½
Erie pref.	106½	108	107½	106½	105½	105
Norwich & Worcest'r	....	....	....	100	....	....
N. York & Harlem	106	108½	104½	113	112	109
N. Y. & H. "pref."	115	115	117	115	115	111
Panama	....	....	....	....	....	....
Phila. and Reading	113	116	114	113½	112	111
Pitts. Ft. W. & Chicago	78	80	80	76	73	73
St. L., Alton & T. H.	52	54	52	50	47½	44
" " " pref.	80	....	....	....	77	....
Toledo & Wabash	80	82½	86	85	....	77
" " Pref.	87	....	....	99	....	86
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	112
Chicago & Alton, 1 M.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Chic. & N. W. 1st M.	89	89	....	....	89	88½
" " 2d M.	64	68	67½	67	63	61
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	96	....
" "Ap. Ext'n.	....	....	....	....	....	....
" "G. B. Ext.	....	....	....	....	....	....
Clev. & Pitts., 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	86½
Cl. & Tol. S. F. 7 p.c.	113½	....	....	....	....	....
Chi., Bur. & Q. 8 p.c.	....	....	....	....	....	....
Chi. & R. I. 1st M. '70	110½	....	....	....	....	....
D. L. & W. 1 M. 8p. '71-8	....	....	....	115	....	....
" 2M. 8p.c. '81	....	....	....	....	112½	....
Gal. & Ch. 1M. 7p.c. '63	....	....	115	114	....	....
" 2M. 7p.c. '75	....	....	....	....	....	....
" 1 M. Ex. '82	....	....	....	....	....	....
Hann. & St. J. bonds	76	78	76	....	....	80
Huds. R. 1M. 7p.c. '69	....	....	....	117	....	....
" 2M. S. F.	....	....	122	....	....	123
" 3M. 7p.c. '75	120	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central bonds	....	....	....	120	....	....
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. & P. du C. 1st M.	....	....	....	....	....	....
Mich. Cen. S F. 8pc. '82	....	122	....	122	121	....
" conv. 8p.c. '69	....	....	....	....	....	....
M. S. & N. I. 1 M. S. F.	....	....	111	....	....	....
" " 2 M.	105	105	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N. Y. Central 7s, 1864	....	....	104½	....	104½	....
" 7s, S. F. 1876	119½	....	....	....	....	....
" 7s, conv. 1876	126½	....	....	....	....	....
" 6s, S. F. 1883	110	109½	110	....	109½	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '79	117	....	....	....	....	....
" 3 M. 7 p.c. '83	....	....	114	....	114	113½
" 4 M. 7 p.c. '80	....	....	....	....	111	....
" 5 M. 7 p.c. '88	....	....	....	....	....	109
N. Y. & H. 1 M. 7 p.c. '73	....	111	111	....	....	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	105	....	....
Pitts., Ft. W. & Ch. 1 M.	112	112	....	....	110	....
" " " 2d M.	105	105	105	....	....	....
" " " 3d M.	84	87½	....	87	....	85
St. L., Alt. & T. H. 1 M.	....	....	107	....	106	....
" " 2 M. pref.	97	96	....	....	....	96
" " Inc. b'ds	87	....	....	....	87	88
Toledo & Wab. 1 M.	....	....	....	....	....	106½
" " 2 M.	....	....	96	....	94½	....
" " Int. b'ds	....	....	....	....	....	....
MISCELLANEOUS:—						
Del. & Hud. Canal	145	146	147½	148½	150	150
Penn'a Coal Co.	132	136	139	....	....	....
Pacific Mail S.S. Co.	188½	....	....	187½	183	183

New York Stock Exchange.

Actual Sale Prices for the week ending May 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	98	....
U. S. 5s, 1874, reg.	96	....	97½	....	98	
U. S. 5s, 1874, coup.	97	97½	98	....	....	
U. S. 5s, 1865	....	106	....	....	....	
U. S. 6s, 1881, reg.	107½	107½	107½	108	....	109
U. S. 6s, 1881, cou.	107½	107½	107½	108	108½	108½
U. S. 6s, '81, O. W. L'y.	....	....	....	....	....	....
U. S. 6s, 1881, " ½y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, "	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	....	102	102	101½	101½	
U. S. 6s, " " new	99½	99½	99½	98½	99½	99½
U. S. 6s, 5-20s, coupon	....	....	....	....	....	....
Treasury 7 3-10 Notes	107½	106½	107	107½	107½	108½
U. S. Demand Notes	....	....	....	....	....	....
American Gold	149½	148½	149½	144½	143½	143½

Boston Stock Exchange.

Actual Sale Prices for the week ending May 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
Boston and Lowell	....	....	108	....	....	
Boston and Maine	127	128½	....	123½	128	127
Boston and Providence	....	....	....	....	137	137
Boston and Worcest	141	141	....	141½	141	141
Connecticut River	....	....	108	108	....	....
Eastern, Mass.	114	114½	115½	115	114	113½
Eastern, N. H.	....	....	115	....	....	....
Fitchburg	....	115½	115	116	116½	116½
Manchester & Lawr'ce.	119	120	....	118	118	....
Michigan Central	....	118	116½	....	120	115
Northern, N. H.	....	....	71½	....	....	70
Old Colony and Fall R.	138½	138½	137½	137	136	152
Ph., Wil. & Baltimore	74	74	73½	....	73½	72½
Portl'd, Saco & Ports.	114½	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	39	39½	39½	40½	40	39
Western	....	155	....	....	156	....
Cambridge (Horse)	126	126½	....	....	....	....
Metropolitan "	....	....	....	....	....	....
Middlesex "	....	....	....	....	....	113
Central Copper Co.	54½	55½	....	....	53½	....
Franklin Copper Co.	58½	60	60½	59½	59	....
Isle Royale "	25	25	....	25	....	....
National "	....	....	31	....	....	....
Minnesota "	....	....	....	112	....	....
Pewabic "	69½	69½	69½	71	....	....
Pittsburg "	89	....	....	89	90	88
Quincy "	93½	94½	93½	92½	92	92
Rockland "	....	....	24½	24	....	23

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.24.	Tu.25
Beaver Meadow	72	72	75	....	75	....
Cattawissa	....	8	8½	....	....	8
" preferred	25½	25½	25½	....	24½	24½
Camden & Amboy	....	....	172	171	....	170½
" " 6s, '67	....	....	....	103	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	106	106	....	....
" " 6s, '83	....	....	....	....	....	....
" " 6s, '89	....	....	....	....	....	....
Elmira & W'msport	38	....	....	....	....	....
" " pref.	54	....	....	54	....	....
" " 7s	....	....	....	....	....	....
" " 10s	....	78	....	....	....	....
Harrisburg	....	....	67	....	....	....
Lehigh Navigation	60	....	....	....	60	....
" " 6s	109	109½	....	....	108½	....
" " scrip	43	....	....	47	46½	....
Lehigh Valley R. R.	80	....	....	....	....	....
" " scrip	....	....	....	....	....	....
" " 6s	....	....	108	....	....	....
Little Schuylkill R. R.	51	52	51	51	50½	
" " 7s	....	....	....	....	....	....
Long Island	....	....	38	38	....	38
" " 6s	....	....	103½	....	....	....
Minehill	....	64½	65	65	65	....
North Pennsylvania	16½	16½	17½	16½	15½	15½
" " 6s	96	....	95½	96	95½	....
" " 10s	....	....	....	....	....	....
Pennsylvania R. R.	68½	67	67½	68	67½	67½
" 1st m.	....	....	114½	....	....	114½
" 2d m.	....	....	107	....	....	....
Penn. State, 5s	101½	....	101	101	101½	101½
" " 5s, coupon	105	....	105	....	....	105
" " 6s, "	....	....	....	....	....	....
Philadelphia City, 6s	....	108	108	108	108	108
" " new	111½	111½	111½	111½	111½	111½
Philad., Germ. & Nor.	....	....	....	....	59	....
Phila. & Reading	58½	57	58½	57½	56½	56½
" " 6s, '86	114	....	116	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	26½	26	26½	26½	26	....
" "	....	....	....	....	....	106½
Philad. & Sunbury, 7s	....	....	109	....	....	....
Sunbury and Erie, 7s	....	....	....	....	....	112
Arch street, (Horse)	29	....	29	....	28½	28½
Chestnut & Wal. "	....	....	....	....	....	....
Girard College, "	30	29	29½	....	29½	29½
Green & Coates, "	....	....	....	47	....	....
Race and Vine, "	14½	....	14	14	....	....
2d and 3d streets, "	80½	....	....	....	....	....
Spruce & Pine, "	17½	17½	17½	18	....	17
13th & 15th sts., "	68	....	38	....	36½	....
West Philad., "	....	....	....	....	....	69½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 25.

	Tu.19.	W.20.	Th.21.	F.22.	Sat.23.	M.25.
Baltimore City 6s, 1875	....	109	....	....	....	....
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	108	....	....
" " 1890	110	....	110½	....	110	110½
Balt. and Ohio	87½	....	....	87½	....	....
" " b'ds, '62	....	....	....	88	....	....
" " " '67	103	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	102½	103	103	....	103	103½
Northern Central	....	....	....	....	....	43
" " b'ds, '85	....	....	....	....	....	....
" " " '95	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 11th May:

Maryland 6s	74	to	76
United States 5s, 1874	58	"	60
Virginia State 6s	49	"	51
Do. 6 per cent.	43	"	44
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	74	"	75
Do., Pennsylvania do. do.	70	"	71
Erie shares, $100 (all paid)	49½	"	50½
Do., 7s, preference	59	"	61
Do., 7s, 1st mort., 1867	70	"	75
Do., 7s, 2d mort., 1859	70	"	75
Do., 7s, 3d mort., 1883	67	"	69
Do., 7s, 4th mort.	60	"	66
Do., 7s, 5th mort.	60	"	66
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	72	"	74
Do. do. $100 shares, $90 paid, dis.	41	"	40
Do. do. $100 shares, all paid	52	"	53
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82	73	"	75
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	28	"	32
New York Central 6s, S. F., 1883	70	"	75
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	68	"	72
Do. do. $100 shares	67	"	69
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	65	"	70
Do. 2d mort., 6s, do.	85	"	87
Do. $50 shares	37	"	39
Philadelphia and Reading, $50 shares	20	"	25

American Railroad Journal.

Saturday, May 30, 1863.

Stock Exchange and Money Market.

The extraordinary earnings of our great lines of Railway during the present war are the subject of much interest, not only to those who derive their income from that source, but to those who regard the fact as an indication of the resources, the enterprise and the prosperity of the country. The increase of the traffic is without a parallel in our history, and the well managed companies have wisely taken advantage of it to reduce their indebtedness, and to get out of the hands of their old creditors. By referring to our table of Railroad earnings the following remarkable results are seen, of the many which that table discloses.

The earnings of the Erie Railway show an increase in April of $312,383, over the corresponding month of the preceding year. The earnings for the past six months have been $5,416,446 For the whole year 1862 they were $8,400,334.

The increase of the Hudson River in April was $68,330, the earnings for the last six months $2,195,032. For the whole year 1862, they were $2,922,970.

The increase of the Illinois Central in April was $75,995. For the last six months the earnings were $1,801,731, and for the year 1862 $3,445,827.

The increase of the earnings of the Harlem in April was $23,118 above the sum at the corresponding period the last year. The amount received for the last six months was $726,911. For the year 1862 they were $1,213,177.

The Pittsburgh, Fort Wayne and Chicago shows an increase in the same month of $181,662. The

earnings for the last six months were $2,364,944 against $3,745,310, for the whole of 1862.

It is evident that the industry of this Country has taken advantage of the plentifulness of money, which is acting in its favor as capital, and producing enormous profits. Our canals and railways are the arteries through which this stream of prosperity pulsates; and we can hear its regular beat, not only in the heart of business, like New York, but in every vein and every limb of the body politic and commercial. It is natural that out of this state of things, not only a strong confidence should arise in the future, but a strong necessity to prepare for it. New and important plans of internal improvement are therefore being everywhere suggested.

One of the most important movements of the day, is that in favor of a ship canal between the Illinois River and the Hudson, of capacity sufficient to enable steamers and ships of a thousand tons burthen to pass through from the Mississippi to the ocean. It is a project of vast dimensions, has enlisted a powerful array of talent and money in its favor, it directly influences the commercial interests of New York, and the agricultural interests of the Northwestern States, and when these combine and act in accord, they are generally irresistible. Thus it is made clearly evident that the production of our Western States and territories is outrunning the facilities for getting it to market, and it is asked with much anxiety, what is to be done, when their products in the space of a very few years are to be increased one hundred fold. Besides the naturally rapid increase of our fixed population, emigration from abroad is setting in with a resistless tide. One thousand passengers per day or very nearly, are landing at our wharves. Ireland is being depopulated under an extraordinary impulse of its people to join their prosperous friends and relatives in the United States. It is clear then that we must have cheaper lines of transit than those we now enjoy, and to effect this object they must be projected and executed on a grander scale than they yet have attained. This idea expands itself at present into the proposition already stated, and it is beginning to be discussed with great warmth, not merely by the professional agents who have undertaken to promote it, and have already received thousands of dollars for their services, but by communities and individuals who have no other than the purest and most patriotic motives, and look solely to the advancement of the public interests. A convention is to meet at Chicago on the 2d of June to consider this subject, and will be attended by a large representation of our most eminent business men and public characters. We had intended to have accepted the invitation of the Committee of Arrangements to be present on that occasion, but it is not in our power. We therefore propose to present in the fairest and most impartial manner, the views which are entertained by the friends and the opponents of the measure; for this is a question so momentous, as to deserve the fullest consideration, not only of its expected advantages, but its possible difficulties.

Those in favor of it then, put forth the undeniable facts that the production of the West is increasing at the most overwhelming rate, that the cost of transportation to the Atlantic must be cheapened so as to render cultivation more profitable to the farmers, and to swell the aggregate and value of our foreign commerce.

This fact being admitted, the question arises how is this to be accomplished. Chicago taking the lead in this question from her unrivalled position, her great activity, her large commerce, and her wealth, proposes and warmly advocates the plan of a great ship canal, so that vessels of at least one thousand tons may pass practically from New Orleans to New York and *vice versa*. As additional arguments, she asserts that unless these views are carried out, she will be driven to seek an outlet through the Canadas, and has indeed already made overtures to the Canadian Government to induce it to open new outlets, such as that offering upon the Georgian Bay and by the Ottawa. The merchants of New York respond and ask why, if we can control the business of the West, should we permit it to be transferred to our foreign neighbors?

At the first glance there would seem to be no possible reply to arguments such as these, and that the scheme would be found worthy of immediate acceptance, *nemine contradicente*.

But we should not consider ourselves impartial journalists if we did not state the doubts which prevail on the subject in the minds of many, who are profoundly versed in the functions of commerce and finance, and whose opinions are entitled to the gravest consideration. To the enlargement of the Illinois Canal to the size and for the uses proposed there is no objection. That canal is supplied artificially with water on its highest level, when a deep cut would turn through its channel the waters of Lake Michigan, clean out and purify those of the Chicago river now threatening a summer pestilence to the busy population on its banks; it would swell the volume of the Illinois, increase its navigable power and give an outlet to the Gulf of Mexico of the hundreds of stately craft now shut up in the lakes during the winter season, so that they could be then employed elsewhere in profitable engagements. There is no reason why at the termination of the ordinary season at the North, the five or six hundred vessels that now trade at Chicago should not pass down through the Illinois Ship Canal into the Mississippi, and be fully occupied in a coastwise business.

The shipmasters of the lakes would then have constant employment, and their capital would not lie dormant as it now does, for six months at a time.

But when we come to the proposition to turn the Erie Canal into a ship canal, very different consequences and very different considerations present themselves. They may be thus briefly stated.

First, it involves the aid of the General Government. We are utterly opposed to the plan of having any other controlling interest in our public works than our own. Just as soon as any public money was granted in aid of our canal system, the people of the Northern and Western States would insist upon shaping its policy. They would have a right and would continually be exercising it, of interfering with our tolls, our regulations and our management. The United States Government would be often called on to pass laws affecting and directing that management, and thus there would be perpetually arising a conflict of interests and jurisdictions, which would endanger not only our prosperity but our peace. We have seen how on the Scheldt and the Elbe, the tranquillity of European States has been again and again disturbed by apparently so small a question as that of tolls.

Second. It is also contended with great force that long ship canals are not practically useful, are costly of construction, difficult of repair, and expensive of maintenance. A steamer or a ship of a thousand tons would move but slowly in a water channel with but one or two feet of water under her keel. The masts, funnels and rigging would be in constant danger if standing, from collisions, with bridges, buildings and locks, or would have to be lowered and laid on the decks in this long voyage of four hundred miles. A ship of 1,000 tons could not be towed over two miles an hour under the most favorable circumstances, and the fastest propeller would not, if of the capacity stated, move more than five miles an hour without tearing the banks of the canal in pieces. It was found that the express packet boats on the Erie some years since, when permitted to run at the rate of six miles an hour between Utica and Syracuse, did so much injury that they were withdrawn.

Third. To the construction of this ship canal are opposed the considerations, that it will create a large new debt at a very inconvenient period; that it will render useless for many years our present work, and practically break up its business for the time; that the route presents engineering difficulties of an extraordinary character in many places well-known to engineers; that the supply of water for lockage is not even now, sufficient at all seasons; that the capacity of the Erie is yet untried; that its locks can pass fifteen boats or 3,000 tons per hour each way; that the pressure only exists early in the Spring and late in the Fall; while for several months in the Summer season there is no pressure at all; that this difficulty could be entirely overcome by a better arrangement of their business by the shippers, and by a reduction of tolls during the summer months, which would equalize and distribute the transportation; that the locks can be trebled without disturbing the parts in use, and finally that it is cheaper to carry one thousand tons in four boats of 200 tons, than to move it in one steamer through a canal, since besides its load, it has to carry an excess of weight, in engines, coal and crew; a total loss in a canal navigation like this proposed.

Finally. Should this canal be constructed, and had it complete success, the City of Chicago would be in imminent danger of sinking into a second class town. It would have no transhipment, would require no elevators, it would have no trade with Canada as it has now. The best part of its railway traffic from the West would be transferred to vessels; the Illinois railway would be of no such value as it has now, and in short every other respectable place on the ship canal might become of as much consequence as Chicago itself. It would be like any other town on the canal, or like the numerous cities on the Hudson River, all on an equality or very nearly, in their advantages, while the great stream of business is continually moving between the points of production and of sale and export.

We trust that the Chicago gentlemen will not let the present opportunity pass without considering all these objections and taking them for what they are worth. They might as well be answered now as hereafter. It will be perceived we have avoided alluding to the Canadian view of the subject, and the advantage of a foreign trade, where Montreal is to Chicago, what Liverpool is to New York; nor have we taken any note of the railway systems now existing, nor of the opening of the Mississippi, on the pent up and diverted traffic of the West, which will with peace most certainly resume its old channels. We have looked simply and squarely at the one point, is a ship canal practicable and will it answer? Shall it be pushed through at once, or be the work of deliberation, economy and time.

We have no further space at this time to enlarge on the condition of the Money Market the past week. We refer to our tables for the record of its doings, merely remarking that the National, State, and railway securities are firm, gold is falling with exchange, our foreign and domestic commerce is highly prosperous, and money is plentiful and must remain so.

The Vermont and Canada Railroad Company have declared a dividend of 4 per cent, free of government tax, payable June 1. Stockholders residing in Vermont will be paid at the office of the Treasurer in St. Albans. All others at the Market Bank Boston.

The committee appointed at the meeting of bondholders of the Vermont Central Railway, held April 7th, and continued at the meeting held May 7th, have opened an office in Boston. The authority adopted at the meeting is ready for signature, and the committee will be in attendance daily to give any desired information to bondholders.

The Delaware and Hudson Canal Company have declared a semi-annual dividend of five per cent. out of the profits of the Company, payable on and after the 20th day of June next, at the office of the Company, No. 29 William st., corner of Exchange-place.

The Pacific Mail Steamship Company have declared a dividend of five (5) per cent, out of the net earnings of the last three months, payable, free of United States tax, at the office of the Company on demand.

H. Meigs, Jr., and Smith, 52 Wall street have for sale First Mortgage 6 per cent Bridge Bonds of the Holiday's Cove Railroad Company, part of $300,000 issued to J. Edgar Thomson, Trustee, to build a bridge across the Ohio River at Steubenville. This bridge is to be used by the Pennsylvania Railroad. The bonds are payable in 1868. Interest in February and August, and they are secured by a sinking fund of twenty per cent. of the earnings after paying interest and expenses, and they are recommended as a desirable investment.

The Stock books of the Milwaukee and Chicago Railroad Company are closed at the New York office for the present. The books for transfer will remain open at Milwaukee until the 5th proximo, when they will be closed for a week to perfect the arrangement for a consolidation with the Chicago and Milwaukee Railroad Company. Parties in whose name stock may stand on the day above mentioned will be entitled to new stock in the Consolidated Company, and to the reserved assets of the Company.

The Portland, Saco and Portsmouth Railroad pay a dividend of $3 per share June 10, clear of Government tax.

The New York and New Haven Railroad Company will pay its coupons on its bonds due June 1st at the Bank of the Republic.

A dividend of $4 per share, free of Government tax, has been declared by the Nashua and Lowell Railroad Company.

The Lehigh Coal and Navigation Co. have declared a dividend of 3 per ct., subject to a deduction of the National tax, owing to a restrictive clause in the deed of trust.

The back interest on the Missouri State bonds, we hear, is to be funded at the next meeting of the Legislature.

The Lake Erie and Pacific Railroad Company are offering for sale their entire issue of $890,000 mortgage bonds, bearing seven per cent interest.

The United States Trust Company has been appointed registrar of transfers, and M. K. Jessup & Co. transfer agents of the preferred and common stock of the Chicago and Alton Railroad Company.

The following is a statement of the public debt up to the 8th of May, 1863:

Old Public Debt	$67,221,591 80
20-Year Bonds	50,000,000 00
6 per cent 5-20 Year Bonds	81,452,811 96
3-Year Bonds	139,996,950 00
Oregon War Debt	878,450 00
2-Years 6 per cent Notes, Certificates of Indebtedness and Temporary Loans	252,931,126 37
United States Notes, including Fractional Currency	399,900,956 00
Total	$992,381,886 13
Less amount in Treasury	8,648,643 39
Total	$983,733,242 74

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 107@109½; Miss. and Mo., 27@32½; do., L. G. bonds, 61@68; Canton Co., 34¾@37¾; Cumberland Coal pref., 25@32; Minnesota Mining Co., 110; American Coal Co., 60@70; Quicksilver, 46@47; Central American Transit Co., 40@54½; N. Y. State 6s, 1873, 114; do., 7s, 1864, 106; Lackawanna and Western bonds, 112; Illinois Central full paid stock, 107; do., cancelled bonds scrip, 89; Citizens Gas Co., Brooklyn, 128.

Boston.—Vermont State 6s, 106½; Maine 6s, 112; Connecticut 6s, 112; Rhode Island 6s, 112; New Hampshire 6s, 112; Boston City 5s, 115; Portsmouth 5s, 102; Brooklyn 6s, 113½; Bath 6s, 106⅜; Bangor 6s, 105½; Newburyport 5s, 102; Chicago 7s, 114@116; do., 6s, 106; Dorchester and Milton horse railway guar., 115; Malden and Melrose, 15@29; Northern (Ogdensburg) 1st mort., 105; do., 2d mort., 30@36¼; Rutland and Burlington 1st mort., 68@70; do., 2d mort., 17; do., 3d mort., 3½@5; do., old, 3; Vermont Central 1st mort., 70; do., 2d mort., 19¼@22; South Shore, 17@18¼; do., 6s, 101; Taunton Branch, 125¾; Cheshire, 40½@45¾; Vermont and Mass. 6s, 103; Albany and Boston Mining Co., 13½; Acton, 5; Copper Falls, 10¼; Hancock, 12½; Huron, 16¼; Mesnard, 13¼; Ottawa, 42c.; Pontiac, 7; Wickam, 87½c.; Columbian, 5¼; Phœnix, 8¼; Toltec, 3; Canada, 1½; Chaudere, 50c.; South Side, 2⅞; Manhattan, 6¼; Petherick, 8⅞; Star, 8¾; Superior, 10¾; St. Mary's 6¾; Winthrop, 3¾; Black River, 50c.; Bedford, 75c.

Philadelphia.—Delaware R. R. 6s, 105; West Chester 7s, 106; Ph., Germ. and Nor. 6s, 105; Tioga 7s, 105; Camden and Amboy 6s, 1864, 108; Camden and Atlantic, 9; do., pref., 18; North Penn. chattle scrip, 81; Ridge Avenue, 23¾; H. & B. T., 21⅜; Lehigh River, 64½; Penn. 6s, War Loan, 110; Phila. City 5s, 98; 10th and 11th streets, 42½; 17th and 19th streets, 14; Sch. Nav., 12; do., pref., 27; do., 6s, 1882, 87½; do., Imp. bonds, 90; Susq. Canal, 17¼@18; do., 6s, 64; Chesapeake and Delaware 6s, 101; New Creek, 1¼; Union Canal, 2; do., pref., 5½; Wyoming Canal, 23¼; Del. Div., 46; do., 6s, 105; West Branch, 85; Allegheny Co. 6s, 75@80.

Baltimore.—Central Ohio 2d mort., 105; do., income bonds, 26; Western Md. bonds, 84½; N. W. Va., 11; do., 1st mort., 105½; do., 3d mort., 24@25. The quotations are: Balt. and Ohio, 86¾@87¼; do., 6s, 1867, 103½; do., 1875, 105½; do., 1880, 103¼; do., 1885, 103¼@105; Northern Central, 42½; do., bonds, 1885, 103@103½; N. W. Va., 10@12; do., 1st mort., 105½@106; do., 2d mort., 100½@103; do., 3d mort., 24@25; Central Ohio 2d mort., 104@110; do., 3d mort., 65; do., 4th mort., 36; do., income 1856–'60, 84@85; Western Md., 84@85; do., guar., 105; Maryland 6s, Ins., 114@115½; Baltimore 6s, 1870, 108; do., 1873, 108; do., 1875, 109@110; do., 1886, 108@110; do., 1890, new, 110⅝@111; do., coupon, 109½; do., 5s, 1838–'70, 93.

Milwaukee and Prairie du Chein Railroad.

A meeting of the stockholders of this company was recently held in this city for the purpose of considering the practicability of extending the road from its present terminus to St. Paul by way of Macgreggor. Allan Campbell presided. Remarks were made by Mr. Meyer and others explanatory of the project, and a Committee consisting of Messrs. Meyer, Lane and Campbell, appointed to examine the plan and report at some future time as to its feasibility, and whether at the present crisis sufficient capital can be raised.

Panama Railway.

The business of the Panama Railway for the first three months of the present fiscal year has been as follows:

January	$154,596 92
February	138,078 40
March	159,774 84
Total	$452,450 15

The following gentlemen have been elected directors of this company for the ensuing year: Wm. H. Aspinwall, Edwin Bartlett, Henry Chauncey, Samuel W. Comstock, Edward Cunard, David Hoadley, Governeur Kemble, Theodore W. Riley, John Steward, Wm. Whitewright, Jr., Joseph W. Alsop, August Belmont, Howard Potter.

☞ The Meadville *Journal* says that the Franklin branch of the Atlantic and Great Western Railway, is graded its entire length, and the iron is laid twelve miles from Meadville. It is thought the work will be completed by the 1st of June.

☞ It is expected that the extension of the line of railroad from Boston to Woonsocket will be opened for travel in June or July.

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad in April was:

LAND DEPARTMENT.

Acres construction lands sold	7,828.78	for	$87,319 47
Acres interest fund lands sold	3,689.60	"	33,860 00
Acres free land sold	2,997.54	"	35,945 71
Total sales during the month of April, 1863	14,515.92	"	$157,125 18
To which add town lot sales			1,744 30
Total of all			$158,869 48
Acres sold since Jan'y 1, 1863	63,298.70	for	$671,788 97
Acres sold previously, net sales	1,198,326.00	"	15,139,473 89
Total	1,261,624.70	"	$15,811,262 86
Construction bonds cancelled previous to March 31, 1863			$2,854,500 00
Cash collected in April			122,385 41

TRAFFIC DEPARTMENT.

Receipts from passengers	$105,153 61
" freight	146,131 00
" mails	6,358 38
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in April, 1863	$267,642 94
" " 1862	191,647 85

The business of the Philadelphia and Reading Railroad Company for the month of April, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal	$324,549 26	$178,375 14
Do. merchandise	55,577 75	44,874 87
Do. travel, etc.	49,802 42	40,424 13
	$429,929 43	$258,674 14
Transport'tion, roadway, dumpage, renewal fund, and all charges	250,023 17	134,682 45
Net profit for the m'th	$179,906 26	$123,991 69
Do. previous 4 mos.	780,890 08	465,270 93
Total net profit for 5 months	$960,796 34	$589,262 62

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of April ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From freights	$299,091 32	$188,620 68
" passengers	146,151 14	75,230 58
" express matter	2,600 00	2,600 00
" mails	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	1,606 00	1,335 61
Total	$464,357 34	$282,695 20
Increase		$181,662 14
Earnings from Jan. 1 to April 30	$1,629,627 75	$1,146,151 28
Increase for 4 months		$483,476 47

Increase for April, 64¼ per cent.; increase to April 30, 42⅛ per cent.

The earnings of the La Crosse and Milwaukee Railroad for April were:

	1862.	1863.
Freight	$27,687 95	$75,564 73
Passengers	18,517 35	29,520 16
Miscellaneous	2,560 80	2,668 71
	$48,766 10	$107,753 60
Increase		$58,987 50

The business of the Cleveland and Mahoning Railroad for April was as follows:

	1862.	1863.
Gross earnings	$32,560 84	$41,903 93
Expenses	12,998 80	16,350 83
Net earnings	$19,562 04	$25,553 10
Increase		$5,991 06

From January 1st to April 30th.

	1862.	1863.
Gross earnings	$100,481 49	$130,797 41
Expenses	46,121 62	53,716 81
Net earnings	$54,359 87	$77,080 60
Increase		$22,720 73

The earnings of the Chicago, Burlington and Quincy Railroad Line, for April were:

Between Chicago, Burlington and Peoria, 264 miles.

	1862.	1863.	Increase.
Freight	$71,464 44	$202,731 59	$121,267 15
Passengers	45,559 80	47,512 33	1,952 52
Mails & misc.	3,493 88	4,274 00	780 12
Total	$120,518 12	$254,517 92	$133,999 80

Between Galesburg and Quincy, 100 miles.

	1862.	1863.	Increase.
Freight	$20,962 61	$37,249 41	$16,286 80
Passengers	16,710 72	13,811 00	*2,899 72
Mails & misc.	864 57	1,118 43	253 86
Total	$38,537 90	$52,178 84	$13,640 94
Aggregate for 364 miles	$159,056 02	$306,696 76	$147,640 74

* Decrease.

The earnings of the Galena and Chicago Union Railroad for April, 1863, were $135,516 43
March, 1862 90,179 64
Increase $45,336 79

Corrected earnings for the previous month, $129,226 09.

The earnings of the Milwaukee and Prairie du Chien R. R. in April, 1863, have been as follows:

Freight	$63,117 88
Passengers	20,657 08
Mail	4,491 78
Total	$88,176 74
April, 1862	61,750 41
Increase	$26,426 33

Total for four months, $276,364 02.

The earnings of the Erie Railway for April, 1863, were $938,452 79
April, 1862 626,069 64
Increase $312,383 15

The earnings of the European and North American Railway for April, 1861-'62-'63, have been as follows:

	1861.	1862.	1863.
Passengers	$3,794 41	$3,495 30	$3,933 49
Freight	3,814 25	4,045 22	5,999 10
Mails & sundries	885 82	618 10	602 86
Total	$8,494 48	$8,158 63	$10,535 45
Increase in April, 1863, over April, 1861			$2,040 97
" " " " " 1862			2,476 88

The receipts of the Harlem Railroad for April, 1863, were $118,075 10
April, 1862 94,957 56
Increase $23,117 54

The earnings of the Hudson River Railroad for April, 1863, were $270,675 92
April, 1862 202,346 11
Increase $68,329 81

The earnings of the Chicago and Northwestern Railroad for April, 1863, were as follows:

Passengers	$35,665 72
Freight	62,138 88
Mail	2,038 33
Express	1,008 33
Miscellaneous	58 33
Total	$100,904 59
March, 1862	54,178 28
Increase, 85 per cent.	$46,726 31

The earnings of the Norwich and Worcester Railroad in April, 1863, were $31,647 85
April, 1862 26,748 09
Increase $4,890 86

The earnings of the Toledo and Wabash Railway Company for the month of April were:

	1862.	1863.
Passengers	$35,628 20	$16,394 56
Freight	96,482 34	67,187 84
Total	$132,110 54	$83,582 40
Increase		$48,528 14

The earnings of the Cleveland and Pittsburg Railroad for the first four months of 1863 compare as follows with the same months of 1862:

	1862.	1863.	Increase.
January	$84,000	$129,000	$45,000
February	78,500	123,500	45,000
March	90,000	140,000	50,000
April	100,000	165,000	65,000
Total 4 months	$352,500	$557,500	$205,000

The earnings of the Housatonic Railroad for April, 1863, were $32,145 56
" 1862 20,126 53
Increase $2,019 03

The earnings of the Michigan Southern and Northern Indiana Railroad for April, 1863, were $267,693 00
April, 1862 193,120 00
Increase $74,573 00

The earnings of the Chicago and Alton Railroad for April, 1863, were $127,204 88
April, 1862 72,035 82
Increase $55,169 06

The earnings of the Michigan Central Railroad for April, 1863, were $238,495 00
1862 175,695 00
Increase $62,800 00

The Chicago and Rock Island Railroad earned in April, 1863 $122,255
April, 1862 71,076
Increase $51,179

The earnings of the Rome, Watertown and Ogdensburg Railroad Company were:

April, 1863 $43,039 45
" 1862 33,256 51
Increase $9,782 94

The earnings for the last nine months, since the new road to Ogdensburg has been in use, show an increase of $92,977 62 over the same period of the previous year.

The earnings of the Cleveland and Toledo Railroad in April, 1863, were $117,908
April, 1862 87,915
Increase $30,093

Postal Currency.

Heretofore it has been generally estimated that the quantity of change in circulation in this country was $50,000,000. Now it appears that fifteen millions only of the postal currency has filled all the channels of circulation. The government has printed only eighteen millions, and it has three millions on hand for which there is no call.

It would be well if the mint made an effort to furnish the public with an additional quantity of nickel cents. The amount of gold and silver coined is very small, and it would seem quite practicable to apply some portion of the unused machinery to the production of nickel change. At present, applicants for it have to wait from twelve to fifteen weeks for even small amounts.

☞ The Michigan Southern and Northern Indiana Railroad Company have ordered six 30-ton locomotives to be manufactured with all possible dispatch, the motive power of the road being insufficient for the present demand. The same may also be said of the entire rolling stock of the line, and large orders for freight cars are now in the hands of manufacturers.

SAFES.

FIRE AND BURGLAR-PROOF SAFES.

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24 West Broadway.

2 Second Hand LOCOMOTIVES.
10 GRAVEL CARS.....$165

ONE ENGINE, 18 tons; Cylinder, 14×20; 5½ ft. wheels; with crank. Price.....$6,000.
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Containing formulæ for the various methods of Running and Changing Lines, Locating Side Tracks and Switches, etc. Table of Radii and their Logarithms. Natural and Logarithmic Versed Sines and External Secants. Natural Sines and Tangents to every Degree and Minute of the Quadrant, and Logarithms of Natural Numbers, from 1 to 1,000.

BY CHARLES HASLETT,
Civil Engineer.

EDITED BY CHARLES W. HACKLEY,
Professor of Mathematics in Columbia College, in New York.

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The tables and examples have been prepared with great care, and their accuracy may be relied upon. Further information can be derived from the circular containing the contents in full, which will be sent on application to the publisher. Inducements are offered to clubs of six or twelve, for particulars of which also apply to publisher,

JAMES G. GREGORY,
No. 46 Walker St., New York.

FOR SALE.

1,250 TONS 54 lbs. AMERICAN RAIL, best quality. Apply to
GEO. T. M. DAVIS,
May 13, 1863. 4t20 47 Exchange Place.

THE FIRM OF **W. R. TRAVERS & CO.** is this day dissolved by mutual consent. Either partner is authorized to sign the name of the firm in the liquidation of the business.
W. R. TRAVERS,
S. F. MASSETT.
Dated NEW YORK, May 1, 1863.

LIMITED PARTNERSHIP.

Notice is hereby given that the undersigned, JENKINS VAN SCHAICK, STEPHEN F. MASSETT, WILLIAM R. TRAVERS and GEORGE A. OSGOOD, all of whom reside in the city of New York, have this day formed a limited partnership pursuant to the provisions of the first title of the fourth chapter of the second part of the Revised Statutes of the State of New York, and the various acts of the Legislature amendatory thereof.

That the name of or firm under which the said partnership is to be conducted, is VAN SCHAICK & MASSETT.

That the general nature of the business to be transacted is the Stock Exchange and Brokerage business, and all financial transactions connected therewith, on commission. That the said JENKINS VAN SCHAICK and STEPHEN F. MASSETT are the general partners, and that the respective places of residence of the said general partners, are as hereinbefore stated, and the business of the said partnership is to be carried on in the City of New York. That each of the said special partners has contributed, as capital to the common stock of the said partnership, the sum of fifty thousand dollars. That the said co-partnership commences the first day of May, one thousand eight hundred and sixty-three, and will terminate on the first day of May, one thousand eight hundred and sixty-eight.—Dated NEW YORK, May 1, 1863.

JENKINS VAN SCHAICK,
STEPHEN F. MASSETT,
General Partners.
WILLIAM R. TRAVERS,
GEORGE A. OSGOOD,
4t19 Special Partners.

NEW YORK, HARLEM & ALBANY R. R.

CHANGE OF TIME.

SUMMER ARRANGEMENT, commencing MONDAY, May 18, 1863, Trains will leave Twenty-sixth street Depot:

For Albany—10.30 A. M., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and all stations north to Chatham, Chatham Centre, Kinderhook, and Schodack, connecting with New York Central R. R. for all points west, and with the Northern R. R. for Saratoga and all points north.

For Croton Falls—8.15 A. M., stopping at all stations.

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 P. M., stopping at all stations.

For White Plains, 6.15 P. M., from White Street Depot.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

For Williamsbridge—8.15, 10 A. M. 2.30, 4.10, 5, 6.15 and 8.30 P. M., stopping at all stations.

RETURNING WILL LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls, also Bedford, at White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—5 P. M., stopping at all stations.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M., stopping at all stations.

Williamsbridge—5.30 A. M. stopping at all stations.

JOHN BURCHILL, Superintendent.

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Walker on Screw Propulsion.	" " "	75
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NOTICE to CONTRACTORS

ALBANY AND SUSQUEHANNA RAILROAD. —Sealed Proposals will be received by the undersigned, at the Office of the Albany and Susquehanna Railroad Company, No. 73 State street, Albany, until Tuesday, the 2d day of June next, at 10 o'clock A. M. of that day, for the Grading, Masonry, Bridging and Fencing of 31 miles of the line of said railroad, extending from Richmondville in Schoharie County, to Oneonta, in the County of Otsego.

The line will be divided into sections of convenient length, and proposals will be received for single sections or for the whole line.

The line will be ready for examination by contractors on and after Monday, the 25th day of May next, and Maps, Profiles and Plans, with Specifications, may be examined at the Engineer's Office, in Albany, on and after that date. Blank proposals with all necessary information will also be furnished to those wishing to propose for work.

Proposals should be enclosed in an envelope and endorsed "Proposals" and directed to the undersigned.

The proposals which may be received in pursuance of this notice will be opened by the undersigned and canvassed, and the results reported to the Directors to aid them in making a proper award of the work.

Parties proposing, who are unknown to the undersigned, will be required to give satisfactory references.

The right is reserved to reject any or all proposals, as may be deemed for the interests of th Company. Albany, April 24th, 1863.
5t18 C. W. WENTZ, Chief Engineer.

RAILWAY SPRINGS.

FREIGHT.



PASSENGER.



BOLSTER.



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THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, A SUPERIOR QUALITY OF

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All springs tested to double their usual load.

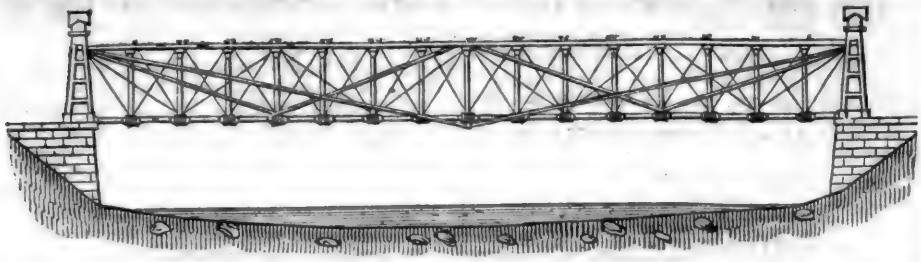
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THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

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That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

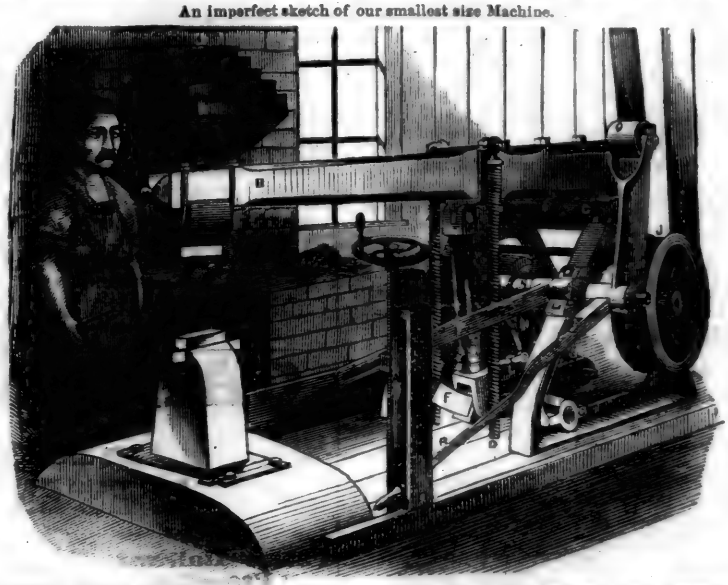
300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, 21 Nassau st., or by addressing

CHAS. W. WELSH,
Secretary.

AMES IRON WORKS,
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An imperfect sketch of our smallest size Machine.



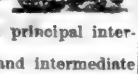
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These hammers may be seen in operation at the Allaire, Neptune, Secor, Delamater, Fletcher & Harrison, Duncan & Crampton, Anderson & McLaren, Duhurst & Emerson, Charles T. Porter, all in New York City; Joseph Colwell, Jersey City; Wm. White, Newark, N. J.; Providence (R. I.) Tool Co.; Whiting & Wilcox, Kaigh's Point, Phila.; Mallory & Cottrell, Mystic Conn.; J. Dillion, Rondout; James Horner & Co., Sing Sing; Henry Esler & Co., Brooklyn; James B. Eads, St. Louis, Mo.; Central Railroad Shop, Albany; Burlington, Quincy & Chicago Railroad Shop, Ames Iron Works, Oswego; M. Guinness, Albany; Sweet Brothers, Syracuse.

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PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:



7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.
8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.
10.00 A. M., MAIL, for Buffalo and intermediate Stations.
4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.
7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

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QUARTZ MILLS
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1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by
DEHON, CLARK & BRIDGES,
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RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
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OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS
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JOHN A. GRISWOLD, Agent,
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RAILROAD IRON.
2,000 TONS BEST QUALITY WELSH RAILS, 50 and 56 lbs. per yard.
For sale by
PERKINS & LIVINGSTON,
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RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

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THE subscriber is prepared to sell AMERICAN and ENGLISH RAILROAD IRON, CHAIRS, SPIKES, CARS and LOCOMOTIVES, at the lowest market price, and securities taken in part payment.
B. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.

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MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

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March, 1863.

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AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, June 6, 1863.

Ottawa and Champlain Canals.

We have before us a report of the select committee of the Canadian parliament, to whom was referred at its late session, the subject of the Ottawa Canal; or in other words, that of a water communication between Montreal and the Georgian Bay of Lake Huron by the way of the Ottawa River. We have in the course of the last few months kept the readers of the JOURNAL acquainted with the latest movements in that direction, and these have acquired great importance since the question of a ship canal between the Mississippi and the Hudson has been agitated in Congress, the New York Chamber of Commerce, and our own State Legislature.

The report illustrates the practicability of establishing a navigable line of communication by the Ottawa and Mattawan Rivers, Lake Nipissing and French River, a route indicated by the maps as a natural one, and proved to be such by several minute surveys. By these it is ascertained beyond all doubt, that a through navigation with twelve feet of water may be obtained at an expense of $24,000,000, and that it will shorten the distance between Montreal and Chicago three hundred and fifty miles. This estimate includes the enlargement of the Lachine Canal and contemplated locks with chambers of 250 by 50 feet. If the Lake of the Two Mountains can be made a part of the line, as it is now asserted it can be, the cost will be reduced by three millions. If a mere boat canal were constructed with six feet draught of water and locks 250 by 30 feet, the outlay necessary would be but six millions. This proposition finds however, but little favor. The distance saved is thus stated:

From Montreal to Mackinaw by the St. Lawrence and lakes is	1,108 miles.
And by the way of Ottawa	650 "
Gain of the latter route	368 "

The difference of time is also estimated in the report as follows, allowing the speed of a vessel on the river and lakes at 8 miles per hour, on the canal 3, and 1½ minutes detention in locks for each foot of water filled or emptied during the lockage:

1st the Welland Canal voyage and route require	196 hours.
2d the Ottawa	149 "

It is also stated that the Lake Nipissing and others near the source of the Mattawan should be united and be made a summit feeder to supply the connecting links to the Huron and to the Ottawa, in the one direction fifty miles, and the other thirty; and the supply will be equal to any demand for slack water or canal navigation. All other desiderata are found without difficulty by the engineers in the shape of harbors, levels and streams. It is not necessary for us to repeat the arguments of the report in favor of the project founded on the immense production of the Northwestern States. This latter is well-known to the readers of the JOURNAL from the numerous statements which have from time to time appeared in its columns. The most interesting portion of it however, is that which avowedly favors the construction of a ship canal between the St. Lawrence and the Hudson Rivers, as a continuation of the Ottawa improvement, and the suggestion comes at a very auspicious moment for its examination and consideration. It is not a new idea, though it comes in a new dress and makes a most respectable appearance. If ship canals are to come into fashion, here is a good opportunity to be embraced at a comparatively small expense. The Sorel River is sixty-nine miles in length and navigable from its mouth to Chambly, from whence a short canal proceeds to Lake Champlain. The Chambly Canal connects the St. Lawrence by a canal from St. John to Chambly basin, and is 12½ miles long by 24 feet wide, with a depth of water of 8 feet, and a lockage of 74 feet only. The lake is navigable for vessels of the largest size for its whole length to Whitehall, where the Champlain Canal debouches, and this canal sixty-four miles long connects at its Southern termination with the Hudson. The cost of the construction of the latter was but one million two hundred thousand dollars, and to enlarge it would not be costly. It has also innumerable sources of water supply, and its whole lockage is but eighty-four feet.

The idea of a ship canal in this direction has been a favorite one with the statesmen of the time. In the House Documents No. 136 communicated to Congress in 1852, by the then Secretary of the Treasury, Thos. Corwin, we find the following statement: "The construction of a ship canal from the St. Lawrence to Lake Champlain so as to bring the propellers of Chicago to Burlington and Champlain is now engaging the consideration of the Canadian Government. The project originated with the Hon. John Young, Chief Commissioner of the public works in Canada; and there is little doubt from the favor it has received from the public that *it will be speedily accomplished.* The cost would only be between $1,500,000 to $2,000,000 and its construction is indispensable to protect the revenues of the St. Lawrence Canals from the competition of the Ogdensburg Railroad. The construction of such a work must produce a corresponding enlargement of the Northern New York Canal, whereupon there will be a connexion between Lake Erie and tide water on the Hudson *via* the St. Lawrence, which may be navigated without transhipment, downward in four and upward in five days." Nor was the existing trade even in 1851 on the Chambly Canal an unimportant one. It is stated in the same report that the tonnage of British bottoms, over it was then 81,594 tons, and American 9,147 tons.

The State Engineer of New York in his report of February 1851, also said "there is another and I apprehend a *still cheaper route* by water to Lake Champlain, soon to come into competition at the

North, which will produce as cheap or cheaper rates to Boston than the above, (*via* Ogdensburg Railroad.) The freight by that route afloat on Lake Champlain may find cheaper transport to New York than to Boston."

The value of the local trade in that year was of itself enormous, the Canadian traffic of the Vermont district alone was $1,552,325; the tonnage of Lake Champlain was 197,500 tons.

The Canada trade of the Champlain districts in the same year was reported at $1,043,286.

Nor is this the only evidence at hand which bears on this subject. We have before us the proceedings of a meeting held in Troy in 1849, at which Major-General Wool presided, and also a report of the Montreal Board of Trade, of which Thos. Ryan, Esq., was President. The feasibility of the plan and its enormous advantages were fully set forth in the documents referred to, and are found in another report of the Secretary of the Treasury on the commerce of British America. We quote from this the following interesting statements: "To the City of New York the construction of this work is of the greatest possible importance. With the Champlain Canal of sixty-six miles to Troy, or seventy-two to Albany, enlarged to the same size as the proposed canal (the Chambly Ship Canal,) vessels from any Western lake port could without breaking bulk discharge *at the port of New York*, and could there reload with emigrants and merchandize direct for the West." We have not space to give all the calculations which accompanied this statement, by which the advantage in distance, lockage and time was shown over that enjoyed by the route of the Erie Canal. We may find it necessary to go into the subject at greater length on some future occasion.

But we have said enough to show, we believe, that while the subject of ship canals is receiving so much attention, the plan to connect the St. Lawrence with the Hudson by the way of Lake Champlain is fully entitled to the gravest consideration, and the convention at Chicago will not have half done its duty to the West or the East without giving it very full and a very impartial examination. As regards the particular interests of the City of New York we may ask a single question. Is it best to have a ship canal that will secure the trade of the West from one point, Chicago, or by another cheaper route which will not only get the Chicago trade, but of all the lakes, and the Ottawa and St. Lawrence Rivers? "We pause for a reply."

The Five-Twenty Bonds.

A great many inquiries are made for explanations of these bonds, especially from people from the interior who have money to invest at 6 per cent., but suppose that the 5-20's only draw 5 per cent per annum. For the benefit of such the following explanations are given:

Five-twenty bonds draw six per cent interest, payable semi-annually, in coin, with coupons attached. Coupons are certificates, each representing six months interest on the face of the bond, and one is cut off and retained by the Treasurer of the United States when the interest for each six months is paid. They are called "five-twenty bonds" from the fact of their being made redeemable at the option of the government in five years, and payable in twenty years. Registered bonds are made payable to order, and are transferable at the Treasury Department. They draw six per cent interest, payable semi-annually, in coin, which is endorsed when paid, as they contain no coupons. Five-twenties are payable to bearer, and therefore the holder is, *prima facie*, owner, and can draw the interest. Certificates of indebtedness are now made payable in one year from date with six per cent interest, payable with the principal when due. All two years certificates that have been issued are now due and interest stopped, by public notice.

Pacific Railroad of Missouri.

The earnings of this road for the fiscal years ending February 28, 1862 and 1863, have been as follows:

Main Line—	1862.	1863.
From passengers	$380,942 27	$253,029 67
" freight	294,833 51	396,589 74
" mails	28,350 00	28,350 00
" rents	1,711 35	1,311 75
" Telegraph	469 36	674 90
	$706,306 49	$679,956 06
Less State of Mo. not allowed	9,240 80	.....
Total	$697,065 69	$679,956 06
Transportat'n expenses	353,978 53	452,557 58
Net earnings	$343,087 16	$227,398 48
Southwest Branch—	1862.	1863.
From passengers	$93,863 97	$88,228 98
" freight	82,663 48	149,452 85
" mails	3,799 97	3,800 00
Total	$180,327 42	$241,481 83
Transportat'n expenses.	70,470 70	112,595 58
Net earnings	$109,856 72	$128,886 25

The operating expenses show a much larger per centage of the gross earnings than they otherwise would, from the fact that the government pay, for transportation between St. Louis and Rolla, only the actual cost to the company of the work, leaving no margin of profit; and this traffic to and from Rolla is a very large share of the whole year's business. The report says:

It will be seen, on referring to the last Annual Report, that the debt at that time, excluding that of the State was as follows, viz:

Bills payable	$271,348 63
Audited accounts	130,844 34
Making in the aggregate	$402,192 97

All of the foregoing debt has been fully paid, excepting three notes given Messrs. Diven, Stancliff & Co., amounting in the gross to nearly seventy-five thousand dollars; being balance due for work on the Southwest Branch; the payment of the same being secured by mortgage on the unsold "Free Bonds" belonging to the Main Line—there being no security of the Branch to give the contractors who had in good faith given their labor to that work.

The audited accounts shown in the annexed statement have at this date been paid, and there is no debt of the Company other than the State's that could not be paid on presentation.

The Company, for all its supplies as well as material for replacing the road, asks no credit, but on the contrary all purchases are made at the lowest market price for cash.

All indebtedness of every character incident to, and growing out of, dealings with Messrs. Kirkwood, Porter & Co., and Thomas L. Price, in their several contracts with the Company, have been settled, paid, and receipts for the same in full are filed in the proper office of the Company.

It was seen early in the year that the rolling stock of the Company was insufficient for the business offering; indeed, the Chief Engineer had in the two last Annual Reports urged upon the Directors the necessity of increasing the same, and notwithstanding there was a considerable outstanding debt of the Company, yet it was deemed expedient to increase the motive power; and although two new locomotives were put on the track in May, yet orders were issued for the completion of two others, and the same were placed on the track in January—all of which have been paid for. In this connection, it is well to state that orders had been issued before the greatly increased price in engines, as well as everything else, for four more locomotives, all of which will be delivered during the present spring.

From time to time, our own shop, under the management of Mr. Charles Williams, Master Mechanic, has turned out forty freight cars, and good progress has been made on twenty-five others.

We especially refer to the succinct and intelligent report of Mr. Thomas McKissock, Chief Engineer and General Superintendent, for the details of the year. He shows, among other interesting matters, that several of the bridges have been entirely rebuilt, while others have been extensively repaired, as well as one span of the Osage, and two spans of the Gasconade replaced, and others will be the ensning year. On the Main Line, upwards of fifty thousand, and on the Branch, twenty thousand cross-ties have been renewed; while five hundred tons of iron rails, from the Cambria Works, have been purchased and placed in the track to supply those worn—the ties and iron alone costing upwards of fifty thousand dollars, which is charged as track repairs to transportation; also, that the repairs to locomotives and cars at our own shop have been very extensive; and in fact the rolling stock and road itself is in a better condition than at any time in three years past.

The water tank at Sedalia, as well as the station house at Jefferson City, were accidently destroyed by fire the past year, and the replacing of them is also a charge to the operating expenses; and yet, notwithstanding these extensive repairs of bridges, cross-ties, tank and station houses, and repairs of

EXPENSES OF TRANSPORTATION IN DETAIL.

	1862.			1863.		
	Main Line.	S.W. Branch.	Total.	Main Line.	S.W. Branch.	Total.
Repairs of engines	$24,287 20	$5,043 28	$29,330 48	$35,968 22	$8,709 69	$44,677 91
" " cars	11,809 36	3,813 92	15,623 28	22,449 30	8,354 65	30,803 95
" " road bed	12,183 20	3,649 59	15,832 79	18,760 74	7,474 56	26,235 30
" " track	64,142 16	17,561 01	81,703 18	111,383 60	30,022 14	141,405 74
" " buildings	5,326 14	501 69	5,827 83	22,811 24	982 16	23,743 40
" " bridges	53,978 01	60 84	54,038 85	33,493 37	288 93	33,782 30
Fuel	32,080 82	8,736 39	40,817 21	39,043 28	14,489 85	53,533 13
Oil and waste	4,272 16	1,043 13	5,315 29	5,994 37	1,631 41	7,625 78
Gen'l Superintenence	5,874 25	1,602 36	7,476 61	6,542 22	2,244 78	8,787 00
Agents and clerks	22,109 55	4,893 18	27,002 73	22,661 62	5,643 14	28,304 76
Train hands	46,757 86	8,709 31	55,467 17	55,433 56	13,041 89	68,475 45
Flagmen	23,658 94	2,714 10	26,373 04	26,894 18	2,581 96	29,428 14
Watchmen, etc	6,951 62	1,327 33	8,278 95	5,639 89	1,617 93	7,257 82
Handling freight	10,112 54	3,636 76	13,749 30	13,851 37	7,088 17	20,389 54
Stationery, etc	4,637 19	3,569 31	8,206 50	4,732 06	975 05	5,707 11
Loss and damage	8,948 06	961 88	9,909 94	10,428 21	4,251 67	14,679 88
All other expenses	16,849 47	2,646 62	19,496 09	16,970 35	3,345 60	20,315 95
Total	$353,978 53	$70,470 70	$424,449 23	$452,557 58	$112,595 58	$565,153 16

track and rolling stock, the road has been operated at an expense of 56.9 per cent.

But little progress has been made in the extension of the road the past year, owing to the large outstanding debt, and the continued and increasing demands for materials, rolling stock and repairs, yet the rail is laid to Dresden, distant seven miles from Sedalia, and the road will be operated to that point in a few days; while the road bed is being graded to Knob Noster and Warrensburg, and, unless some unforeseen calamity befalls us, the road will be opened to the latter point during the year.

The Board had confidently hoped that the General Assembly at its late session would have provided for the immediate extension and completion of the road to Kansas City, and with that view proposed such measures as would, in their judgment, have accomplished the purpose; but the General Assembly thought otherwise, and adjourned without giving the road any legislation other than a bill instructing the Governor not to sell the railroads until otherwise instructed.

Since the last Annual Report the remaining "Free Land Bonds" outstanding have been purchased, and the same destroyed and the lands wholly released of the entire encumbrance.

The Company have not been able to consumate a satisfactory contract with the General Post Office Department for the transporting of the United States mails, but, from late information, at an early day the whole matter will be satisfactorily arranged; the contract having expired last July, the amount due on the contract, if the same is renewed, is $22,224 13.

SOUTH-WEST BRANCH.

There has been no extension of this road since the last Annual Report, and the road is still subject to forfeiture by reason of the act of the General Assembly, approved March 3d, 1857.

The road remains in an unfinished condition, with all its means applicable to its construction exhausted, excepting its county and individual subscriptions which are wholly unavailable, and is at this time largely in arrears to the Main Line.

The same care has been extended to this road, bridges, rolling stock, &c., as to the Main Line, and it may be safely stated that the same is in good condition.

Efforts were made to get the General Government, as a military necessity, to extend this road, and although at one time we were in hopes that such would be done, yet nothing definite has as yet been settled on; but we still continue our exertions.

On referring to the last Annual Report, it will be seen that Congress by joint resolution, approved March 11th, 1862, instructed the Secretary of War to adjust and pay this road for transportation, notwithstanding they claimed the land grant required the service free of charge.

The joint resolution, referred to, required the accounts to be adjusted on the basis that the Company were to have "as near cost as may be." Every effort was made to obtain, in the adjustment of our accounts, some allowance for the *cost of constructing the road*, but without success; so that for transportation over the road from St. Louis to Rolla, the Company is only allowed "as near cost as may be," and on the accounts adjusted under the said resolution the deductions are as follows, which is a dead loss to the Company, subtracting from the gross earnings at the cost of the operating expenses, or what would have been net earnings of the roads:

St. Louis to Rolla	$100,806 78

There has been little, if any, business in the Land Department, as the whole country around the Granby Mines is desolated, which has entirely destroyed all revenue from the leases on the mineral land of the Company. There has been no change in the policy of the Directors in the general management of the road, and the same care in guarding the track our predecessors inaugurated still continues.

The equipment of the road consists of 12 passenger and 22 freight locomotives; 20 first class, 7 second class, 1 hospital, 6 baggage and express, and 414 cars for freight, etc; also 21 stationary engines for pumping water, sawing wood, etc.

CONDENSED BALANCE SHEET, FEB. 28.

Capital stock :—	1862.	1863.
Main Line	$3,486,704 95	$3,486,915 73
South West Branch.	79,213 33	70,513 33
Bonded debt :—		
Main Line	7,003,000 00	7,000,000 00
South West Branch.	4,500,000 00	4,500,000 00
Land Rents :—		
Main Line	155 40	155 40
South West Branch.	24,173 54	24,328 94
Land Sales :—		
Main Line	94,730 62	103,675 18
South West Branch.	19,089 17	20,655 83
Floating debt :—		
Bills payable	271,348 63	88,841 10
Accounts audited	140,844 34	48,178 09
Total receipts from transportation	3,950,700 59	5,112,156 75
	$19,550,960 57	$20,455,420 35
Construction :—	1862.	1863.
St. Louis to Jefferson City	$5,984,209 20	$5,991,047 22
West of Jeffers'n City	2,052,102 84	2,106,566 80
South West Branch.	3,093,744 99	3,096,569 88
Rolling Stock :—		
Main Line	626,356 70	662,616 87
South West Branch.	69,071 60	116,883 56
General expenses:		
Main Line	146,913 93	171,888 30
South West Branch.	39,054 22	45,518 37
Land grant, including geological survey of S. W. Br.	39,421 99	41,231 55
Int. & exchange:		
Main Line	1,874,415 81	1,893,167 82
South West Branch.	1,582,233 34	1,592,465 93
Undistributed balances and materials on hand	42,445 65	57,412 74
Bills receivable	160,346 52	159,846 24
Cash	9,151 03	119,910 54
Sundry accounts	59,366 94	59,366 92
Total transportation expenses	2,549,404 27	3,118,206 07
Interest charged to transportation	1,222,721 54	1,222,721 54
	$19,550,960 57	$20,455,420 35

President.—GEORGE R. TAYLOR.

Vice President.—DANIEL R. GARRISON.

Directors.—George R. Taylor, Robert Campbell, Adolphus Meier, James E. Yeatman, Oliver A. Hart, Robert Barth, John Cavender, Henry L. Patterson, Daniel R. Garrison, Robert K. Woods, Benjamin Stickney, Charles H. Peck, Wm. M. McPherson.

Secretary and Treasurer.—FREDERICK L. BILLON.

Chief Eng. and Sup't—T. MCKISSOCK.

Exports of Great Britain.

From the British Board of Trade returns for the month of March, which have just been issued, we learn that the total exports of British and Irish produce and manufactures for the month, and three months ended 31st March, in the last three years, were as follows:

	For the month.	For the 3 months.
1861	£10,958,880	£27,660,248
1862	9,664,000	26,423,763
1863	10,217,473	27,561,204

These returns compared with the corresponding month of last year, show an increase of £552,824, or nearly 6 per cent. in the declared value. Compared with March, 1861, which was a rather active month, there is a decrease of about 6½ per cent. The British shipments of cotton goods have been only about 10 per cent. less in value than those of last year, and 35 per cent. less than those of March, 1861.

Lateral Railroads in Pennsylvania.—The Acts of 1832 and 1858.

THE NECESSITY OF A PROPOSED ROAD, AFTER AN APPEAL FROM A REPORT BY VIEWERS, IS A QUESTION EXCLUSIVELY FOR THE COURT. THE ONLY QUESTION FOR THE APELLATE JURY IS THE AMOUNT OF DAMAGES.

On the 10th of December, 1859, John H. Peterson and James B. Corey, filed their petition in the District Court of Allegheny County, for a lateral railroad twenty feet in width from their coal mines through the coal lands of Wm. H. Brown, to the Monongahela River. Viewers were appointed December 31st, 1859, who reported on February 24th, 1860, the road necessary and useful for private purposes, and finding the damages to Wm. H. Brown to be $2,500. After the report of the viewers was filed, Wm. H. Brown filed exceptions, which were on hearing dismissed, the Court being of the opinion that the road was necessary for private use. On the 13th of March, 1860, he appealed from this finding and report; and on the 14th of April, 1860, Corey and Peterson filed their bond, with sureties in $5,000, reciting their application for a lateral railroad, and conditioned "that the said James B. Corey and John H. Peterson, their heirs, executors or administrators, will and truly pay or cause to be paid unto the said Wm. H. Brown, his certain attorney, heirs, executors, administrators, or assigns, *all such damages as may be assessed* in favor of the said Wm. H. Brown, under the provisions of the said recited act and its supplements without any fraud," &c., &c. This bond was given under the act of Assembly, approved April 20th, 1858, entitled "a further supplement" to the act entitled, "An act regulating lateral railroads," passed May 5th, 1832. Under this act of Assembly and bond, Corey and Peterson entered upon the strata of coal owned by William H. Brown, and drove their road nearly through the same, cutting across Brown's coal in such a manner as to prevent him from driving his main entry through the same to large bodies of coal which he owned in the rear of said road. During the progress of their work, and after they had commenced, complainant filed his bill for an injunction, but owing to recess in Court it could not be heard. The motion for a preliminary injunction was argued, when the Court suggested that, as they had great doubts about the act, and had refused to approve other bonds, since a careful examination of the act defendants should answer, and have the case put in shape for a final decision by the Supreme Court.

The complainant after reciting the facts, claimed:

1. That under this bond he had no security for his coal taken and other damages, in case he should succeed in finally defeating the road on his appeal.

2. That after the appeal was taken, the proceedings to file and approve the bond, and construct and use the road were not legal and valid; and,

3. That the bond should have been filed with the petition.

The Court below overruled the demurrer, *pro forma*, and on hearing the case on bill and answer, decreed that the complainant's bill be dismissed with costs. The case was then removed to the Supreme Court of the State, and argued by the counsel of the respective parties. The complainant counsel maintained that the bond required by the act of Assembly does not furnish *adequate security* as required by the fourth section of the seventh article of the constitution, because it provides only for "such damages as may be assessed under the provisions of the act to which this is a supplement." The act thus referred to, viz., of May 5th, 1832, contains no provision for the assessment of damages in case the road should be found *unnecessary* by the jury on the appeal, before whom the necessity or usefulness of the road is an open question. But even if the act were free from all objections, it requires that the bond shall be filed with the petition which was not done in this case. For the defendant it was contended that the only question to be tried on the appeal in this case was the amount of damages.

The following opinion was delivered by the Supreme Court upon the decision of the case, affirming the decree of the District Court:

STRONG, J.—This appeal raises the question whether under the lateral railroad act of 1832, and its supplement of April 20, 1858, the determination of the necessity and usefulness of the proposed road, is, after an appeal from a favorable report of viewers, exclusively for the Court; or whether it is to be submitted to the appellate jury for retrial. In Horner and Roberts' Lateral Railroad, (1 Wright 33,) we said it would seem that all which can be tried by the jury on the appeal since the supplementary act of 1858, is the amount of damages. After reviewing the construction which we then gave to the statute, we are convinced that it carries out the legislative intention, and is the only one which would not lead to absurdity. The course of legislation from 1832 to the present day evidences that the policy of encouraging lateral railroads has been growing in favor. Even the first act, that of May 5th, 1832, while it allowed an appeal from the report of viewers, did not require that those viewers should report upon the necessity of the road, nor did it expressly enact that the appellate jury should pass upon it. This Court, however, decided in Harvey *vs.* Lloyd, as well as in Hays *vs.* Risber, that on the trial of the appeal the jury should not only assess the damages of the land owner, but also find whether the proposed road was necessary and useful for public or private purposes. This construction of the law made it a departure from the legislative usage which has always prevailed in providing for appeals from reports of viewers upon the damages caused or expected to be caused by the location and construction of other railroads. In such case the appellate jury have nothing to do with the question of the necessity of the road. It is observable also, that the act of May 5th, 1832, as construed, worked several practical inconveniences. The applicant for a lateral railroad was compelled to await, not only the trial of the appeal, but also the result of a writ of error (which by a supplementary act was allowed,) before he could commence the construction of the road. In many cases also there was imposed upon him the burden of trying repeatedly the question whether the proposed road was necessary, and trying it before different juries. If the road passed through lands of several owners, as many appeals might be taken as there were owners, and on the trial of each the same issue be presented. Five juries might find the road necessary, and a sixth find against it. This was an anomaly and productive of no good, either to the petitioner for the road or to the land owners. To remove some of these evils, if not all, the supplementary act of April 20th, 1858, was passed. It obviously intended that the question, whether the road is necessary or not, shall no longer be open after the viewers and the Court have passed upon it and found it to be so. It expressly requires the viewers to report in writing whether the road asked for is necessary for public or private use, a requirement not found in the act of 1832, and then, if the Court concur with the viewers, authorizes the "opening, constructing, completing and using the road," notwithstanding appeals from the report of viewers upon the applicants giving bond to pay the damage thereafter to be assessed. It is not to be supposed that the legislature meant to authorize the construction and use of the road while its necessity remained undetermined. Such a provision could have benefited nobody. No road would ever be constructed during the pendency of an appeal, if the apellate jury might find it unnecessary, and by their finding defeat all right of the applicant to use the road and make his expenditure in its construction a dead loss. And it may be inferred that the Court and not the jury was designed to be the final judge of the necessity, from the fact that no provision is made for the assessment of damages, in case the road should finally be defeated. The act contemplates no defeat of the road as possible, after the viewers have reported it necessary, and the Court concurring in their opinion have affirmed the petitioner's bond. We hold, therefore, that in these cases the necessity of the road asked for is not a question to be submitted to the appellate jury.

It follows that the complainant has security for all the damages which he can sustain, and that the answer of the defendants to which he demurred was a full defence to his bill.

Let the decree of the District Court dismissing the bill of the complainant be affirmed.

Atlantic and Great Western Railway.

At the annual election of the "Atlantic and Great Western Railway in New York," held at the company's office in Jamestown on the 25th ult., the following gentlemen were chosen directors for the ensuing year:

Wm. Reynolds, J. J. Shryock, Wm. Thorp and John Dick, Meadville, Pa.

Wm. Hall, A. F. Allen, W. D. Shaw, and S. E. Marvin, Jamestown, N. Y.

M. Kent, Franklin Mills, Ohio; W. S. Streator, Cleveland; N. Marsh and S. L. M. Barlow, New York; and T. W. Kennard, London, England.

At a subsequent meeting of the new board, Wm. Reynolds, Esq., was elected President, and W. A. Bradshaw, Esq., Secretary and Treasurer. Executive Committee appointed: W. Reynolds, A. F. Allen, Wm. Hall, J. J. Shryock, T. W. Kennard. Finance Committee: J. Dick, W. D. Shaw, W. S. Streator.

J. M. Dick, former Treasurer of the New York and of the Pennsylvania Companies, and Wm. Thorp, Secretary of the same, resigned previous to the election, and W. A. Bradshaw was appointed to succeed both as local Treasurer and Secretary.

J. M. Dick has been appointed Treasurer and Secretary of the Central organization.

Alex. Sheldon, Esq., has been appointed Council and Attorney for the company.

Boston and Lowell Railroad.

The earnings of this road for the year ending September 30, 1862, were:

From passengers		$175,198 32
" freight		222,347 42
" mails		6,610 17
" express		6,506 94
" rents		1,224 62
		$411,887 47

And the expenses were:

Repairs of road	$49,207 45	
" engines & cars	33,743 70	
" bridges	2,780 26	
" gates and fences	5,181 05	
" depots	3,558 77	
Merchandize expense	25,256 51	
Wages	45,927 05	
Taxes, insurance, etc.	10,199 88	
Fuel	36,495 53	
Rents to all other roads	39,316 20	
Oil and waste	5,000 43	
All other expenses	26,347 75	
	$283,104 58	
Balance interest account	26,720 00	
		309,824 58
Net income		$102,062 89

The gross income of the road from the traffic for the year has been $410,662 85; the expenses $283,104 58; and the net income, $127,558 27. Compared with the preceding year, the receipts show a decrease of $68,593 79; with a decrease in expenses of $50,844 03—making the decrease in net income only $17,749 76. The balance of the interest account, amounting to $26,720, and all dividends payable to the stockholders during the year amounting to $50,325, have been placed to the debit of profit and loss before that account was made up.

The balance to credit of that account Sept. 30, 1861, was		$366,953 54
The net receipts from the traffic of the year have been		127,558 27
Do., from other sources		1,224 62
		$495,736 43
During the year that amount has been charged with the amount of one dividend paid	$50,325	
Balance of interest account	26,720	
		77,045 00
		$418,691 43
From which is to be deducted the amount of a dividend payable Jan'y 1, 1863		73,200 00
Leaving a surplus of		$345,491 43
Add balance accumulation of Sinking Funds		17,470 97
		$362,962 40

The amount of the Sinking Fund September 30, 1862, was, $136,420 97, which was to have been increased on the 31st December by the amount of the semi-annual deposit of $9,150, and one year's accumulation. In accordance with the terms of the contract with the holders of the bonds of the company, that fund has been increased during the

past year by the payment to the trustee of $18,300, and by accumulation, $5,763 38.

The whole debt of the corporation, as stated in the annexed balance sheet, is $461,055 50.

No addition has been made to the construction account during the year—all sums expended having been charged to current expenses.

The condition of the corporation is as follows:

ASSETS.

Cost of road, depots and equipments	$2,428,592 79
Notes receivable	3,588 87
Trustee of Sinking Fund	136,420 97
Flats at East Cambridge	6,796 33
Fuel, material, etc. on hand	76,781 32
Cash	75,027 62
	$2,727,207 90

LIABILITIES.

Capital stock	$1,830,000 00
Bonds—1873	440,000 00
Notes payable	18,000 00
Dividend, etc.	3,045 50
Balance profit and loss	418,691 43
Bal. accumulation of Sinking Fund	17,470 97
	$2,727,207 90

Hanover Branch Railroad.

The earnings of this road during the year ending March 31, 1863, have been as follows:

From freight, passengers, etc.		$32,400 81
" working Gettysburg Railroad		4,800 00
" " Littlestown "		1,311 00
		$38,511 81

The expenses were:

Transportation	$4,398 33	
Motive power	3,626 71	
Fuel	4,438 31	
Repairs of road and cars	3,676 73	
Car service	1,075 56	
Telegraph	123 63	
Oil, waste and tallow	863 70	
Salaries, office expenses, etc.	1,052 28	
		19,255 25
Balance		$19,256 56

The receipts from all sources during the year have been as follows:

Earnings as above	$38,511 81
Balance from last year	581 95
Sale of materials, rents, etc	847 20
Materials used in excess of purchase	2,228 17
	$42,169 13

The disbursements were:

Working expenses, as above	$19,255 25	
Renewal expenses	388 85	
Extraordinary	4,050 02	
Bonds	12,000 00	
Interest, taxes, etc.	2,044 10	
Materials	3,255 76	
		40,993 98
Balance in treasury		$1,175 15

The gross earnings exceed those of the preceding year $5,893 36, with an excess of expenses of only $224 89—making the increase of net earnings $5,668 47.

There were carried over the road during the year 5,639 way and 949 through passengers. Tons of freight received, 14,035; do., forwarded, 18,384—difference 4,352 tons. Number of miles run by engines, 49,608. The report says:

The contract with the Littlestown Railroad Company for working that road, expired on the 1st of January, and that with the Gettysburg Railroad Company expired on the 1st of April. Owing to the very considerable advance in all kinds of supplies, and also of the labor required to operate railroads, it was found necessary to advance the rates on the former company from $4 per day, to $125 per month—and on the latter company from $400 to $475 per month—amounts which barely indemnifies this company for its disbursements. Under the existing circumstances, however, when the transportation business of this road does not furnish *constant* employment for two setts of hands and is beyond the capacity of one sett, it is doubtless an advantage to operate these roads at a moderate charge. An agreement has also been made with the former contractor for the repairs of the road, at an advance of $600 over the previous contract—or of $2,800 for the year, including the ballasting of three miles of track. An understanding has also been effected with the Hanover Telegraph Company, which has been recorded in the respective journals, by which the duties of this company are more clearly set forth and its privileges more effectually guaranteed.

The stock account of shareholders, on which *partial* payments on stock only were made, still remaining open on the books of the company, has by a resolution of the board been closed, and in compliance with the 18th section of the charter (which gives authority after due notice, and which notice was given to the delinquent stockholders,) have declared such stock and payments thereon, forfeited to the company. The report of a committee of stockholders to investigate the stock account, shows that the whole number of shares originally subscribed, was 2,417—of which number 2,336 were paid in full, 35 shares paid in part, and 46 on which no payments have been made. If the result of this investigation be sustained, the capital stock of the company will be $116,800.

The large amount of capital seeking safe investment prior to the 1st of April, enabled the board to obtain the required amount at 4 per cent. per annum, to avail itself of the privilege reserved in the agreement with the bondholders, of redeeming the mortgage debt at an earlier period than ten years. These bonds are now extinguished, and in their stead a floating debt has been established. The favorable terms on which this loan was effected, is evidence that the high credit which the company has heretofore enjoyed is unimpaired. With the continuation of a fair business, and no unforseen contingency, it is hoped that ere long this debt will also be liquidated, when dividends from the "net earnings" which have been long deferred, can be regularly declared, and when the stockholders who have evinced so much patience in not receiving direct returns from their investments, can congratulate themselves on possessing a road with its equipments, unencumbered with either a funded or a floating debt.

GENERAL STATEMENT.

Capital stock		$116,800 00
Mortgage bonds		17,400 00
Dividends due		175 00
Bills payable		95 00
Profit and loss		586 84
Profits from earnings of the road		93,320 70
		$228,377 54
Cost of road and appurtenances	$179,627 79	
Real estate	4,000 00	
Equipment	38,487 00	
Materials on hand	4,937 60	
Bills and outstanding claims	150 00	
Cash	1,175 15	
		$228,377 54

Cumberland Coal and Iron Company.

At a meeting of the stockholders of the Cumberland Coal and Iron Company, held at their offices on the 1st inst., the following gentlemen were unanimously elected directors; Edward H. Tracy, President; David Palmer, A. S. Jarvis, George W. Pratt, Jacob Goedel, Chas. A. Rapallo, James H. Barre, O. Oddie, Robert P. Getty, Henry C. Bowen, H. H. Bowen, S. L. Woodhouse and M. H. Kerr, Directors.

☞ We call the attention of our readeas to the card of Messrs. BRITTON & WARNER, Bankers and Brokers, 23 Wall street. Mr. Britton has been long and favorably known by his connection with the Stanwix Hall in Albany, and the Everett in this city. We hope the new house will be as popular as the two with which he has heretofore been connected.

Copper Mining on Lake Superior—A Pyramid of Dividends paid out of the Profits of the Cliff Mine.

The Pittsburg and Boston Mining Company, owners of the Cliff mine on Keweenaw Point, Lake Superior, have paid to the stockholders thereof in the fourteen consecutive years ending December 31, 1862, these dividends, to wit:

1849	$10	per	share	$60,000
1850	14	"	"	83,902
1851	10	"	"	60,000
1852	10	"	"	59,050
1853	15	"	"	80,887
1854	18	"	"	108,000
1855	13	"	"	77,920
1856	30	"	"	179,900
1857	30	"	"	180,000
1858	—	"	"	159,968
1859	9	"	"	177,988
1860	..	"	"	.....
1861	4	"	"	77,560
1862	4	"	"	80,000
Special dividend endowing North Cliff Mining Co.				50,000
Total				$1,445,075
Capital stock paid in by stockholders				$110,905
Number of capital shares				20,000

The subjoined extract of the report of the Pittsburg and Boston Mining Company dated March, 1863, exhibits the results of the company's operations in 1862, and also the estimates for the current year 1863.

In 1858 a dividend of ten dollars per share was paid on 6,000 shares, and five dollars per share on 20,000 shares, the number of shares having been increased from 6,000 to 20,000 in that year. The report says:

The mining year 1862 terminated with the month of November, and the Directors, in consequence of the delay in presenting their report, before referred to, are now enabled to give an approximate estimate of the operations of the year.

The amount of rough copper produced was as follows:

Masses	1,295,700 lbs.
Barrel work	593,509 "
Stampings	1,273,238 "
Making a total of	3,162,447 lbs.

or 1,581 447-2000 tons, being an average monthly product of 131 1537-2000 tons.

Of the foregoing there were shipped during the season of navigation 1,447 432-2000 tons, leaving on hand at the mine and mine landing at the lake, 134 15-2000 tons.

The actual and estimated product in refined copper is as follows:

Copper already refined and sold	1,665,004 lbs.
Copper in New York	50,386 "
Copper on hand at Pittsburg Furnace	13,000 "
Estimated amount in slags and slag copper at furnace	88,800 "
Estimated product in refined copper of the 134 14-2000 tons at the mine at 62 77-100 per cent.	168,233 "
Total probable product	1,985,373 lbs.

There have already been sold of the year's product 1,665,004 lbs., realizing the sum of $411,985 27, or a net average of 24 55-100 cents per pound.

after deducting commissions and freight on so much thereof as was sold in New York.

The probable cash receipts from sales of the entire product of the year may, therefore, be estimated with reasonable accuracy as follows:

Copper already sold, as stated above	$411,985 27
Copper, 50,336 lbs. in N. Y., estimated at net 35 cts. per lb.	17,617 60
Copper to be produced from slag and slag copper on hand at furnace, 101,800 lbs. at 35 cts. per lb.	35,630 00
Copper to be produced from ore on hand at the mine, 168,233 lbs. at 35 cts. per lb.	58,881 55
Realized from sales of silver	2,921 69
Total from sales copper and silver	$527,036 11
Add receipts from rent and South Cliff Mine	5,310 18
Total receipts	$532,342 29
Ascertained expenses of the year	$300,902 61
Smelting charges for year, probable	24,000 00
Making the total expenditures	324,902 51
And leaving a probable net profit on the operations of the year 1862 of	$207,443 68

against $60,370 13 for the year 1861.

In regard to the mining operations and prospects of the current year, it affords the Directors much pleasure to state that they are in the highest degree encouraging. Mr. Watson, the intelligent Superintendent of the mine, gives us strong assurances predicated upon the general appearance of the mine at the present time, of a considerable increase in the product, and which will not, in all reasonable probability, fall below 1,700 tons—and may exceed that amount. The capacity of the mine, as will be seen by the Superintendent's report, is being gradually enlarged, and presented on the first day of July last, an area of 7,037 fathoms of ground opened for stoping, as against 6,129 fathoms at the corresponding period of the preceding year; being an increase during the year of 908 fathoms.

The amount of ground stoped or worked out during the last named period, was 2,929 fathoms, producing an average of 1,060 lbs. of rough copper per fathom, and maintaining fully the general character of the Cliff lode, as one of the richest hitherto developed in this or any other country.

At a corresponding rate of yield per fathom, for the 7,037 fathoms already opened, the product would be 7,459,220 lbs. of rough copper, which estimated to contain 60 per cent. of pure copper, would produce 4,475,532 lbs., which at the present market value would command more than one million and a half of dollars.

If the expectations of the Directors should be realized by a product of 1,700 tons for the current year, equivalent at 60 per cent. to 1,020 tons of pure copper, and the present market value of the article should undergo no material change, the net earnings of the year will be very largely in excess of any previous year. Estimating that amount of copper at 35 cents per pound, a price considerably below the present ruling rates, the cash value of the product would be $714,000; and assuming that the cost of production should be considerably increased, so that the expenditures may reach $350,000, the resulting net profits would authorize dividends to the amount of $18 per share; or if $64,000 were added to the contingent fund or working capital, which it is desirable somewhat to increase, would leave a dividend fund equal to $15 per share from the earnings of 1863.

Staten Island Railroad.

The Staten Island Railroad Company has been taken out of the hands of the receiver, and reorganized by the election of Wm. H. Vanderbilt, President; F. Ockershausen, Treasurer; and P. Stevens, Secretary.

Railroads and Canals of Canada.

The following is an enumeration of the several railroads in the Province at the end of 1862—

Corporate Lines.	*Places connected.*		*Distances.*
Brockville and Ottawa	Brockville	Smith's Falls	37.0
Perth Branch	Smith's Falls	Perth	10.5
Berlin Branch	Preston	Berlin	11.0
Buffalo and Lake Huron	Fort Erie	Goderich	161.0
Carillon and Grenville	Carillon	Grenville	12.5
Cobourg and Peterboro'	Cobourg	Peterboro'	28.3
Erie and Ontario	Niagara	Chippewa	17.0
Galt and Guelph	Galt	Guelph	16.0
Grand Trunk—			
Montreal District	Montreal	Vermont Line	130.0
Quebec District	Richmond	Point Levi	96.0
Riviere du Loup District	Chaudiere Junction	Riviere du Loup	118.0
Three Rivers Branch	Three Rivers	Arthabasca	27.0
Victoria Bridge and approaches	(Over the St. Lawrence at Montreal)		6.0
Toronto District	Montreal	Toronto	333.0
Kingston Branch	Junction	Kingston	2.0
Sarnia District	Toronto	Sarnia	190.0
Great Western—			
Main Line	Hamilton	Windsor	186.0
Toronto District	Hamilton	Toronto	38.0
Niagara District	Suspension Bridge	Hamilton	43.0
Sarnia District	Komoka	Port Sarnia	52.0
Galt Branch	St. George's	Galt	12.0
Industry Village	La Norale	Industry Village	12.0
London and Port Stanley	London	Port Stanley	24.0
Montreal and Champlain	St. Lambert	Rouse's Point	49.0
Montreal and New York	Montreal	Mooer's	45.0
Northern	Toronto	Collingwood	95.0
Bel Ewart Branch	Lefroy	Bel Ewart	1·6
Ottawa and Prescott	Prescott	Ottawa City	54.0
Port Dalhousie and Thorold	Port Dalhousie	Thorold	5.0
Port Hope, Lindsay and Beaverton	Port Hope	Lindsay	43.0
Rawdon and Industry	Rawdon	Industry Village	16.0
Stanstead, Shefford and Chambly	St. John	Magog	80.0
Welland	Port Dalhousie	Port Colborne	25.0
Total mileage of railroads in Canada			1,975.9

The progress of railroad construction for the ten years ending with the year 1862 is shown in the following table:

Corporate Titles.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.
Brock. & Ottawa	—	—	—	—	37.0	47.5	47.5	47.5	47.5	47.5
Berlin Branch	—	—	—	—	11.0	11.0	11.0	11.0	11.0	11.0
Buffalo & L. Huron	84.0	84.0	84.0	117.0	117.0	157.0	157.0	157.0	161.0	161.0
Caril. & Grenville	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5
Cob. & Peterboro'	—	28.3	28.3	28.3	28.3	28.3	28.3	28.3	28.3	28.3
Erie and Ontario	—	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Galt and Guelph	—	—	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Grand Trunk	130.0	226.0	391.0	687.0	687.0	719.0	789.0	850.0	902.0	902.0
Great Western	229.0	279.0	279.0	279.0	331.0	331.0	331.0	331.0	331.0	331.0
Industry Village	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Lond. & P. Stanley	—	—	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Mont. & Champ.	49.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0
Mont. & N. York	45.0	45.0	45.0	45.0	45.0	46.0	46.0	45.0	45.0	45.0
Northern	64.0	96.6	96.6	96.6	96.6	96.6	96.6	96.6	96.6	96.6
Ottawa & Prescott	43.0	54.0	54.0	54.0	54.0	54.0	54.0	54.0	54.0	54.0
Pt. Dalh. & Thor.	—	—	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Pt. H., Lin. & B.	—	—	43.0	43.0	43.0	43.0	43.0	43.0	43.0	43.0
Rawdon & Industry	—	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Stan., Shef. & Ch.	—	—	—	—	—	—	41.0	55.0	80.0	80.0
Welland	—	—	—	—	—	—	25·0	25.0	25.0	25.0
Total mileage	668.5	919.4	1,172.4	1,501.4	1,691.4	1,683.9	1,818.9	1,894.8	1,975.9	1,975.9

The total cost of the railroads of Canada has been about $123,500,000, or $60,688 per mile.

The following is a general description of the canals and river improvements of Canada, and their cost to the end of 1862:

	Canals.	Length in Miles.	Dimensions in Feet—Top.	Dimensions in Feet—Bottom.	Lockage in Feet.	Locks—Number.	Chambers—Length.	Chambers—Width.	Chambers—Depth.	Cost of Construction up to Jan. 1, '63.
	Welland Canal:									
	Main Line	28.0	81	45	300	24	150	26½	10	$7,193,973
						3	200	45	10	
	Junction Branch	21.0	71*	35	6	1	150	26½	10	
	Broad Creek Branch	1.5	81	45	6	1	200	45	10	
St. L. Canals.	Williamsburg Canals:									
	Upper Division*	7.6	90	50	15½	3	200	45	9	1,320,536
	Rap.du Plat. Div.	3.7	90	50	11½	2	200	45	9	
	Farran's Pt. Div.	0.8	90	50	4	1	200	45	9	
	Cornwall Canal	11.5	150	100	48	7	200	55	9	446,046
	Beauharnois Canal	11.3	120	80	82½	9	200	45	9	1,590,931
	Lachine Canal	8.5	120	80	44½	5	200	45	9	2,019,467
	St. Ours' Lock and Dam	—	—	—	5 to 7	1	200	45	7	123,137
	St. Ann's Lock and Dam	—	—	—	3½	1	200	45	7	114,596
	Ottawa Canals:									
	Carillon Canal	2.9	—	18 to 40	36	4	128	32½	5	1,127,159
	C. aux Blondeaux C.	0.2	—	37	4	1	128	32½	5	
	Grenville Canal	5.8	—	15 to 30	46	7	106 to 131	19 to 32½	5	
	Rideau Canal	126.5	—	—	447	47	134	33	5½	—†
	Burlington Bay Canal	4.0	—	—	—	—	—	—	—	308,328
	Chambly Canal	12.0	—	24	74	9	122	24	8	433,800

* Embracing the Gallops, Junction, and Iroquois sections of canal.

† The Rideau Canal, constructed originally by the Imperial government for military purposes, has only lately come into the hands of the provincial government, and as yet has cost simply the annual outlay for repairs.

Financial Condition of Minnesota.

(Continued from page 506.)

Valuation—The valuation of property according to the census of 1850 and 1860 was as follows:

Census Years.	Assessed valuation. Real estate.	Personal property.	Total.	Estimated or true value.
1850	$97,363	$164,725	$262,088	$262,088
1860	25,391,771	6,722,002	32,118,773	52,294,413

The State valuation yearly since 1849 is shown in the annexed table:

Years.	Counties.	Valuation.	Population.	Years.	Counties.	Valuation.	Population.
1849	1	$514,936	4,049	1856	24	$24,394,395	100,000
1850	6	806,437	6,077	1857	31	49,336,673	150,037
1851	3	1,282,123	7,000	1858	37	41,846,778	156,000
1852	8	1,715,855	10,000	1859	40	35,564,493	162,000
1853	6	2,701,437	14,000	1860	41	36,738,460	172,123
1854	13	3,508,518	32,000	1861	41	38,712,427	185,000
1855	18	10,424,157	40,000	1862	43	30,000,000	200,000

The following table exhibits the elements of real and personal property in the State in 1860 & 1861:

		1860.	1861.
Area of organized counties	acres	20,435,180	20,435,180
Land assessed	"	6,404,491	7,171,559
Land assessed	value	$20,992,687	$22,561,765
Real estate in cities and towns	"	11,033,514	10,547,758
Total value of real estate	"	32,026,303	32,909,523
Value of personal property	"	4,712,107	5,802,904
Total valuation	"	36,738,410	38,712,427

—the valuation for 1862 was largely decreased by the depopulation of the border counties on account of Indian disturbances and the Auditor considers the total valuation would not exceed $30,000,000.

Taxation.—The taxes levied upon the people of Minnesota are equivalent on the average to a little more than one and a-half per cent. upon the assessed valuation; and supposing them divided equally among the population they amounted in 1860 to $3.27 and in 1861 to $3.32 per capita. It must be observed, however, that much the greater part of these taxes are for local purposes—

The State tax in 1861 at 4 mills on the $1 amounted to	$152,919
The local taxes were equal to 12 mills on the $1 or	461,017

The distribution of the several taxes in 1860 and 1861 is shown in the following table:

	1860. Rate in mills per dollar.	1860. Amount of taxes.	1861. Rate in mills per dollar.	1861. Amount of taxes.
State tax	4.00	$146,933	4.00	$152,919
School tax	2.50	91,847	2.50	95,574
County tax	3.74	137,400	4.28	163,763
Township tax	1.15	42,249	1.07	41,035
Bridge tax	0.11	4,042	....	.....
Road tax	0.66	24,247	0.66	25,270
Poor tax	0.19	6,980	0.04	2,042
Other special tax*	3.00	110,215	3.90	148,780
Total	15.35	$563,913	16.06	$613,958

* Includes city and town tax, which in 1861 was $73,573 or 1.93 mills per centum.

It must not be inferred that the whole of the above taxes are collected. The State tax for 1860 was delinquent to the amount of $43,877, and that for 1861 of $91,173. Thus if every one paid his proper share, the quota might be materially diminished. From the commencement of the State government in 1858 to the end of 1862 the amount delinquent was $292,682 sufficient for the ordinary expenses of the State for two years, or sufficient to pay off the State debt.

Receipts and Expenditures.—The returns for the year ending the 1st December, 1862, present the following figures:

State taxes—revenue	$94,559 65	
" " interest	38,442 06	$133,001 71
U. S. War tax	$40,263 44	
Poll tax	23,012 10	63,275 54
Sundry resources: sales of school lands, etc.		20,085 08
Balance in Treasury 1st Dec., 1861		4,729 42
Total		$221,091 75
Paid on Auditor's warrants	$137,505 71	
Paid U. S. on account of direct tax	47,030 17	184,535 88
Balance in Treasury 1st December, 1862		$36,555 87

The ordinary expenses of the State government for each year since its establishment have been:

	1858.	1859.	1860.	1861.	1862.
Executive	$16,300	$24,500	$18,500	$16,640	$18,943
Judicial	22,100	22,500	19,200	18,762	19,753
Legislature	99,895	*——	37,856	19,036	18,640
Printing	54,284	15,000	14,120	12,336	12,864
State prison	2,137	4,000	3,954	6,668	6,612
Normal school	.....	2,000	2,000	1,315	.....
Current cost of government	$194,716	$60,000	$95,630	$74,757	$76,812
Miscellaneous expenses	29,957	26,000	29,936	26,975	†43,618
Total expenses	$224,673	$86,000	$125,296	$101,732	$120,430

* No legislative session in 1859.

† Including for extra legislative session $6,906, and for extra printing $1,800; also military expenses $4,506.

Public Debt.—On the 1st December, 1862, the public debt of the State amounted to $350,000, viz:

8 per cent. loan of 13th March, 1858	$250,000
7 per cent. loan of September, 1861	100,000

The laws authorizing these loans provided an annual tax sufficient for their redemption at maturity and for the payment of interest thereon. The tax levied is now two mills on the dollar valuation.

There was also outstanding on the 1st December, 1862, endorsed scrip to the amount of $55,918.

Besides the above the State has issued 25 years 7 per cent. bonds to the railroad companies of the State to the amount of $2,275,000, for which it is contingently liable for principal and interest.

Property of the State.—This consists chiefly of lands donated by Congress for schools, salines, etc. the actual extent of which is not yet ascertained. The quantity of school lands appraised up to the end of 1862 was 135,982 acres, of which 38,017 acres had been sold for $242,531 which sum belongs to the permanent school fund. The State's interest in the railroads amounts as above to $2,275,000.

Cape May and Millville Railroad.

On the 20th ult the cars commenced running on this road as far as Port Elizabeth; and we understand that in the course of a few days the extension of the road will be completed to Dennisville, which is about half way to Cape May. We learn that the arrangements of the Company are such as to afford a guaratee that the line will be extended to within a short distance of Cape May in time for the bathing season, and that the prospects for business upon it are, independent of the pleasure travel, of the most flattering character.

Milwaukee and St. Paul Railroad.

In the United States District Court of Wisconsin at Milwaukee, on the 7th ult., the following proceedings were had:

Ordered by the Court, That the Receiver deliver over to the Milwaukee and St. Paul Railway Company, the said railroad and appurtenances between Portage City and LaCrosse, and the rolling stock and property specially described in the decree.

And it is further ordered by the Court, That a full and perfect inventory be taken by the Receiver, of all rolling stock other than the forty box cars especially mentioned in the decree, and of all personal property belonging to the said LaCrosse and Milwaukee Railroad Company, including such as have been procured by the Receiver now on hand, and that he make report of the same on the 8th day of June next. And as in pursuance of the act incorporating the LaCrosse and Milwaukee Railroad Company, a continuous road has been constructed and operated between LaCrosse and Milwaukee, and the interests of the public requiring that the said road as constructed and operated shall continue to be so operated, it is ordered by the Court (reserving the right to rescind, change or modify this order at any time hereafter) that the said Milwaukee and St. Paul Railway Company, and the receiver, who continues to be the receiver of the eastern end or division of said La Crosse and Milwaukee Railroad, between Milwaukee and Portage City, jointly operate said road between LaCrosse and Milwaukee without interruption. That the said Milwaukee and St. Paul Railway Company, and the said receiver jointly employ all the agents and persons necessary for the proper operating of said road. That the revenues of said road be paid to the receiver as heretofore, who shall keep all accounts and books for the inspection of said Company, and said Company may keep duplicate books. And that all payments and disbursements for necessary expenses in operating said road shall be paid out of the joint fund, each division of said road to be entitled to its proportion of revenue, and to be charged with its proportion of disbursements, and that the said receiver pay coupons of bonds in prior mortgages as heretofore.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	104
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	106
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	6	1868	106
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1805	104
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1874	97
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	5	1871	98½
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	107¼
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	139,998,000	6	1881	108
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	7.3	1864	107
Treasury Notes—		7.3	1864	107
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	1882	100
Under Acts 2 Mar. '61, & 17 Mar. '62 / convert. into 20	14,913,315	6	2 y'rs	51¼
Under A's 17 Ju & 5 Au.'61 & 17 Ma.'62 / y'r b'ds due '81		---	Dem.	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d'a	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	101⅜
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	131
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101⅝
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	108½
" —University Fund Interest Bonds of 1861	650,000	6	1879	109⅛
" —War Fund Bonds of 1861	2,000,000	6	1879	102⅔
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " not registered	1,525,855	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " " "	2,054,298	2½	18...	65
" —Canal Preferred Certificates	4,079,500	5	18...	--
" — " " (special) Certificates	1,216,737	5	18...	----
—Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	102
" — " " (banks)	600,000	5	18...	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	669,000	6	'63-'77	113½
" —War Loan of 1861	800,000	6	1871	113
Maryland—Inscribed Certificates	5,964,251	6	Var.	115
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds			1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,000	5	'61-'72	134
" — " " of 1861 "	247,000	5	'68-'72	121
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	130
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101¼
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	70
" — " "	100,000	6	1862	70
" — " " (loans to Railroads)	23,800,000	6	'72-'86	90
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" —	----------	6	'64-'65	108
" — " State Loan $6,756,654	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121¼
" — " Canal Debt—(old) 9,789,025	----------	6	1874	128
" — " " —(new) 13,200,000	----------	5½	1865	----
" — " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " —(floating) 2,500,000	----------	5	1883	103¼
" — "	----------	4½	1864	----
" — "	----------	7	1864	108¼
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18...	70
Ohio—Inscribed Certificates	4,095,309	6	1881	112
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	108¼
" — " "	1,600,000	6	1875	109¼
" — " "	2,400,000	6	1886	114
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	105
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862	37,687,760	5	'61-'82	106
" —Inscribed Certificates		5	'61-'82	102
" — " "	400,630	6	1879	110
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	434,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	63½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	111
" —War Loan (1861)	----------	---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'86-'93	67
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	108¼
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	109
" — " " (Bank Stock)	553,966	6	1870	108
" — " " (Improvement Stock)	4,963,215	6	1890	110
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	126½
" —Coupon Bonds (Water)	6,228,787	5	Var.	115½
Chicago—Coupon Bonds (Municipal)	860,000	6	18...	98
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18...	115¼
" — " " (Water Works)	1,131,000	7	18...	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " "	720,000	5	1898	----
" — " " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	118
" —Public Education Stock	150,000	5	1873	109
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1884	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	100
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'76	----
" — " " (Municipal)	1,136,200	6	'61-'80	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	100
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	107
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	101½
" " 2d " " "	3,980,670	6	1882	90
" " Improvement " "	586,500	6	1870	87
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	64
" " Preferred Interest Bonds	227,589	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guaranteed Railroad Stocks.				
Catawissa, Preferred	2,047,650	---	------	24¾
Chicago and Alton, Preferred	2,464,336	7	------	92
Elmira & Williamsport, Preferred	500,000	---	------	54
Erie Preferred	8,535,700	---	------	105½
Housatonic Preferred	1,180,000	8	------	59½
Marietta & Cincinnati, 1st preferred	4,198,462	---	------	----
" " 2d "	3,123,914	---	------	----
Michigan Southern & Northern Indiana, guaranteed	2,893,000	---	------	116½
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110¾
" " 2d "	1,014,000	7	------	86
New York & Harlem, Preferred	1,500,000	---	------	111
Philadelphia & Reading, Preferred	1,551,800	7	------	----
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	79
Toledo & Wabash, Preferred	926,200	---	------	88

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,209	306,697	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	102,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	72,169	93,591	110,935	72,036	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,224,841
1863	96,306	107,443	106,816	127,205	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,223	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	120,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,375
1863	139,686	126,521	119,836	122,255	144,397	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,509	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,178	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	980,984
1863	68,143	81,750	90,677	100,904	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,581	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,204	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,187	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	70,151	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,178,326
1863	145,950	147,487	164,845	117,908	100,225	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	508,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	835,453	829,734	946,041	938,453	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,843	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	168,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,001	166,157	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,642	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,985	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	238,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	------	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,699	66,686	56,171	107,754	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	191,000	181,000	226,819	276,109	325,018	304,084	279,539	2,652,435
1863	248,784	230,508	254,208	267,693	263,981	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	258,495	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,896	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	962,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,649	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	118,075	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,280	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7			----	----
Mortgage	[109,500	7			----	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	----
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	----
Androscoggin and Kennebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	----
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850	700,000	6	Jan. & July.	"	1880	104
" " " 1855	1,128,500	6	Jan. & July.	"	1875	106¼
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103½
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	110¼
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	101
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	380,000	7	May & Nov.	" "	----	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	----	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	104
Mortgage	800,000	6	"	New York.	1863	----
Mortgage	1,700,000	6	"	"	1875	106
Sterling (£210,000)	1,008,000	5	"	London.	1864	----
Sterling (£225,000)	1,080,000	6	"	"	1864	----
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of Georgia:						
Mortgage	86,067	7			1863	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	107
2d Mortgage	600,000	7	May & Nov.	" "	1875	104
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	105½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6			----	----
2d Mortgage	1,000,000	7			----	----
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	2,690,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	----
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	----
" " " Plain	28,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	103½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	----
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	----
Chicago and Rock Island:						
1st Mortgage	$1,397,000	7	Jan. & July.	New York.	1870	110¼

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.	----	105
1st Mortgage (general)	3,600,000	7	" "	" "	----	87
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	97
2d Mortgage	2,000,000	6	" "	" "	----	66
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	----	99½
Green Bay Extension Bonds	300,000	7	" "	" "	----	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7			----	----
3d Mortgage	158,000	7			----	----
Income	250,500	7			----	----
Tunnel Right	1,000,000	7			----	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	106
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	86½
River Line bonds	20,000	7			1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	609,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	----
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.	----	1864	----
C. and T. Income (convertible)	256,000	7	" "	" "	1864	----
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	111
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	6	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	----
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage	----------	7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	105
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000	---	April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	112½
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8			----	----
Dubuque and Pacific:						
New Construction	800,000	---			----	----
Dubuque Western:						
1st Mortgage	344,000	†			----	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	96
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	111
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---			----	----
Endorsed by State of Tennessee	150,000	---			----	----
Mortgage (ordinary)	790,688	---			----	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---			----	----
Endorsed by State of Tenness.	200,000	---			----	----
1st Mortgage (after State)	100,000	---			----	----
Redeemable in Stock	66,950	---			----	----
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	----
Free Land, 2d Mortgage	1,500,000	8			1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7			1891	----
Free Land, 2d Mortgage	----------	8			1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	114
1st Mortgage (Extended)	871,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	111
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	115
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	90
Land Security	5,000,000	7	April & Oct.	" "	1881	78
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	118
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	120½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	118½
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "	----------	------	110
Income	281,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	------	100
Real Estate Mortgage	200,000	7	----------	----------	1868	68
Ind., Pittsbburg and Cleveland:						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----------	----------	------	---
1st Mortgage	260,000	7	----------	----------	------	---
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	---
3d Mortgage	600,000	7	----------	----------	------	---
Guaranteed by Covington	200,000	6	----------	----------	------	---
Cincinnati (exchanged)	100,000	6	----------	----------	------	---
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	---
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	---
Lee County, 20 years	150,000	8	----------	----------	------	---
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	------	---
City of Keokuk	200,000	8	----------	----------	------	---
Henry and Louisa Company's	50,000	8	----------	----------	------	---
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	35
2d Land Grant (Western Div.)	353,600	†	" "	"	------	35
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Farm Mortgage	1,087,700	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----------	----------	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	103½
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co.:						
Mortgage Bonds	500,000	7	----------	----------	1882	----
Mortgages on Land	473,800	7	----------	----------	------	----
Louisville and Frankfort:						
Louisville Loan	109,000	---	----------	----------	1881	----
1st Mortgage	228,000	---	----------	----------	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	----------	----------	------	----
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7	----------	----------	1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	121
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	115
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	109
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	104
Detroit and Toledo	812,000	7	" "	" "	1876	104½
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	110
2d General Mortgage	2,656,500	7	" "	" "	1877	111½
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----------	----------	------	---
Milwaukee and Chicago:						
1st Mortgage	400,000	8	----------	----------	------	---
2d Mortgage	200,000	7	----------	----------	------	---
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----------	----------	------	10
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	108½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	----------	------	----
2d Mortgage (S. F.)	400,000	8	----------	----------	------	----
Oskaloosa Division	500,000	7	----------	----------	------	----
1st Land Grant	2,000,000	7	----------	----------	------	64
2d Land Grant	700,000	---	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	---
Tennessee State Loan	674,860	6	----------	----------	------	---
Alabama State Loan	389,410	6	----------	----------	------	---
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey:						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	----------	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	235,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	109
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	119½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	109
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	109
Real Estate Bonds	252,975	6	" "	" "	1883	105
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	106
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	126½
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1882	101
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	115½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	113
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	110
5th Mortgage	1,791,500	7	June & Dec.	" "	1883	109
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	114
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	106
3d Mortgage	980,300	7	Jan. & July.	" "	1867	107
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	111½
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	" "	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	104
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1850	103½
2d Mortgage	3,077,000	7†	" "	" "	1861	32†
North Missouri:						
State Loan (30 years)	4,350,000	6	----	----	----	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	95
Chattel Mortgage	360,000	10	" "	"	1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	----	----	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	----	----	----	90
State Loan (S. W. Branch)	1,268,000	6	----	----	----	----
Construction	3,235,000	7	----	----	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	114½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	107½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859–'70–'75)	365,000	6	----	----	var.	----
3d Mortgage (1862–'70–'72)	378,000	6	----	----	var.	----
Special Mortgage (1865–'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1838, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	106½
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	110½
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,586,500	6	" "	"	1886	114
" 1856, "	1,475,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	----	----	----	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104⅜
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	86
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†	----	----	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	65
2d Mortgage	937,500	7	" "	"	1863	16
3d Mortgage	435,050	7	" "	"	1863	5½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----	----	1856	----
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	106
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	95
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	86
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	106½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	106½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	95
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	95
Interest Bonds	245,700	7	----	----	----	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	21½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Balt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	111
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's, endorsed by State	150,000	6	----	----	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,461,736	*	—	877,953	503,500	105,255	1,515,704	54.0	----------	101,102	37,886	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,968	30.3	----------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----------	207,026	111,252	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	----------	----------	----------	----------	57.9	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	----------	----------	600,431	----------	----------	----------	----------	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	----------	----------	----------	----------	----------	----------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,205	100,000	1,419,769	922,622	23,579	2,582,505	116.9	----------	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	----------	----------	----------	----------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----------	230,251	104,594	—	----
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	----
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	380,299	11	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	----------	284,485	70,187	4	—
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	----------	206,420	97,700	6	—
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	----------	—	----
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by		N. Y. & N. H.		4	----
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	2,000,000	—	5,672,381	117.4	----------	1,036,437	582,341	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,175	383,664	158,927	—	93
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	----------	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	----------	18,535	744,520	----------	5,024	749,544	5.0	----------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	----------	----------	—	----------	----------	----------	----------	29.4	----------	----------	----------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	----------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	----------	----------	—	----------	----------	----------	----------	30.0	----------	----------	----------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----------	53.0	----------	168,988	96,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	----------	----------	----------	31.0	----------	----------	----------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	----------	----------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	----------	8,123,343	232.0	----------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	----------	12,295	1,658,976	102.5	226,241	404,618	212,676	10	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	----------	1,026,868	50.0	----------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----------	----------	----------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----------	----------	388,853	18	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----------	138.0	----------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '62	220.0	—	----	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	77½
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,087,025	1,551,227	679,772	—	114
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
1 Apr. '62	242.0	—	----	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	----------	849,719	414,828	—	32
31 Mar. '62	181.8	—	----	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	----------	7,545,220	228.4	765,949	1,054,704	415,971	3	101½
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	----------	580,000	----------	----------	84.0	----------	----------	----------	—	----
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	----------	10,551,145	341.7	1,420,341	1,777,541	834,605	6	105½
31 May, '61	175.0	—	----	—	---	---	-----	Great Western	5,022,926	*	—	1,600,000	2,391,000	----------	----------	175.0	----------	485,943	181,529	—	----
31 Dec. '62	454.8	252.5	----	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,000,580	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	109½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----------	----------	148.0	----------	----------	----------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	----------	----------	—	----------	600,000	----------	----------	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
-- -- '58	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	----------	----------	186.0	----------	----------	----------	—	----
31 Dec. '61	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	----------	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	----------	----------	—	----------	----------	----------	----------	oper	by Chic.	& R. Is.		—	----
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	----------	—	3,700,000	6,700,000	----------	10,400,000	203.0	----------	1,117,693	568,020	—	47½
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	----------	1,106,679	1,006,125	----------	----------	108.0	----------	----------	----------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	----------	----------	—	----------	----------	----------	----------	29.0	----------	----------	----------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----------	249,887	119,542	—	----
31 Dec. '60	72.4	—	----	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	365,122	400,397	133,009	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----------	448,858	230,854	9	75
31 Dec. '61	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	----------	381,813	165,939	—	----
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	----------	1,000,000	600,000	----------	2,000,000	64.0	----------	----------	----------	—	----
31 Dec. '60	86.0	49.0	----	—	23	---	-----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----------	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	----------	----------	----------	—	----
30 Nov. '62	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	----------	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	----------	----------	----------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,984	----------	86.0	7 mo's.	85,239	46,771	—	----
31 Dec. '62	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	----------	222,601	3,179,833	111.0	----------	228,560	122,931	—	----
-- -- --	—	—	—	438.0	---	---	-----	Iowa Central Air Line	----------	----------	—	245,000	755,000	----------	----------	----------	----------	----------	----------	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----------	----------	38.5	11 mo's.	468,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	----------	----------	----------	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	----------	230.0	----------	----------	----------	—	28½
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $28,000.	----------	----------	20.0	----------	----------	----------	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	----------	—	694,444	71,000	----------	----------	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun, '61	29.0	—	----	—	}			} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	----------	735,312	29.0	----------	108,944	43,267	—	80
30 Jun. '61	65.1	----	----	—	13	10	230	} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	----------	1,649,551	65.1	244,778	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	2,455,250	269 0	613,803	716,478	371,122	—	----
-- -- '69	18.8	—	----	70.2	---	---	-----	Maysville and Lexington	----------	----------	—	----------	----------	----------	----------	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	----------	----------	----------	----------	22.0	----------	----------	----------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	----------	----------	----------	----------	27.0	----------	----------	----------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	585,280	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----------	2,685,000	1,150,717	----------	206.0	----------	1,232,624	555 434	—	----
1 Aug. '60	53.7	—	----	135.3	---	---	-----	*Vicksburgh, Shreveport & Texas*	1,662,601	*	—	1,283,015	248,969	108,434	1,710,819	53.7	----------	----------	----------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757 381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59				14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000						—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,869,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,475	245,348	115,732	6	114½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600			37.0	.....	55,403	23,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,806,788	6	87½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	43
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000		600,000			600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345		1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	107½
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,380,350	396,334	496,903	4,076,974		86,656	4,774,086	119.3	615,761	835,137	378,123	7	127
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400		3,160,000	122,720		3,462,989	61.8	435,121	702,222	355,362	8	135
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,002,594	437,416	100,000	4,500,000		93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	140
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865		681,654	141,600		1,085,074	47.1	75,219	102,627	50,053	2½	30½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558		1,591,100	250,000		1,900,919	52.4	170,018	268,152	153,854	6	----
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	284,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	112
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,108	280,261	184,760	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149		3,540,000			3,820,341	93.4	342,542	580,580	264,146	6	116½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234.774	40,226		219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577.933	28,748		292,951	303,014		606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,886	30,275		200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	----
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684		600,000			802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000		800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386			220,340	234,900	140,902	597,386	----	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269		293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,663	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,603		3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	134½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247		450,000			450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815		1,600,000	97,000		1,697,000	44.4	206,064	327,457	161,357	8	132
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543		245,503	226,900	464	471,170	oper. by B		and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226		259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	17
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100		448,700			448,700	oper. by Ho		uaeton.	31,409	7	----
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000			250,000			239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370			923,810	979,308	42,352	1,945,470	oper. by T.		and B.	.....	—	40
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343		2,214,225	990,525		3,516,900	77.3	112,242	216,065	115,241	—	38
30 Nov. '62	166.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712		5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	155
30 Nov. '62	46.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353		1,141,000	141,500	1,130	1,386,645	45.7	104,248	200,744	92,979	5½	77
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*												—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Ohio, Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada							—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....					—	—
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....					—	—
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	118
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	78½
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....					—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,264,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	—	—	.....	*Cairo and Fulton*	1,213,497	*		500,000	650,000	.....	.....	37.0	.....	.....	.....	—	----
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301		1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398.779	504,983		2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	----
31 Dec. '62	52.0	—	3.6	.....	—	—	.....	*Platte County*	1,200,000	*		500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '62	189.0	—	14.4	93.3	29	25	379	*Pacific*	10,057,641	626,357		3,486,705	7,000,000	402,193	19,550,960	189.7	417,357	457,184	108,208	—	----
28 Feb. '62	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072		71,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	----
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168		1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	----
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	----
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000		2,850,000	93.5	.....	203,360	92,712	—	45
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*		2,085,592	803,700		3,049,788	63.6	263,324	298,056	104,643	—	44½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*				57,461	867,462	28.1	.....	34,045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*		1,500,000			1,564,506	61.3	.....	243,651	112,327	7	63
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000			350,000			350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*		200,000			200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205			492,500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	112
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	----
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*		1,000,000	12,300	20,904	.....	ope	r. by C'd	162,428	74,585	7	118
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*		595,588	568,000		.....	52.7	.....	34,916	12,395	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*		3,068,400	220,700		.....	82.0	.....	312,171	128,652	4	70½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*		500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*		997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	----
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	.....	.....	124.2	.....	3,040,148	1,728,648	10	170½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic (Pref.)	1,837,386	*		1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,386	65,128	—	16
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672.113	3,630,000	2,000,000	320,433	6,322,193	64.0	637,204	1,397,587	774,341	10	177
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	----
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,897,800	* 678,000	400,017	5,695,704	33.8	512,349	1,111,087	662,124	10	----
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*		156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by Er	ie R. R.	53,400	8	—
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	—
31 Dec. '62	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2 450,417	*		1,203,553	1,250,000	143,606	2,597,161	—	(2 mos.	10,588	.....	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	111
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	32,963	90,122	46,923	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '61	—	—	—	140.0				Albany and Susquehanna	698,677			647,191		17,239	664,428						
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		ope	r. by Re	na. & S	arat.		
30 Sep. '61	38.0	—	6.0	—				Albany and West Stockbridge	2,388,359			1,000,000	1,388,359		2,388,359	ope	r by W	estern.		6	100
30 Sep. '61	14.8	—	1.6	—				Blossburg and Corning	496,661	*		250,000	220,000		470,000	14.8	29,076	31,546	16,871		
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697		492,050	161,450	97,690	750,220	23.8	677,687	122,103	37,512	8	
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337		1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	5,682,852	176.9	609,076	823,425	275,486	—	90
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376		1,960,600	1,049,000		3,009,600	82.8	367,365	940,042	417,458	10	190
30 Sep. '61	34.6	—	38.1	—				Cayuga and Susquehanna				343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—				Chemung	400,000	*		380,000			380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—				Elmira, Jefferson & Canand.	500,000			500,000			500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—				Hudson and Boston (West'rn)	175,000			175,000			175,000	20.3	oper. by	West'rn		—	—
30 Sep. '62	144.0	4.0	115.0	—	65	117	688	Hudson River	10,709,154	1,340,445		3,758,466	9,137,000	298,424	13,193,890	259.0		2,730,386	707,592	—	133½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,011		1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,247	—	38
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,589	24,000,000	14,279,593	—	41,866,835	654.9	5,568,772	9,356,828	3,749,077	6	122½
31 Dec. '62	460.0	97.0	302.0	—	226	101	3,279	Erie	39,021,292	*		19,973,200	20,131,500	—	41,025,172	663.0	4,835,359	8,400,334	1,636,351	—	95½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756		120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804		5,717,100	5,537,661	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	106
30 Sep. '61	99.0	—	—	—				Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322			4,571,900		4,571,900	139.5	358,460	426,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629		396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	76.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518		665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048		610,000	249,750		859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3				Rochester and Genesee Valley	659,249	1,776		557,600	150,000	13,480	721,080	ope	r. by B.,	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322		30,889		57,262	88,151	19.0	23,667	4,731		—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684			300,000	73,000		373,080	ope	r. by Ren	s. & Sar.		5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584		500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443		63,102	193,687	70,919	327,708	13.3		16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654		1,200,130	1,643,153	113,739	2,957,022	88.6	296,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937		606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073		274,400	—	—	—	ope	r. b. Hud	s. River.		6	55½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—		30,000	680,000	—	710,000	ope	r. by oth	er Co's.		—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755		811,560	—	—	811,560	37.81	33,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—		96,000	45,500	11,625	153,125	----	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304		1,499,000	730,500	101,947	2,330,947	107.7	216,453	353,441	104,672	6	90
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	---	---	---	Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9	-------	103,963	35,572	—	—
— — '58	223.0	—	---	—	---	---	---	North Carolina	4,235,000	*		4,000,000	-------	-------	-------	223.0	-------	-------	-------	—	—
— — '59	97.0	—	---	—	---	---	---	Raleigh and Gaston	1,240,241	*		973,300	126,200	-------	-------	97.0	-------	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	---	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	-------	469,458	219,688	—	—
30 Sep. '59	161.9	—	---	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	-------	-------	866,939	-------	77,294	-------	-------	-------	-------	-------	—	—
31 Dec. '61	118.2	—	---	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,221,750	51,243	3,300,668	118.2	-------	404,583	168,653	—	—
1 Aug. '61	137.0	—	---	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	-------	699,716	230,551	—	17
31 Mar. '62	60.3	—	---	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	-------	3,818,784	198.3	-------	646,205	329,714	7½	135
31 Dec. '60	30.0	—	---	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	-------	-------	-------	—	28
1 May, '59	131.8	—	---	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,932,000	228,973	-------	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	---	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	-------	6,454 130	191.2	926,628	1,724,917	1,033,637	20	160
31 Dec. '62	67.0	—	---	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	80
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	200
30 Nov. '62	101.	102.5	---	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	-------	3,832,712	4,324,606	94,329	8,251,646	208.5	-------	1,436,317	552,800	—	92
31 May '62	109.2	70.4	---	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,008,637	543,488	3	115
31 Dec. '58	61.4	—	---	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	-------	369,673	575,250	632,486	-------	61.5	75,120	68.128	19,763	—	—
31 Dec. '58	72.0	—	---	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	-------	750,000	1,600,000	205,000	-------	72.0	144,000	84,000	17,760	—	99
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	658,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	150
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400.168	222,951	—	—
31 Aug. '60	36.6	—	---	—	5	3	87	Dayton and Western	999,173	104,912	-------	307,240	716,000	80,845	-------	36.6	-------	62.025	3,565	—	—
31 Aug. '58	16.0	—	---	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	-------	437,838	422,658	-------	1,104,086	16.0	40,064	64.000	33,000	—	—
31 Dec. '61	45.0	—	---	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	-------	45.0	-------	128,170	33,412	—	—
— — '59	36.0	—	---	84.0	---	---	---	Fremont and Indiana	-------	-------	-------	-------	-------	-------	1,358,867	-------	-------	-------	-------	—	—
31 Oct. '61	32.0	—	---	—	6	5	68	Greenville and Miami	888,000	*	-------	300,000	473,000	75,000	-------	47.6	-------	69,352	-------	—	—
30 Nov. '58	13.0	—	---	34.0	1	2	50	Iron	172,830	*	-------	118,865	50,000	3,965	-------	13.0	24,000	31.126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 521	442,002	2,981,267	1,400,000	-------	4,960,780	138.0	814,906	1,336.991	632,114	8	145
31 Jan. '62	182.0	21.6	---	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	-------	8,781,699	235,789	106,895	9,792,293	226.6	-------	434,290	99,554	—	—
30 Apr. '62	192.3	—	---	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	-------	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	---	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	-------	1,906,736	2,400,000	466,215	-------	125.0	-------	-------	-------	—	—
30 Jun. '62	153.9	52.0	---	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	428,153	107,033	—	—
31 Dec. '62	116.0	9.0	---	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	-------	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	---	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	-------	403,975	500,000	100,000	-------	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	---	28.5	---	---	---	Springfield and Columbus	346,500	-------	-------	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	-------	—	—
30 Nov. '58	49.8	—	---	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	-------	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	-------	-------	—	—
31 Dec. '62	242.4	—	---	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,241,618	198,590	8,785,378	250.0	1,614,932	1,938,202	950,462	—	80
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	-------	-------	-------	-------	378,455	58,811	-------	45.0	-------	106,924	55,029	—	1
31 Oct. '62	88.0	—	---	—	---	---	---	Atlantic and Great Western	5,500,000	*	-------	2,000,000	3,500,000	-------	5,500,000	88.0	-------	-------	-------	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,208	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	-------	1,817,650	24.5	191,545	365,366	210,817	8	75
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	-------	3,350,000	284,000	115.752	3,749,752	146.0	549,045	276,880	-------	—	8
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	-------	956,900	270,500	58,545	1,384,456	74.5	-------	255,560	78,235	8	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	-------	5,596,200	4,629,000	637.114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	161
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	-------	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	-------	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	38
31 Oct. '62	18.6	—	4.6	—	-------	-------	-------	Erie and Northeast	700,000	*	-------	600,000	400,000	-------	1,000,000	-------	126,490	223,530	33,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	-------	-------	-------	Harrisburg and Lancaster	1,882,560	*	-------	1,182,550	700,000	-------	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	-------	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,790	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	-------	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	20
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	-------	710,000	1,747,833	206,000	2,662,833	80.0	242,400	307,389	169,056	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	-------	2,297,250	1,465,000	31,547	3,927,386	76.0	367,230	822,927	460,516	8	60
31 Oct. '62	28.3	5.5	3.0	—	10	---	61	Little Schuylkill	1,371,868	*	-------	2,256,100	960,000	72,600	3,288,700	38.8	62,155	126,316	68,801	—	50½
31 Oct. '62	124.5	106.5	62.5	—	-------	-------	-------	Mine Hill and Schuylk. Haven	3,252 265	*	-------	3,250,000	-------	-------	3,252,265	130.0	-------	451,918	174,435	7½	65½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	-------	3,147,350	3,106,360	280,000	6,447,780	66.4	263 234	397,186	218,960	—	15½
31 Oct. '62	355.6	55.8	318.0	—	253	157	3,371	Pennsylvania	17,641,048	4,165,804	-------	13,274.600	9,527.400	43,000	-------	441.4	5,036,009	10,143,739	5,987,124	6	66
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27.519	-------	218,000	575,000	175,000	930,000	31.0	58,218	87,416	20,861	—	—
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., German't'n & Norrist'n	1,521,520	236,289	-------	1,243,500	438,900	-------	1,862,666	24.0	229,938	262,333	129,742	6	50½
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	-------	4,822,459	6,981,000	167,789	12,129,857	190.0	213,574	413,472	180,909	—	26
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,079,088	3,481,451	565,858	11,548,929	12,036,100	94,466	25,528,146	355.0	2,088,166	8,911,830	2,095,775	—	55½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	——	1.9	——	——	——	——	Philadelphia and Trenton	552,422	51,460	——	999,200	250,000	——	1,249,200	28.2	102,364	432,351	228,844	8	——
31 Oct. '62	95.9	——	34.8	——	37	110	630	Phila., Wilmington and Balt.	6,979 924	744,425	351,129	5,620,500	2,579,000	——	9,508,406	200.5	582,615	2,250,862	1,080,995	9	72
31 Oct. '62	59.5	——	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	——	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	——	——
31 Dec. '62	468.3	——	59.7	——	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	——	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	——	74½
31 Oct. '62	54.0	1.1	5.5	——	7	4	66	Schuylkill and Susquehanna	1,197,774	*	——	1,289,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	——	——
31 Oct. '62	9.3	15.2	15.0	——	——	——	——	Schuylkill Valley	576,050	——	——	576,050	——	——	576,050	——	oper. by	Ph. & R	eading.	5	——
31 Oct. '62	28.0	——	6.2	——	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	5,659	1,297,256	——	57,923	159,534	99,(60	——	40
31 Oct. '62	29.6	——	2.5	——	4	4	101	Tioga	719,914	77,999	——	97,550	386,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	——	3.0	——	5	11	23	Westchester and Philadelphia	1,387,074	*	——	683,451	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	——	6
								RHODE ISLAND.													
31 Aug. '62	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256,800	——	——	62.0	302,600	311,870	140,707	6	85
30 Nov. '62	13.6	——	0.5	——	4	3	7	Providence, Warren & Bristol	424,943	13,299	——	417,417	8,500	——	——	13.6	23,954	25,594	6,739	——	——
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	——	182.4	2	——	26	Blue Ridge	2,126,539	——	——	1,916,515	217,577	——	2,134,092	13.2	——	——	——	——	——
31 Dec. '58	54.9	——	——	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	——	——	——	——	——
31 Dec. '58	109.6	——	——	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	283,263	151,586	6	——
— — '58	40.3	——	——	——	——	——	——	Cheraw and Darlington	600,000	*	——	400,000	200,000	——	——	49.3	——	——	——	——	——
1 Jan. '59	143.2	21.3	——	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	2,919,554	164.5	——	341,190	125,871	——	——
31 Aug. '58	22.5	——	——	——	——	——	——	Kings Mountain	196,230	*	——	200,000	——	——	200,000	22.5	——	——	——	5	——
31 July '58	32.0	——	——	——	——	——	——	Laurens	543,403	*	——	400,000	106,218	——	575,729	32.0	——	27,568	8,527	——	——
28 Feb. '59	102.0	——	——	——	——	——	——	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	——	220,014	96,145	——	——
31 Dec. '60	138.0	106.0	——	——	62	59	790	South Carolina	——	——	——	——	2,643,833	——	——	——	——	1,499,636	701,943	7	——
31 July '58	25.1	——	——	41.9	——	——	——	Spartanburg and Union	——	——	——	——	——	——	——	25.1	——	——	——	——	——
								TENNESSEE.													
30 Sep. '60	47.6	——	——	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	——	29,967	19,187	——	——
1859	——	——	——	17.0	2	——	14	Edgefield and Kentucky	857,947	*	——	333,204	612,000	60,900	——	30.0	29,845	9,359	7,486	——	——
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	318,718	187,466	——	——
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	——	130.3	150,142	297,806	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	290,112	7,627,797	291.0	——	1,635,096	873,597	——	——
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	——	——	——	——	——	——	——
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	——
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	319,518	——	59.4	69,870	177,256	60,029	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,369	——	47.4	54,175	83,129	44,666	——	——
1859	34.2	——	7.0	——	12	2	31	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	——	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	30	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	——	——	159.0	——	734,118	337,384	6	——
1859	——	——	——	——	——	——	——	Nashville and Northwestern	——	——	——	——	——	——	——	——	——	——	——	——	——
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	——	45.8	57,950	127,953	87,243	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	——	——	——	216,962	413,000	408,477	——	30.0	——	1,248	——	——	——
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	——	158.0	——	——	——	Buffalo Bayou, Braz. & Col'r'do	——	——	——	——	——	——	——	32.0	——	——	——	——	——
— — '58	56 0	——	——	184.0	——	——	——	Galvest., Houst. & Henderson	——	——	——	——	——	——	——	56.0	——	——	——	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	——	275 000	240,000	171,560	——	50.0	31,300	32,670	——	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	——	70.0	102,200	282,846	196,568	——	——
— — '59	25.0	——	——	110.0	——	——	——	San Antonio & Mexican Gulf	——	——	——	——	——	——	——	25.0	——	——	——	——	——
— — '59	28.0	——	——	756 0	——	——	——	Southern Pacific	——	——	——	——	——	——	——	28.0	——	——	——	——	——
								VERMONT.													
31 May, '62	90.7	——	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	——	1,280,400	800,000	1,608	——	90.7	99,639	164,764	78,749	——	80
31 Aug. '62	119.6	——	16.0	——	26	25	541	Rutland and Burlington	3,987,708	558,275	——	2,233,376	3,183,038	963,019	——	119.6	394,393	322,829	61,180	——	——
31 Aug. '62	62.5	——	4.0	——	12	9	193	Rutland and Washington	950,000	221,683	——	1,097,000	——	——	——	62.5	138,299	140,886	24,579	——	——
31 May, '62	117.0	2.0	24.0	——	41	36	889	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	——	174.5	679,677	713,418	191,466	——	——
30 Jun. '62	47.0	8.5	4.1	——	——	——	——	Vermont and Canada	1,678,500	——	——	1,378,500	——	——	1,378,500	ope	r. by Vt.	Central	——	4	149
30 Jun. '62	23.7	——	0.9	——	3	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	110,145	——	23.7	53,041	45,273	7,187	——	——
30 Jun. '62	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	——	——	ope	r.b.Troy	& Bost.	53,852	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	——	113.7	703,034	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep. '59	103.5	——	——	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	——	——	103.5	345,427	248,004	loss	——	12
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	——	——	——	2,063,655	2,517,500	590,056	——	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	123.3	10.1	——	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	——	410,166	201,344	——	——
30 Sep. '59	59 2	21.3	——	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	——	326,554	213,852	7½	——
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,755,685	143.2	224,014	560,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	——	78.6	159,981	279,945	145,386	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	——	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan. '60	80.0	——	——	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	——	240,446	121,053	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	——	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	——
0 Sep. '59	32.0	——	2.5	——	5	4	49	Winchester and Potomac	516,830	59,000	——	300,000	120,000	24,736	——	32.0	30,000	49,971	14,469	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	——	55.0	——	——	——	——	——
31 Dec. '61	199.9	——	24.9	——	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	329,580	——	——
31 Dec. '58	40.0	——	——	——	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	——	——
— — '57	42.0	——	——	27.8	——	——	——	Milwaukee and Horicon	919,757	*	——	1,101,200	——	——	——	42.0	10 mos.	60,066	——	——	——
31 Dec. '61	191.9	42.5	28.3	——	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,467,000	53,549	8,036,604	234.4	——	1,108,354	436,039	——	50
— — '57	50.0	——	——	85.0	——	——	——	Milw., Watertown & Baraboo	514,238	——	——	345,861	132,000	——	——	50.0	——	121,401	——	——	——
10 May, '61	104.0	——	——	38 8	8	7	321	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	——	——
— — '58	10.0	——	——	55.0	——	——	——	Wisconsin Central	600,000	——	——	——	——	——	operated	by	Fox Riv	er Vall.	——	——	——
								CANADA.													
31 July '62	161.0	——	——	——	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	——	235,420	55,495	——	——
31 Dec. '62	49.0	——	——	——	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	——	242,798	117,842	——	11
— — '62	37.0	11.0	——	72.0	2	2	17	Brockville and Ottawa	——	——	——	——	——	——	——	48.0	——	——	——	——	12
31 Dec. '62	109.6	137.0	——	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	109.6	——	2,196,810	533,990	——	38
31 July, '62	229.0	128.0	——	——	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	——	26,104,725	357.0	——	1,221,145	585,885	1½	——
— — '62	24.0	——	——	——	2	2	52	London and Port Stanley	——	——	——	——	——	——	——	24.0	——	——	——	——	——
31 Dec. '62	95.0	1.6	——	——	17	20	337	Northern (O. S. & H.)	——	——	——	——	——	——	——	96.6	——	——	——	——	——
— — '62	54.0	——	——	——	5	8	118	Ottawa and Prescott	——	——	——	——	——	——	——	54.0	——	——	——	——	——
— — '62	25.0	——	——	——	4	——	57	Welland	——	——	——	——	——	——	——	25.0	——	——	——	——	——
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108.0	160,421	107,640	20,005	——	——
1 July,'61	60.0	——	——	——	——	——	——	New Brunswick and Canada	1,402,748	102,388	——	1,380,000	18,100	136,000	1,709,232	60.0	——	132,555	36,670	——	——
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	——	——	20	18	160	Nova Scotia	4,273,401	*	——	4,273,281	——	——	4,273,281	92.0	158,416	139,107	37,181	——	——
								NEW GRANADA.													
31 Dec. '62	48.7	——	——	——	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	——	10,763,728	48.7	——	1,743,294	1,013,444	13	188

New York Stock Exchange.

Actual Sale Prices for the week ending June 8.

	Th 28.	F.29.	Sat.30.	M.1.	Tu.2	W 3.
STATE STOCKS:—						
California 7s	130½	----	----	131	132	131
Illinois War Loan	----	----	102¾	102½	102½	102½
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	102	----	----	----
Louisiana 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	71	71	71	72	70½	70
Do. iss. to H. & St. J. R.	----	----	----	----	90	----
North Carolina 6s	69	68½	69	----	69½	70
Ohio 6s, 1881	----	----	111½	----	112	----
Tennessee 6s, 1890	64	63½	63¼	64½	64½	63½
Virginia 6s	----	----	----	66¼	----	67
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago & Alton	75	75½	77	79	77½	----
" " pref.	92½	94	94	95	----	92
Chicago, Burl. & Q.	114	114¾	115	116	----	114
Chic. & Northwest'n.	32	33	35	35½	35½	32
Chicago & Rock Isl.	99½	102¾	103	104	102¾	101½
Clev., Col. and Cin.	160	160	----	----	----	----
Clev. and Pittsburg	88	92¾	95	97¾	95½	92
Clev. and Toledo	115	115	115	116½	116	115
Del., Lack. & West.	----	----	----	----	----	----
Galena and Chicago	104	105¾	106	107	106	105½
Hudson River	132	133	134	134¼	----	133½
Illinois Centr. (scrip)	110	111	110½	111	110½	109⅝
Michigan Central	115½	----	117½	119½	117	118
M. S. and N. I.	74	76½	77½	81	80	78⅝
M. S. & N. I. guar'd.	116	117	119	117	116	116½
Mil. and P. du Chien	45	48½	50	53½	54	50
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	86	----	----	----
New York Central	120½	120½	124	125½	124	122½
Erie	94	96	96⅝	98	97½	95⅞
Erie pref.	104	105	105½	106½	106	105½
Norwich & Worcest'r	----	93	----	----	----	----
N. York & Harlem	109	110	110	109½	107½	106
N. Y. & H. "pref."	111	112	112	111	----	----
Panama	----	188	----	188	----	----
Phila. and Reading	110½	112½	113⅜	114½	112	111
Pitts. Ft. W. & Chicago	73	77	77	78½	76	74½
St. L., Alton & T. H.	46	49	52	53½	51	47½
" " pref.	----	80	83¾	84½	82	79
Toledo & Wabash	85½	----	81	83½	----	80
" " Pref.	----	----	88	----	----	----
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Chic. & N. W. 1st M.	87	----	----	----	----	87
" " 2d M.	61	63	64½	66	66	66
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	97	----	----	----	----	97
" "Ap. Ext'n.	----	----	----	----	----	----
" "G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	86½	----	----	----	----	86½
Cl. & Tol. S. F. 7 p.c.	----	111	111	----	----	----
Chi., Bur. & Q. 8 p.c.	----	----	----	----	----	----
Chi. & R. I. 1st M. '70.	----	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-5.	----	----	----	----	----	----
" 2 M. 8p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p.c. '63	114	----	----	----	----	----
" 2 M. 7p.c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	78	78	----	----	----	----
Huds. R. 1 M. 7p.c. '69	----	----	----	----	118	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7p.c. '75	121	123	----	123	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central bonds	119½	----	118	----	118½	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	----	108½	----	----	----
Mich. Cen. S F. 8 pc. '82	----	----	----	121	----	----
" conv. 8 p.c. '69	115	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	109½	109½	110	110	110
" " 2 M.	----	----	----	----	101½	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. Central 7s, 1864	104	----	----	----	----	----
" 7s, S. F. 1876	----	----	----	----	----	----
" 7s, conv. 1876	----	----	----	----	----	----
" 6s, S. F. 1883	----	109	----	109	----	109
N. Y. & E. 1 M. 7 p.c. '67	----	----	114½	----	115½	----
" 2 M. 7 p.c. '79	----	----	120	----	----	----
" 3 M. 7 p.c. '83	113	113	113	----	113	----
" 4 M. 7 p.c. '80	----	----	----	----	----	110
" 5 M. 7 p.c. '88	----	110	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	----	----	114
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	104	104½	----	107	----
Pitts., Ft. W. & Ch. 1 M.	----	110	----	----	----	----
" " " 2d M.	----	----	----	----	103½	104½
" " " 3d M.	85	85	85	----	86	----
St. L., Alt. & T. H. 1 M.	----	----	----	106	----	----
" " 2 M. pref.	----	94½	95	95	----	----
" " Inc. b'ds.	88	87½	----	----	----	86
Toledo & Wab. 1 M.	106½	----	106½	----	106½	----
" " 2 M.	92	----	95	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	150	148	149	----	----	----
Penn'a Coal Co.	189	139	----	139	139	----
Pacific Mail S.S. Co.	181	184	187	188	186	185½

New York Stock Exchange.

Actual Sale Prices for the week ending June 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	98¾	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	99	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	108¼	108¼	108¼	----	108¼	108¼
U. S. 6s, 1881, coup.	108¼	108¼	108¼	108	107¼	108
U. S. 6s, '81, O. W. Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, "	107	----	106	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	101¼	101¼	101¼	101¼	101¼	----
U. S. 6s, " " new	99½	99¼	99¼	99¼	----	99
U. S. 6s, 5-20s, coupon	----	----	----	----	----	----
Treasury 7 3-10 Notes	107¼	107¼	107½	107¼	107½	107
U. S. Demand Notes	----	----	----	----	----	----
American Gold	145¼	144¼	144¼	146	146¼	146¾

Boston Stock Exchange.

Actual Sale Prices for the week ending June 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3.
Boston and Lowell	107¾	----	----	----	----	----
Boston and Maine	----	127	127	----	----	----
Boston and Providence	136	135	135	----	----	----
Boston and Worcest.	141	141	140	----	140	----
Connecticut River	----	----	----	----	109	----
Eastern, Mass.	113	111½	----	111½	112	----
Eastern, N. H.	----	----	----	----	----	112
Fitchburg	----	----	----	117	116½	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	115	----	115½	----
Northern, N. H.	70	----	----	----	70½	----
Old Colony and Fall R.	136	----	----	----	134½	134½
Ph., Wil. & Baltimore	----	70½	71	71	72	72
Portl'd, Saco & Ports.	114½	----	----	----	----	112
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	38	38	38½	39	38
Western	155½	----	----	----	156	----
Cambridge (Horse)	----	----	126	----	----	----
Metropolitan "	----	----	73¾	----	----	72½
Middlesex "	----	112	----	111½	----	----
Central Copper Co.	----	----	----	----	----	----
Franklin Copper Co.	57½	57½	57	57½	58	58½
Isle Royale "	25	----	----	----	----	----
National "	----	----	----	30	----	30
Minnesota "	----	----	105	105	----	----
Pewabic "	67	67	67	67½	68	----
Pittsburg "	----	----	----	----	----	----
Quincy "	90½	----	----	89	----	----
Rockland "	----	22½	24	----	24½	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 2.

	W. 27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.
Beaver Meadow	75	75	75	----	----	----
Cattawissa	8	----	----	----	----	----
" preferred	24	23½	24	24	----	24¾
Camden & Amboy	----	----	170½	170½	----	----
" " 6s, '67	----	----	----	----	106	106
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	107	----	----	----	----	----
" " 6s, '89	----	----	----	----	104	104
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	111	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	66	----	----	----	----	----
Lehigh Navigation	----	----	----	58	----	----
" " 6s	----	----	----	----	----	108¾
" " scrip	45	----	----	----	45	45
Lehigh Valley R. R.	----	80	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	108	----	----	----	108¾
Little Schuylkill R. R.	50	50½	50½	----	----	50½
" " 7s	----	----	----	----	----	----
Long Island	38	----	----	----	38	----
" " 6s	----	----	----	----	----	----
Minehill	65	----	----	----	65½	65½
North Pennsylvania	15½	15½	15½	16	----	15½
" " 6s	95	----	----	----	95	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	66	66	66	65½	65½	66
" 1st m.	114½	----	----	----	114½	----
" 2d m.	----	----	107½	----	----	----
Penn. State, 5s	101½	102	101½	101½	102½	----
" " 5s, coupon	105	----	----	----	----	----
" " 6s, "	----	----	----	110	----	----
Philadelphia City, 6s	108	107½	----	----	----	----
" " new	111½	111½	111½	111½	----	----
Philad., Germ. & Nor.	58½	----	----	----	----	59½
Phila. & Reading	55½	55½	56	53¾	57½	56½
" " 6s, '86.	----	----	----	----	----	114
" " 6s, '70	----	----	----	106½	----	----
Philadelphia & Erie	28½	25½	25½	25	26	26
" " 6s	----	106½	106½	----	----	106
Philad. & Sunbury, 7s	----	----	----	----	----	112½
Sunbury and Erie, 7s	112½	----	----	----	----	----
Arch street, (Horse)	28½	----	----	27½	28	27½
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	29½	----	----	----	----	----
Green & Coates, "	----	----	47	----	----	----
Race and Vine, "	13	----	12½	----	----	12
2d and 3d streets, "	----	----	----	----	----	81
Spruce & Pine, "	17	17	----	16½	16½	----
13th & 15th sts., "	----	----	36½	----	----	----
West Philad., "	69½	----	----	----	----	69½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 1.

	Tu.26.	W.27.	Th.28.	F.29.	Sat.30.	M.1.
Baltimore City 6s, 1875	----	----	----	----	----	109½
" " 1886	109	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	110½	----	110	----	110½	110½
Balt. and Ohio	----	----	85½	84	85	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	103	103½	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	43	----	43	----	----	43
" " b'ds, '85	103	----	----	----	----	----
" " " '95	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 22d May:

Maryland 5s	74	to	76
United States 5s, 1874	59	"	61
Virginia State 5s	49	"	51
Do. 6 per cent.	42½	"	43½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	75
Do., Pennsylvania do. do.	70½	"	71½
Erie shares, $100 (all paid)	50¼	"	51¼
Do., 7s, preference	60¼	"	61
Do., 7s, 1st mort., 1867	70	"	75
Do., 7s, 2d mort., 1859	70	"	75
Do., 7s, 3d mort., 1883	68	"	70
Do., 7s, 4th mort.	x. c. 63	"	67
Do., 7s, 5th mort.	60	"	65
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	72	"	74
Do. do. $100 shares, $90 paid, dis.	41½	"	40½
Do. do. $100 shares, all paid	51	"	52
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82	x. c. 73	"	75
Michigan S. and N. Indiana 7s, S. F., 1886	70	"	75
Do. do. do. $100 shares	28	"	32
New York Central 6s, S. F., 1883	68	"	72
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	70	"	75
Do. do. $100 shares	68	"	70
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	65	"	70
Do. 2d mort., 6s, do.	85	"	86
Do. $50 shares	37	"	39
Philadelphia and Reading, $50 shares	25	"	28

American Railroad Journal.

Saturday, June 6, 1863.

Stock Exchange and Money Market.

There has been a more active demand for money the last week, naturally arising from the absorption of currency by the conversion of the 5 20's, which is now going on upon a large scale, and filling the treasury with ample means for the wants of the Government. We perceive from the *Circular* of S. Hallett & Co., which we reprint in another column, that Mr. Chase finds himself in so strong a financial position, that he is able to enunciate his general policy. In a letter to those gentlemen of recent date, he says no proposition for a permanent loan payable otherwise than in American gold, or anywhere else than at the U. S. Treasury, has ever been entertained or is likely to be entertained, and no authority has been given to any one to negotiate a loan abroad on any other terms, than would have been accepted for the same from American capitalists. It would seem however from the Secretary's letter notwithstanding, that at one time a foreign loan was not unconsidered. For it is very evident that if foreign capitalists had placed one or two hundred millions in our funds, it would have reduced foreign sympathy for the South by just about that extent.

We also learn that there is not in the Department a single unsatisfied disbursement in any branch of the public service.

Under these assurances the public have acquired fresh confidence in the stability of the public funds, and the certainty of their redemption. By the very act of conversion, the people themselves are adding to the power of the Government, sustaining

the currency by withdrawing from circulation all that cannot be employed at high profits, and preventing the necessity of a much further issue. The Railway market is steady and hopeful. The rise and fall in various descriptions are not large, and are attributable to combinations, and speculations for the moment, rather than for the future. Gold still lingers in the neighborhood of the fifties and exchange is 161 or thereabout. The balance in the Sub-treasury in this city on Tuesday was $24,557 50 and the week's exports were $4,606,695 against $3,301,894 the week preceding.

One of the problems of railway finance at the present moment, connected with the operations of Grant and Banks, and which is exciting considerable attention among railway speculators, is the effect to be produced on the future value and earnings of those lines of railway, which since the closing of the Mississippi, have enjoyed a monopoly of the western traffic. It is the opinion of some that the river once opened, the former current of business will be resumed; it is the opinion of others, that its trade having now found a new channel will continue to follow it, and that the Eastern railways will maintain their advantage.

We imagine that the laws of commerce will be found quite as inexorable in the future as in the past, and that the trade on the Mississippi will be governed hereafter, as it has been hitherto, by the cost of transportation and the purchasing capacity of New Orleans. Wherever goods can be taken at the cheapest rates and sold to the best advantage, there will be the favored mart of merchants and shippers.

In the first place, there is no such river in the whole world as the Mississippi. As our readers well know, it was discovered in 1672 by the celebrated Marquette, a priest of the Jesuits, who passing from Lake Champlain by the route of the Ottawa to Lake Huron, and thence making his way to the Fox river from Wisconsin, reached the Mississippi in Latitude 42° 50N. and floated down to the Arkansas, from which point he returned to Canada. In 1682 the fearless LaSalle sailed down the river, from Wisconsin to the Gulf of Mexico. The French however, took but little advantage from this discovery. The attempts to open a trade under the lead of M. Crozat, and afterwards by the Mississippi Company ended in nothing. Not until its purchase from the Emperor Napoleon in 1803, did its commerce assume any value. In 1769 New Orleans had a population of 3,190; in 1788, 5,331; in 1797, 8,056; in 1810 seven years after it had become Americanized 17,242; in 1820, 27,176; in 1830, 46,310; in 1840, 102,193; in 1850, 116,375; in 1860 it had reached 168,675. Its extent of steamer navigation through its numerous tributaries is fully 20,000 miles, and its proximity to the West Indies and Central and South America, gives it unrivalled advantages as a commercial port. Its business having been stimulated by northern enterprise, increased with gigantic strides, and its foreign exports were only second to those of the city of New York. All these advantages were forgotten in a moment of folly, and New Orleans which consented to follow the fortunes of a few ambitious and unscrupulous politicians, sacrificed her real and solid interests. Recent events however indicate that a reaction in the sentiments of the people of Louisiana has taken place, and within a few weeks past, there have been strong indications of a desire of the planters to re-enter the Union under the old condition of things, while thousands of bales of cotton and hogsheads of sugar have now made their appearance on the levees ready for export, and the supplies are coming in with unexpected regularity. Counting upon a restoration of the former political status we must expect a return of its normal effects, and we therefore do not doubt that on the return of peace the commercial advantages of New Orleans will re-assert their power and influence.

It is well known that the cities of Cincinnati and St. Louis have made loud complaints at the heavy losses sustained in their business in consequence of the charge in its route. The increased charges on railway transportation have been an actual loss to production. It is asserted that millions of dollars have been sunk by their producing customers, in the cost of freight by the railway lines, and fully understanding this, it has been one of the temptations held out by the Confederate Government to the North Western States, that by joining it in their efforts to establish their independence, the free navigation of the Mississippi should be secured to them. And it is the opinion of many intelligent and patriotic Union men of the Western States, that should the North consent to a separation of the States, all the States lying on the Mississippi and Missouri, under the inexorable necessities of commerce, would be compelled finally to join their fate with that of the confederates. We can see then that the opening of the Mississippi is a necessity for the preservation of the Union, and the operations of our armies in that quarter, are not merely to be estimated for their importance as a means of military success, but as a commercial and political agency of the very greatest consequence. The whole question then takes this form. Given any point on the Missouri and Mississippi, which is the cheapest route to the place from which the products of the vallies they drain, can be exported? If it is cheaper to send bulky articles such as cotton, tobacco, whiskey, bacon and sugar to New Orleans than by the Northern or Central Railway routes to New York, that is the direction those articles will take. No Chambers of Commerce, no railway combinations, no newspaper opinions will have the least effect in preventing it.

We imagine therefore that our Eastern railways must reasonably expect a diminution in their traffic, certainly to the extent we have indicated, nor will a reduction in their rates make any material difference. On the other hand, they may fairly expect to gain from the increased production, and the demands of the increasing population of the North Western States, all the business they may lose by the opening of the Mississippi. To this result they have a right to look with confidence. And with no narrow spirit of jealousy, should they regard a return to the former condition of things. The great rivers of the West like the great Lakes of the North, are priceless blessings to the people who inhabit their shores. Without them, our Country would have been but a trackless waste, and our commerce of but little value.

There is still another circumstance to be considered. It will under the most favorable circumstances be several years before the navigation of the Mississippi can assume its former peaceful character, and the passage of merchant steamers become entirely safe. Every possible obstruction will be interposed by hostile parties lurking along its banks, and a guerilla warfare kept up, will be as fatal to its commerce, as the possession of Vicksburg or Port Hudson.

The restoration of business will therefore be gradual on this river, and in that respect will give the Eastern Railway Companies time to adjust their business and conform their regulations to the changes. So that a sudden and absolute diminution of their traffic is not to be anticipated, and the market will not break down by any immediate revulsion. In such cases of gradual change, losses are divided infinitesimally and "no body is hurt."

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1886, 114; N. Y. State 6s, 1874, 115; Indiana 2½s, 65; Illinois coupon bonds, 1870, 106; do., 1879, 109½; Illinois Central cancelled bonds scrip, 88@89; Miss. and Mo., 27½@28½; do., L. G. bonds, 61@64; Canton Co., 33@36; Central American Transit Co., 44@50; Cumberland Coal pref., 26½@31; American Coal Co., 70; Ohio and Miss. R. R. Certificates, 34@45; Quicksilver, 44½@45; Second Avenue R. R., 82½.

Boston.—Northern (Ogdensburg) 2d mort., 32¼@30½; Vermont Central 1st mort., 72½; do., 2d mort., 21½; Vermont and Mass. 6s, 103; Rutland and Burlington 1st mort., 65; do., 2d mort., 15@16; do., 3d mort., 5@5⅞; Eastern R. R. 6s, 111; Boston, Concord and Montreal, 45; do., 6s, 101; Cheshire, 44½; South Shore, 17; Nashua and Lowell, 122½@125; Worcester and Nashua, 77; Malden and Melrose, 34@30½; Maine 6s, 113; Vermont 6s, 111; Mass. 6s, 121; Chicago 7s, 115; Portland 6s, 104; Bath 6s, 105; Calais 6s, 103¼; Acton Mining Co., 5; Hancock, 11¾; Mesnard, 13⅛; Wickam, 1; Canada, 1⅝; Huron, 15; Manhattan, 6; Phœnix, 8⅜; Petherick, 3⅝; Pontiac, 7; Bohemian, 8½; Black River, 42c.; Copper Falls, 10⅛; North Cliff, 1¼; Superior, 10; Winthrop, 3⅝; Ottawa, 37c.; Star, 3½.

Philadelphia.—Morris Canal 1st mort., 107; Union Canal, 2; do., pref., 4½; do., 6s, 25; Sch. Nav., 13½; do., pref., 27¾; do., 6s, 1882, 87@90; Susq. Canal, 16⅛; do., bonds, 64; New Creek bonds, 25; Del. Div., 46; North Penn. chattle scrip, 85; Penn. Mining, 28¼@30; H. & B. T., 22: Phila., Wilt. and Balt. 6s, 143½; Allegheny Co. 6s, 84; Camden and Atlantic, 8; Lehigh River, 64½; 17th and 19th streets, 13½.

Baltimore.—N. W. Va., 11@12; do., 1st mort., 105½; do., 3d mort., 25¾@29; Central Ohio 2d mort., 105; do., 4th mort., 40; do., income bonds, 26; Western Md. bonds, 84. The quotations are: Balt. and Ohio, 83@84⅜; do., 6s, 1867, 103@105; do., 1875, 105½; do., 1880, 104; do., 1885, 103½@105; Northern Central, 43@45; do., bonds, 1885, 103½@104; N. W. Va., 12@13; do., 1st mort., 105½; do., 2d mort., 101; do., 3d mort., 29; Central Ohio 2d mort., 104@105½; do., 3d mort., 75; do., 4th mort., 39; do., income 1857–'60, 26@30; Western Md., bonds, 84; do., guar., 105½; Maryland 6s, Ins., 115½; Baltimore 6s, 1875, 109½@110; do., 1886, 109; do., 1890, new, 110½; do., old, 110; do., coupon, 109½.

New Railroad Route.

We learn from the Philadelphia *Ledger* that Surveyors are now engaged in surveying the road which is to connect the Philadelphia and Trenton Railroad with the Pennsylvania Railroad, in accordance with a charter recently obtained. The new route is to connect with the Trenton road near Frankford, and run westwardly, crossing the Second street road near Nicetown lane, and thence crossing the Germantown Pike near Rising Sun village and the Lamb tavern, and passing the west side of Glenwood and Odd Fellows' Cemetery, to the river Schuylkill near Girard avenue, at which point it will connect with the Pennsylvania Railroad, so as to have the use of the junction road now under construction. By means of this route, passenger cars and government freight can be run directly through from New York to Washington, without change of cars.

National Canal Convention.

In another place, we publish the brief proceedings of the Convention held at Chicago, in relation to the subject of a Ship Canal. We regret that its session produced nothing but a few resolutions of a general character; no statistics, estimates, or opinions of Engineers were brought forward on this occasion, to give the public any precise information on the subject, when just now, they would have been of great value. There are ample materials, private and official, including the report of Mr. Gallatin in 1811, those of Mr. Corwin when Secretary of the Treasury, of the Board of Trade of Montreal, and the recent one of the Committee of the Canadian Parliament, which in careful hands, would have shed much light on the business and necessities of the Great West.

The Towsontown Passenger Railway.

The work on the Passenger Railway on the York Turnpike is progressing with vigor. It was expected that by this time the track would be laid to near Govanstown, and by another month to Towsontown. The ballasting being a tedious process will consume another month, so that it is not expected to have the cars running before the first of August. In addition to the line connecting with Charles street line, there will be a line laid along Greenmount Avenue, connecting with Gay street line, the timber and rails being prepared and deposited on the street ready for the excavation of the street. At the Towsontown terminus the depot and stables will be erected on the old toll gate lot, at the intersection of Pennsylvania Avenue with the York Turnpike, just below Ady's hotel.—*Towsontown, Baltimore, Adv.*

Railroad Police.

The New York Legislature, at its last session, passed an act empowering the Governor to appoint policemen on railways, on the application of the proper officers of the respective companies. The salaries and other expenses are to be paid by those parties who make the application. The bill was prepared by Mr. Hugh Masterson, a detective on the Erie Railway, and the passage of the law was mainly due to his exertions. The law as it was passed, gives the same power to the policemen on the several railroads of this State as is granted to the police of the towns, cities, and villages through which the roads pass, thus enabling them to make arrests for crime in any county throughout the line of the roads. The law has just been put into operation upon the Erie, the New York Central and the Hudson River Railroads, and thus far it is said to have worked admirably.

The British Quarterlies.

The last number of the *London Quarterly* contains a valuable article on the industrial resources of India, from which we learn much of the railway system of that country, prosecuted on a gigantic scale. Two thousand five hundred miles are now in operation, and two thousand more will be, in the course of another year. We are under obligations to the American publishers, Messrs. Scott, Walker & Craighead, for early copies of these *Quarterlies*, now issued from their new office, 38 Walker street. We do not see how any family, with the least pretensions to a love of literature, can be without these, the most valuable and interesting reprints of the day.

Consolidation of the Lake Shore, and Cleveland, Columbus and Cincinnati, Railroads.

The annual meeting of the stockholders of the Cleveland Painesville and Ashtabula Railroad Company will be held in Cleveland on the 10th inst., for the election of directors, and for the transaction of such other business as may come before them. There will also be held at Cleveland on the same day, a special meeting of the Cleveland, Columbus and Cincinnati Railroad Company. At these meetings there will be submitted for the approval or disapproval of the stockholders, a contract entered into on the 8th ult., by the Convention of Directors, for a joint running arrangement of these Companies, with the Cleveland and Toledo, the Erie and North East, and the Buffalo and State Line Railroad Companies.

The terms of the consolidation of traffic, previously agreed upon by the several boards of directors, are substantially as follows:

ARTICLE 1. That the earnings of the Roads owned by the parties hereto, which shall consist of earnings and income derived from the transportation of persons and property, mails and express, rents of tracks (where the rents are received, instead of and for the Company's proportion of fares and freight), and also all other income derived, by rent or otherwise, from the use, by railroads and others, of depots or tracks; and also income from all real estate and fixtures used or retained by either of the parties, for depot or track purposes, shall be aggregated and divided between the parties, in manner as provided in Article 2.

ART. 2. From the earning derived by each party hereto from the sources mentioned in Article 1, fifty [50] per cent. thereof shall be retained for running expenses, &c., by each party, on the amount earned by them respectively, and the balance of said gross earnings, shall be aggregated and divided between them in the following proportion, to wit: The said first party—Cleveland, Columbus & Cincinnati—shall receive twenty-eight [28] per cent. thereof; the said second party—Cleveland and Toledo—shall receive twenty-one and one-half [21½] per cent. thereof; the said third party—Cleveland, Painesville & Ashtabula—shall receive twenty-six and ninety-three hundredths [26 93-100] per cent. thereof; and the said fourth party—Buffalo and State Line—shall receive twenty-three and fifty-seven hundredths [23 57-100] per cent. thereof.

"The objects to be attained by this arrangement," as stated in the Circular of L. M. Hubby, Esq., President of the C., C. & C. R. R. Co., "are the allaying of jealousies and competition, and the saving the expenditure of money growing out of such jealousies and competition; the more equal distribution of cars; the more perfect connection of tracks and trains, and the more equal distribution of the expense thereof; and the mutual protection that would be afforded by the united company, against formidable competing roads, constructed and being constructed. United, these Companies would have a strength, it is hoped, to successfully meet any competition that might be brought against them; while either Company, singly, might not be so fortunate. In this arrangement neither Company parts with any of its corporate rights, or the advantages of separate management."

Jefferson Railroad, Pennsylvania.

Engineers are engaged in surveying the route for the Jefferson Railroad from Hawley *via* Honesdale to Lanesboro. There are two routes in view—one along the Lackawaxen Creek through Prompton and thence north; the other along Dyberry Creek directly north from Honesdale. The former route is said to be a very easy grade, and would undoubtedly be more advantageous and convenient for this section; but the latter is for the interest of Honesdale.—*Carbondale Advance, May 23.*

LaCrosse and Milwaukee Railroad.

In reference to the eastern division of this road, the *Mercantile Democrat* of April 11th, says:

"An application was made in the United States District Court, on Wednesday, for the possession by the Milwaukee and Minnesota Company, of the eastern division of the LaCrosse Road. This, of course, involves the dismissal of the present Receiver of the road. The argument by the Minnesota Company, in favor of the application, was heard on Wednesday afternoon. The Court refused to hear the argument on the other side, until he had taken time to consider whether he would entertain the application at all. Yesterday morning the Court decided not to entertain the application, thus leaving the eastern division of the road still in the hands of those now running it."

Long Dock Company.

The annexed circular has been issued by the Long Dock Company:

OFFICE OF LONG DOCK CO., ERIE BUILDINGS,
NEW YORK, June 1, 1863.

To the Shareholders and Creditors of the Long Dock Company.

The Erie Railway Company having given notice of its intention to pay off the amount of the capital of this company in twelve months from the 1st of June, 1863, (whereupon, as successors to the rights of the New York and Erie Railroad Company, the Erie Railway Company will be entitled to receive possession of the entire property of this company, upon assuming all the liabilities secured upon the property which may then exist,) in pursuance of and in accordance with the contract with the New York and Erie Railroad Company, dated July 1, 1856, and the contract supplemental thereto, dated April 1, 1857.

And the directors of this company having, at the request of the Erie Railway Company, authorized the issue of 3,000 of its bonds of $1,000 each, payable in thirty years, bearing interest at 7 per cent. per annum, payable semi-annually on the 1st days of June and December, for the purpose of reducing and discharging liens, interest and debts for which this company is responsible, &c., said three thousand bonds being secured by a new mortgage upon the property and franchises of this company executed to John Earl, William and Dudley S. Gregory as Trustees, with a stipulation in said mortgage that eight hundred of said bonds shall be issued only for the purpose of paying off the capital stock; and that five hundred of said bonds shall be used to pay (or exchange for) the five hundred bonds of this company dated the 15th of August, 1857; and a further stipulation that four hundred of said bonds, or such part thereof as may be necessary for that purpose, shall be issued only to pay off the principal due and to become due on existing mortgages on said property given for the purchase money of the lands and real estate.

Notice is hereby given that should the shareholders of this company elect, within sixty days

from the 1st of June, 1863, to surrender their shares to the company, they will receive in lieu thereof and in exchange for every $1,000 of said stock so surrendered one mortgage bond of the proposed issue at par, with 3 per cent. in cash in addition at the time of the exchange; said cash payment being an equivalent to a prepayment for one year of the amount that would be due or payable on said stock (under said contracts) beyond the amount of interest that will be received on the bonds taken in exchange for the stock.

To holders of said five hundred bonds the privilege is extended of exchanging their bonds for those of the propcsed issue, with the right to receive at par, at the time of the exchange, one additional bond for every bond so exchanged. The election to make such exchange is also to be made within said sixty days.

HORATIO N. OTIS, Treasurer L. D. Co.

St. Louis, Alton and Terre Haute Railroad.

The earnings of this road for twelve months since re-organization, have been as follows:

May	$112,383	December	$135,617
June	93,766	January	109,808
July	67,720	February	110,603
August	90,000	March	120,310
September	95,969	April	123,115
October	118,887		
November	129,166	Total	$1,307,344
Expenses (say 50 per cent.)			653,672
Interest on bonds			$469,000
Interest on sinking fund			25,000
Interest on preferred stock			119,000
			613,000
Surplus			$40,672

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending May 22, 1863, was as follows:

Passengers	$19,524 53
Freight and live stock	26,057 98
Mails and sundries	1,591 63
Total	$47,174 15
Corresponding week of 1862	41,716 57
Increase	$5,457 63

The receipts of the Grand Trunk Railroad for the 2d week in May, 1863, were $74,531 67
Do., 1862 68,936 67

Increase $5,595 00

National Canal Convention.

The National Canal Convention assembled at Chicago on the 2d June inst., C. J. Filley, Mayor of St. Louis, was appointed temporary chairman, assisted by M. M. Strong of Wisconsin, A. M. Clapp of Buffalo, and W. H. McHenry of St. Louis as temporary Secretaries. The convention was welcomed to Chicago by Dr. Brainard in behalf of the Board of Trade, Mercantile Association and the citizens generally. A committee of two from each State, one from each territory and from the District of Columbia was chosen to nominate permanent officers and prepare the rules of proceeding. The convention then adjourned to 3 P. M. to receive the report of the committee on organization. On re-assembling at that hour, the committee through Gov. King, reported the Hon. Hannibal Hamlin for President, and the Hon. Hiram Walbridge, who had been unanimously proposed by the New York delegation in the committee for President, as Vice-President at large; and the following additional Vice-Presidents: From Maine, Jedediah Jewett; New Hampshire, Hon. J. M. Edwards; Vermont, Lewis Follet; Massachusetts, Lorenzo Sabine; Rhode Island, the Hon. J. R. Arnold; Connecticut, Calvin Day; New York, the Hon. Erastus Corning; New Jersey, Marcus L. Ward; Ohio, D. S. Scott; Indiana, the Hon. Geo. W. Julian; Illinois, Gen. James W. Singleton; Michigan, A. E. Bissell; Wisconsin, Levi Blossom; Minnesota, the Hon. J. M. Taylor; Iowa, Ebenezer Cook; Missouri, George Partridge; Kansas, Marcus J. Parrott; District of Columbia, Dr. Peter Barker.

For Secretary at large, Col. J. W. Foster, and one Secretary for each State were named.

The report was unanimously adopted.

The President on taking the chair returned thanks for the honor conferred. Various routine resolutions were then adopted, and speeches followed from Gen. Walbridge and Mr. Drake, and the convention adjourned until the next day to meet at 9 A. M.

At the appointed hour, Mr. Ruggles offered a resolution in favor of a ship canal around Niagara Falls, and debate was had thereon. At the afternoon session the following preamble and resolutions were reported from the committee:

The loyal States assembled in national convention at Chicago, desirous of cementing closer the Union, for perpetuating our nationality forever, of providing for the common defense and promoting the general welfare of our whole country, adopt the following resolutions:

First. That we regard the construction and enlargement of the canals between the Mississippi and the Atlantic, with canals duly connecting the lakes, as of great military and commercial importance. We believe such enlargement or construction with dimensions sufficient to pass gunboats from the Mississippi to Lake Michigan, and from the Atlantic to and from the Great Lakes, will furnish the cheapest and most expeditious means of protecting the Northern frontier, and at the same time will promote the rapid development of the union of our whole country.

Second. That these works are demanded alike by military prudence, political wisdom, and the necessities of commerce. Such works will be not only National but Continental, and their accomplishment is required by every principle of sound political economy.

Third. That such national highway, between the Mississippi and the lakes, as far as practicable should be free, without tolls or restrictions, and we should deprecate the placing of this great thoroughfare in the hands of any private corporation, or State. The work should be accomplished by the national credit, and as soon as the cost is reimbursed to the National Treasury, should be free as the lakes to the commerce of the world.

The resolutions were adopted without a dissenting voice.

Mr. Ruggles for himself offered a resolution that the Convention is of the opinion that the increased stimulus to be given to agriculture and commerce by the proposed enlargement of the canals will far increase the foreign commerce of the country; that the import duties on return cargoes will very far exceed the interest on the cost of the proposed works, and produce a fund for its rapid reimbursement. Carried unanimously.

A resolution was adopted for the appointment of a Committee by the President to prepare a memorial to the President and Congress, presenting the views of the Convention, and urging the passage of laws necessary to carry them into full effect; the Committee to have power to open such correspondence as may be expedient, and in their discretion call any further convention, five members of said Committee, at any meeting duly ratified by the Chairman, to constitute a quorum.

The President of the Convention announced the Committee as follows:

N. Arnold of Illinois, Samuel L. Carey, of Kentucky, Henry L. Dawes of Massachusetts, S. C. Hersey of Maine, S. M. Edwards of New Hampshire, J. S. Morrill of Vermont, Duncan Stewart of Michigan, R. J. Arnold of Rhode Island, Calvin Day of Connecticut, S. J. Howe of Michigan, P. Chamberlain of Ohio, R. P. Hill of Iowa, E. Nye of New Jersey, A. E. Lowe of New York, R. Blaksley of Minnesota, Dr. Anthony of Kansas, and J. T. Lewis of Wisconsin.

Gen. Walbridge of New York closed the Convention by submitting a series of patriotic resolutions which were carried amid intense enthusiasm, after which the Convention adjourned *sine die.*

The Financial Policy of the Government.

Important Letter from the Secretary of the Treasury.

Among the many invitations to the investment of capital, a crowd of commercial and productive enterprises divide attention with the National Loans. For the payment of the latter, is pledged the faith of a nation rich in all the resources of positive wealth; while the safety of the former is also largely dependant upon the financial policy to be pursued by the Government. We had intended this week to discuss that policy and examine the guaranties offered to the lender, the producer and the trader; but most of this labor happily has been spared us by the receipt of a letter from the Secretary of the Treasury, giving important facts in regard to the condition of his department and declaring his policy in reference to various perplexing questions which he has been compelled to determine. We regret that we have not permission to publish the letter itself; a document so comprehensive in its ideas, so clear in its statements, so frank in its declaration and so patriotic in its spirit, that it would have been no less creditable to the author than satisfactory to the public. As it is, we must content ourselves with the use of the facts it contains, adding a few comments by way of illustration.

1. "No proposition for a permanent loan, payable otherwise than in American gold, or anywhere else than at the Treasury of the United States, has ever been entertained, or is likely to be entertained" by the present head of the department; and "no authority has been given to any one to negotiate a loan abroad on any other terms than would have been accepted for the same loan from American capitalists."

It appears that the idea of inviting proposals both at home and abroad, for a loan payable after ten years, has been postponed if not definitely abandoned, in consequence of the great success of the Five-Twenty subscriptions; "and all authority to receive proposals abroad for such a loan, was withdrawn as soon as it was determined not to ask for it at home." The Secretary does not now judge it desirable to receive a large foreign loan, even for Five-Twenties at par in New York. He does not admit the idea that under any circumstances, foreign capitalists or business men should be preferred to our own; and this sentiment is no less wise than patriotic, appreciated as it is by the people who are so liberally rallying to his support.

2. "There is not in the Department a single unsatisfied requisition for disbursement in any branch of the public service. The Army has been paid in full to the first of March, and the payment to the first of May, already largely advanced, will soon be completed. Unless serious military reverses should be experienced,

there is every reason to believe that on the first of June (the letter bears date May 25th,) every liquidated demand on the Treasury will have been satisfied, and that our financial condition will be more satisfactory than at any period since the outbreak of the rebellion." This, of course, is independent of the large debt contracted during the war.

3. The Department has no Agents abroad for the negotiations of Loans. Certain gentlemen who went to Europe on other business, *incidentally* were authorized *to receive proposals* for Loans; but even that authority has since been withdrawn. The errand of Hon. Robert J. Walker, who was meditating the trip on matters of private business, but who went at the Secretary's request, was not at all to borrow money, but to correct, in the financial circles abroad with which he is familiar, "serious misapprehensions in regard to our resources and strength." It is a source of satisfaction to know that in this object, the labors of the distinguished ex-Secretary have been eminently successful.

These are the chief points discussed, and they are of great gravity in their bearing upon the financial future of the country. The well-known intention of Secretary CHASE to substitute National Bank Notes for the present currency, as fast as it can readily be done, does not materially affect us; as the *volume of currency* will, in either case, be made commensurate with the necessities of the country and the war.

From the commencement of the rebellion, its convulsions have agitated the financial, no less than the political world. Commerce has been interrupted and its channels changed; immense values have been in many instances destroyed, and in others newly created; the character of the currency has been revolutionized, so that the rates of foreign exchange depend more upon the momentary mercantile value of gold, than, as heretofore, on the balances of trade. These results were inevitable in a country so new as ours, while prosecuting a gigantic war, subject to the open disapproval and the secret but active hostility of the great powers of Europe. We were too young to have realized large accumulations of capital; and yet our necessities demanded the most extraordinary expenditures. It only remained for the Government, looking boldly in the face all the dangers that beset it, to devise and execute such measures as should supply a needy exchequer, *by means drawn from the resources of the country itself*, and yet procured without oppressing the people by onerous burdens of taxation, and without paralyzing the various industries which are the source of our national power.

That the measures adopted and now in full operation, have fulfilled these wise conditions, let the results attest. A Treasury amply supplied, a rapidly improving national credit, an entire absence of floating debt, (except the Treasury Notes used as currency,) a state of unexampled industrial activity and pecuniary comfort among the people;—these are the present fruits, towards which the hands of unwilling Europe are already being extended. Never was money more plenty or more productive; never were investments more rich in reliable income. To compare the condition of our people with that of the needy operatives of Lancashire or Lyons, would be unkind; the comparison is already made by the latter, and the answer is given in the swelling current of emigration again setting westward across the Atlantic.

* * * The Secretary of the Treasury has well chosen this moment to declare to the people the success of his measures, and to assure them of a stable policy in the future. He will ask no loans at present, except as the work of conversions continues; least of all, will he offer to the foreign capitalist, terms more profitable than he has already accepted from the American. If the European lender now desires to invest in the richest income-paying national securities in the world, he must come into the American market *and compete fairly with the American people in his purchase.* This assurance is invaluable to those now investing in the Five-Twenty Bonds of the Government.

So far, too, as his policy can affect the rates and supply of money, it seems to be all that our business men can desire. The absorption of currency will be gradual, and continually relieved by disbursements, and by the creation of new currency which the requirements of the War Department render inevitable. He evidently alike deprecates inflation and panic; and will avoid measures likely to result in sudden and feverish fluctuations in prices; preferring even that the desirable depreciation of gold, shall occur gradually and from natural causes, rather than so suddenly as to create stringency and loss and distress. The whole plan of his financial system, aims at *stability*. From a policy so wisely inspired, we can derive no other augury than one of sustained confidence on the part of the people, and continued and increasing ease in money; and these must prove the prolific parents of such renewed activity in American industry, as will make the present but the commencement of a new era of individual enterprise and national prosperity, such as no past years of the Republic ever have witnessed.—*Samuel Hallett & Co.'s American Circular.*

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2 Second Hand LOCOMOTIVES.
10 GRAVEL CARS..... $165

ONE ENGINE, 18 tons; Cylinder, 14×20; 5½ ft. wheels; with crank. Price..... **$6,000.**
One Engine, 20 tons; Cylinder, 15×20; 5 ft. wheels; fitted for coal or wood. Just put in good order, with new Boiler. Price..... **$7,000.**

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CHANGE OF TIME.

SUMMER ARRANGEMENT, commencing MONDAY, May 18, 1863, Trains will leave Twenty-sixth street Depot:

For Albany—10.30 A. M., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and all stations north to Chatham, Chatham Centre, Kinderhook, and Schodack, connecting with New York Central R. R. for all points west, and with the Northern R. R. for Saratoga and all points north.

For Croton Falls—8.15 A. M., stopping at all stations.

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 P. M., stopping at all stations.

For White Plains, 6.15 P. M., from White Street Depot.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

For Williamsbridge—8.15, 10 A. M. 2.30, 4.10, 5, 6.15 and 8.30 P. M., stopping at all stations.

RETURNING WILL LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls, also Bedford, at White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—5 P. M., stopping at all stations.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M., stopping at all stations.

Williamsbridge—5.30 A. M. stopping at all stations.

JOHN BURCHILL, Superintendent.

FOR SALE.

1,250 TONS 54 lbs. AMERICAN RAIL, best quality. Apply to
GEO. T. M. DAVIS,
May 13, 1863. 4t20 47 Exchange Place.

THE FIRM OF W. R. TRAVERS & CO. is this day dissolved by mutual consent. Either partner is authorized to sign the name of the firm in the liquidation of the business.

W. R. TRAVERS,
S. F. MASSETT.

Dated NEW YORK, May 1, 1863.

LIMITED PARTNERSHIP.

Notice is hereby given that the undersigned, JENKINS VAN SCHAICK, STEPHEN F. MASSETT, WILLIAM R. TRAVERS and GEORGE A. OSGOOD, all of whom reside in the city of New York, have this day formed a limited partnership pursuant to the provisions of the first title of the fourth chapter of the second part of the Revised Statutes of the State of New York, and the various acts of the Legislature amendatory thereof.

That the name of or firm under which the said partnership is to be conducted, is VAN SCHAICK & MASSETT.

That the general nature of the business to be transacted is the Stock Exchange and Brokerage business, and all financial transactions connected therewith, on commission. That the said JENKINS VAN SCHAICK and STEPHEN F. MASSETT are the general partners, and that the respective places of residence of the said general partners, are as hereinbefore stated, and the business of the said partnership is to be carried on in the City of New York. That each of the said special partners has contributed, as capital to the common stock of the said partnership, the sum of fifty thousand dollars. That the said co-partnership commences the first day of May, one thousand eight hundred and sixty-three, and will terminate on the first day of May, one thousand eight hundred and sixty-eight.—Dated NEW YORK, May 1, 1863.

JENKINS VAN SCHAICK,
STEPHEN F. MASSETT,
General Partners.
WILLIAM R. TRAVERS,
GEORGE A. OSGOOD,
4t19 Special Partners.

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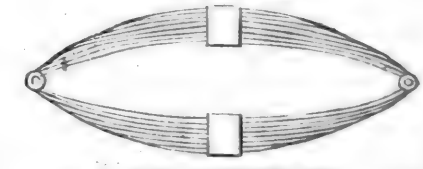
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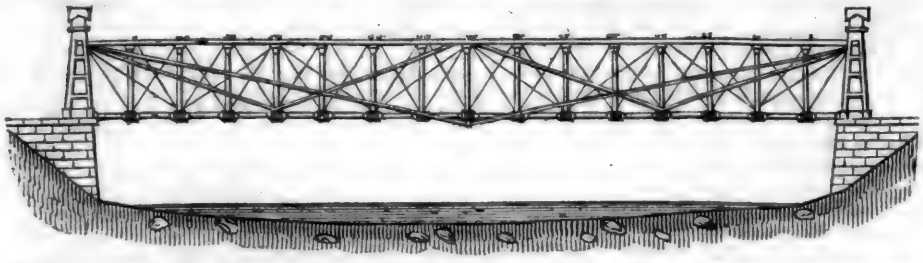
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JACOB G. HALLET, (late with Blake Bros. & Co.)
RICH'D H. CORNWELL (late with G. S. Robbins & Son)
New York, February 14, 1863.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

HOYT & CO.,
No. 45 Exchange Place, New York.

STOCKS, BONDS AND FOREIGN EXCHANGE,
Bought and Sold (exclusively) on Commission.
J. A. HOYT, R. VERNAM.
Refer to Messrs. J. & J. Stuart & Co., Messrs. Harper & Bros., Hon. M. F. Odell, M. C.; Messrs. Barclay & Livingston, Messrs. John Trippett & Bro., New York and Liverpool.
Orders promptly executed by mail.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

Livermore, Clews & Comp'y,
BANKERS,
34 WALL ST., N. Y.
DEALERS IN
GOVERNMENT SECURITIES & GOLD.
STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS.
Received on the most favorable terms.
Advances made on approved collaterals.

P. W. GALLAUDET,
NOTE BROKER,
No. 1 WALL ST., near Broadway.
Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
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BOUGHT AND SOLD ON COMMISSION.
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JOHN C. CAPP & SON,
Stock and Note Brokers,
No. 23 SOUTH THIRD STREET,
Directly opposite the Mechanics' Bank.
PHILADELPHIA.
STOCKS & BONDS BOUGHT AND SOLD
ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

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STOCK & BOND BROKER
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No. 52 WILLIAM ST., (near Wall,)
NEW YORK.

☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, AMERICAN GOLD, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS as ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, No. 52 WILLIAM STREET, OR AT THE MERCHANTS' EXCHANGE SALES ROOM No. 111 BROADWAY, whenever desired.

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BANKERS,
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STATE AND RAILROAD BONDS.

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GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
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BOUGHT AND SOLD ON COMMISSION IN
NEW YORK, BOSTON & PHILADELPHIA.

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(Late of the firm of JAMES G. KING'S SONS,)
OFFERS his services at the Board of Brokers for the purchase or sale of
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MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2¼ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

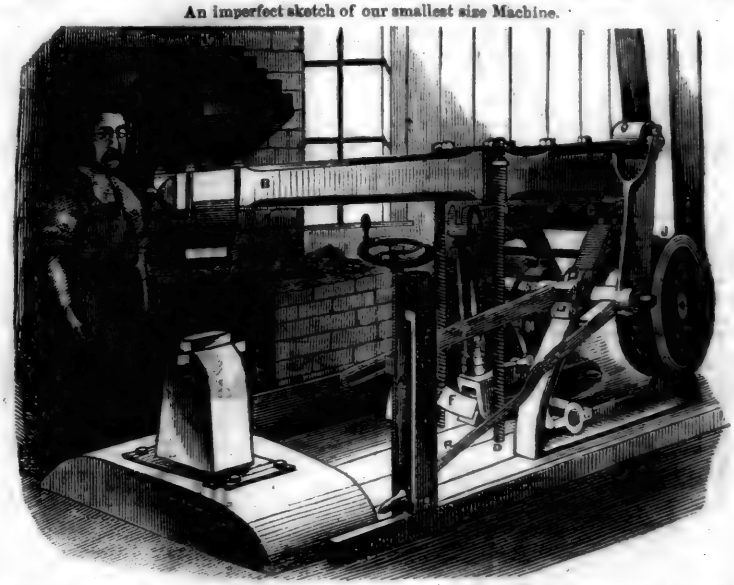
I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, 21 Nassau st., or by addressing
CHAS. W. WELSH,
Secretary.

AMES IRON WORKS,
OSWEGO, N. Y.,
SOLE AND EXCLUSIVE OWNERS AND MANUFACTURERS, UNDER PAYE'S PATENT.

An imperfect sketch of our smallest size Machine.



PAYE'S PATENT FORGE HAMMER, A HAMMER ADAPTED TO BOTH HEAVY AND LIGHT FORGINGS, with an adjustable stroke of from one inch to three feet. This hammer is adapted to both heavy and light forgings; the force of the blow being entirely at the will of the operator, and for all forgings under six inches, either round or square, is the best hammer now in use, and requires but one-half the power used by every other hammer to do the same work. For an engraving and description of this hammer, see page 1, Vol. V (new series) of the SCIENTIFIC AMERICAN; some valuable improvements have, however, been since made. All communications should be addressed to H. M. Ames, Box 422, New York, or Ames Iron Works, Oswego, N. Y.

These hammers may be seen in operation at the Allaire, Neptune, Secor, Delamater, Fletcher & Harrison, Duncan & Crampton, Anderson & McLaren, Duhurst & Emerson, Charles T. Porter, all in New York City; Joseph Colwell, Jersey City; Wm. White, Newark, N. J.; Providence (R. I.) Tool Co.; Whiting & Wilcox, Kaigh's Point, Phila.; Mallory & Cottrell, Mystic Conn.; J. Dillion, Rondout; James Horner & Co., Sing Sing; Henry Esler & Co., Brooklyn; James B. Eads, St. Louis, Mo.; Central Railroad Shop, Albany; Burlington, Quincy & Chicago Railroad Shop, Ames Iron Works, Oswego; M. Guinness, Albany; Sweet Brothers, Syracuse.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz.:



7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.
8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.
10.00 A. M., MAIL, for Buffalo and intermediate Stations.
4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.
7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

CHA'S MINOT, *Gen. Sup't.*

QUARTZ MILLS
OF THE MOST APPROVED KIND,
MANUFACTURED BY BURDON, HUBBARD & CO., 102 Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the BEST PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both fine and coarse gold.

RAILROAD IRON.
1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 60 " 62 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by
DEHON, CLARK & BRIDGES,
New York, Nov. 11, 1862. 28 Beaver st.

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
RUSSING, CROCKER & CO.,
32 Cliff st.

RAILROAD IRON.
2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by
PERKINS & LIVINGSTON,
54 Exchange Place.

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THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
THE subscriber is prepared to sell AMERICAN and ENGLISH RAILROAD IRON, CHAIRS, SPIKES, CARS and LOCOMOTIVES, at the lowest market price, and securities taken in part payment.
R. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.
MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Car Covering.

THIS is a kind of Elastic Mastic, a thick coating of which is applied to the top of the Car, and into it a heavy Burlap or Bagging is imbedded and thoroughly painted, thus making a covering VERY MUCH LIKE **CAR DUCK**, but at this time at half the cost. It is now successfully used by several New England Roads and Car builders. Directions and particulars sent when requested. This Mastic and Burlap for sale by

WILLIAMS & PAGE,
67 Water street,
March, 1863. **Boston.**

FAIRBANK'S
SCALE WAREHOUSE,
REMOVED



FROM No. 189 BROADWAY, TO
No. 252 BROADWAY,
DIRECTLY OPPOSITE THE CITY HALL.

FOX LATHES.
F. W. BACON & CO.,
No. 23 PLATT, corner of GOLD ST.,
NEW YORK,

RESPECTFULLY ask attention to their stock of Machinists' and Brassfinishers' tools from the establishment of Messrs. GEO. H. FOX & Co., of Boston.

Nason's Patent Screw Chasing Lathe manufactured solely by the above firm is without a rival or substitute for the manufacture of Cocks, Valves, Hose Couplings, Steam and Gas Fittings, and general Brass Finishing.

They have and are constantly receiving from the same celebrated manufacturers, Chucks, and Slide Rests, Shafting, Pullies, Hangers, etc.

The Hangers manufactured by them are of the most approved kind. The bearing being suspended by a universal joint; its advantages over the rigid Hanger will be at once seen and appreciated by any mechanic. It is every way calculated for economy, being fitted with a patent box, which adjusts itself to the shaft, and they guarantee it to run SIX MONTHS WITHOUT REOILING, thereby saving labor, friction, oil, and the disagreeable and sometimes destructive effects of the dripping of oil from above.

ELEVATORS

For warehouses, manufactories, hotels, mechanics' shops, stores, or any other use where power Elevators are required; they guarantee all the safety that can be combined in any machine that is made. They are arranged with an improved apparatus, to hold the load in case the rope parts, which is unerring; also an invention of their own, to automatically arrest the descent of the load, if by any cause it should move downwards beyond the prescribed speed.

They also manufacture and are the exclusive licensees of Otis Tuft's Patent Elevator. The distinctive features are: the winding drum is driven by an endless screw—two or more ropes are used instead of one, thereby insuring more than double the safety—a peculiar mode of shipping the driving Belts, which insures it to stop at the required point. It operates without noise or jarring.

Belting, Belt Lacing, and Picket's Patent Belt Fastenings kept on hand and furnished to order. Steam and Water Gauges, Gauge Cocks, Packard's Patent Ratchet Drills.

ALL DESCRIPTIONS OF MILL WORK MADE TO ORDER.

BABBITT METAL.

Parties wanting Shafting, Elevators, or any other machinery, will be waited on by an experienced Engineer, their premises surveyed, plans and estimates made, machinery located, and the erection superintended when desired.

Having made this branch of Engineering a SPECIALITY the past ten years, with uniform success, they confidently offer their services to those requiring such aid.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
Address **HENRY RUTTAN,**
Coburg, Canada.



Semi-Steel Locomotive Tires, Fire-box & Tube Sheets,
AND BOILER PLATES.

TIRES—ROLLED, BLOCKED AND WELDED TO FIT ANY GIVEN DIAMETER OF CENTRE
PLATES—ROLLED AND CUT TO ANY PATTERN AND SIZE ORDERED.
ROLLED AND HAMMERED BARS, AXLES AND FORGINGS OF SAME METAL.

MANUFACTURED BY
CORNING, WINSLOW & CO.,
ALBANY IRON WORKS, TROY, N. Y.

SOLE AGENT,
GEORGE T. M. DAVIS,
47 EXCHANGE PLACE, N. Y.

CAST STEEL WORKS
OF
FRIED. KRUPP,
At ESSEN, in RHENISH PRUSSIA.

Patent Railway Tires, without a weld. **Axles, Cannon, Anchor-Flukes, Propeller Blades and Shafts. Cranked Axles and Shafts up to Twenty Tons weight.**

CAST STEEL IN BARS, BEST QUALITY,
Suitable for Axles, Shafts, Rolls, Tools, Dies, Needle and Music Wire, Fine Cutlery, etc.

KRUPP'S TIRES

ARE CHEAPER AT THEIR COST THAN IRON ONES GRATIS.
THEY WILL, WITHOUT TURNING, ENTIRELY OUTWEAR THE BEST IRON ONES.
WEAR UNIFORMLY, WITHOUT FLAT PLACES, OR LAMINATION.
ARE NOT AFFECTED BY EXTREME COLD.
MORE THAN SIXTY THOUSAND OF THESE TIRES HAVE BEEN SUPPLIED.

KRUPP'S AXLES
Possess similar advantages over Iron ones that the Tires do.

THOMAS PROSSER & SON, 28 Platt St., N. Y.
SOLE REPRESENTATIVES IN AMERICA.

NATIONAL WIRE WORKS,
WAREHOUSE, 63 Fulton st., N. Y.

WIRE & SHEET BRASS,
Locomotive Wire Cloth.
HOWARD & MORSE.



B. F. CORLIES & MACY,
No. 33 Nassau St., opposite the Post Office.

ACCOUNT BOOKS
On hand or made to order, at very low prices.

LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

HAMILTON E. TOWLE,
CIVIL AND MECHANICAL ENGINEER
OFFICE, { 156 BROADWAY, NEAR MAIDEN LANE, NEW YORK.

REFERENCES:
Hon. MOSES H. GRINNELL, New York. J. MUNROE & Co., Bankers, N. York and Paris. Hon. JOHN P. HALE, Washington. B. F. DELANO, U. S. Naval Constructor. G. J. F. BRYANT, Architect, Boston. J. W. EMERY, Pres. Cambridge Railroad.

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.

The above CEMENT is used in most of the fortifications building by government. 45

BOARDMAN'S
Patent Steam-Boilers

SAVE over 30 per cent. of the fuel required for fine or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.
H. BOARDMAN,
No. 84 Broadway, N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 24.] SATURDAY, JUNE 13, 1863. [WHOLE No. 1,417, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 13, 1863.

☞ Mr. Theo. T. Moran has retired from the firm of Moran Brothers, and together with Mr. A. G. Crane and Mr. Wm. R. Gould, Jr., have formed a copartnership for the purpose of transacting a banking and stock commission business, under the firm of MORAN, CRANE & Co., at No. 50 William st., for the purchase and sale of Government securities, bonds, stocks, gold and commercial paper.

☞ Messrs. W. & L. E. GURLEY, of Troy, long and favorably known as the manufacturers of Engineers' and Surveyors' instruments, have just taken possession of their new factory, rebuilt on the site of the one lately destroyed by fire, occasioning them a heavy loss. We trust that their energy, which proves to be equal to their skill, will be crowned with great and deserved success.

☞ At a meeting of the subscribers to the "*Chicago and Alton Railroad Library Association*," held in Bloomington, Ill., on 31st of March, the following gentlemen were elected officers of the association for the ensuing six months: O. Vaughn, President; C. E. Carter, Vice President; H. F. Keith, Secretary; and M. L. Steele, Treasurer.

The object of this association is to establish and maintain a Reading Room and Library, and to promote the intellectual improvement of its members. Suitable rooms have been fitted up for this purpose in the railroad depot at that place.

Launch at Ogdensburg—Railway Connections between Boston and the West.

There was launched at Ogdensburg, N. Y., on the 27th ult., a steamer named the St. Lawrence, of 125 feet length, 31 breadth, furnished with two propellers, worked by engines of sixty horse power, and destined to form the connecting link across the St. Lawrence River between the Northern (Ogdensburg) Railroad, and the Grand Trunk Railway at Prescott, Canada, by which freight from Chicago and the West can be shipped directly through to Boston, and landed at tide water without handling or cartage. Upon the main deck of this boat are to be laid tracks, so that six cars of the broad gauge pattern used on the Grand Trunk can be taken across the river and placed beside the narrow gauge cars used on the route from Ogdensburg to Boston, and the freight transferred from the one to the other, according to its destination. During the past year the rails of the Grand Trunk have been extended through the town of Prescott to the bank of the river, where a commodious freight house has been built. The boat has a portion of her machinery on board, and it is expected will be completed and ready for operation by the last of June. She is to be iron clad sufficiently to protect her from the ice in the winter. She is built and owned in common by the Grand Trunk, and the line of roads between Ogdensburg and Boston, and will cost not far from $30,000.

A large number of Bostonians were present, among whom were General George Stark, General Manager of the line between Boston and Ogdensburg; Hon. Onslow Stearns, of the Northern road; Hon. J. Gregory Smith, General Manager of the Vermont Central; George V. Hoyle, Esq., Superintendent of the Ogdensburg; and John D. Hatch, Esq., of the Vermont Central. The Boston *Journal* says:

We learn that the several roads composing the line between Boston and Ogdensburg are perfecting arrangements which will enable them to give Boston a very much larger share of the Western traffic than it has heretofore enjoyed, and to secure which the merchants of Boston invested money by millions in the upper roads composing this line. When these negotiations are completed these roads will be, so far as the transmission of freight is concerned, consolidated, and will be prepared to send freight through with promptness and dispatch, and at rates which ought to secure for the line a fair business. There are running in connection with the cars a line of fifteen propellers between Ogdensburg and Chicago and Milwaukee, giving a boat daily between those places.

Two obstacles which have heretofore existed to the bringing of Western freight in large quantities, and at cheap rates over this route, have been the failure to connect the cars directly with tide water, and the want of proper storage room. There is a good prospect that the first named obstacle will be speedily removed. The roads are now in negotiation with the parties who control the Grand Junction road for the use of that road, so that their cars laden with Western produce will pass over it directly on to the wharves and piers in East Boston, and discharge their contents into vessels or warehouses, saving thereby all expenses of carting and a large per centage of the cost of loading.

The Legislature of 1861 gave Ammi C. Lombard, Esq., proprietor of the well-known "Lombard's wharves," in East Boston, authority to connect his wharves and warehouses by rail with the Eastern and Grand Junction roads. This has been done, so that extensive and commodious property is brought in direct connection by rail with the Eastern, Fitchburg, Maine and Lowell roads and through them with Ogdensburg and the West. At these wharves there is accommodation for twelve large ships to load or discharge at once, and they are lined with substantial brick warehouses, of a storage capacity of from 100,000 to 150,000 barrels bulk. The tracks for the cars are laid between the warehouses and the docks, and freight can be discharged direct into either as may be desired. Goods received on storage can also be discharged direct from the warehouses into vessels or into the cars.

Cleveland and Toledo Railroad.

The annual meeting of the stockholders of this company will be held at company's office, in Cleveland, on the 17th inst., for the purpose of electing directors for the ensuing year and transacting such other business as may come before them. At which meeting an arrangement for the consolidation of this company with the Cleveland, Columbus and Cincinnati Railroad Company, the Cleveland, Painesville and Ashtubula Railroad Company, the Buffalo and State Line, and the Erie and North East Railroad Companies, will be submitted for their approval, which consolidation

is to continue for the term of 25 years, and gives this Company 21½ per cent. of the earnings of the four roads.

Little Miami and Columbus and Xenia Railroad Companies.

We have received a copy of the Seventh Joint Annual Report of these companies—being the Twentieth Annual Report of the *Little Miami*, and the Thirteenth of the *Columbus and Xenia*. The gross income derived from the joint operations of these roads during the years ending November 30th, 1861 and 1862, has been as follows:

	1861.	1862.
From passengers	$566,236 36	$649,727 53
" freight	612,174 72	792,789 98
" rent of track and depots	59,067 76	58,544 75
" mail & express.	61,034 18	65,334 22
	$1,298,503 02	$1,566,396 48
Expenses, viz:		
Repairs of road	$132,579 77	$182,337 82
" locomotives	55,469 20	67,395 35
" cars	63,054 18	92,725 77
" bridges	11,405 34	16,025 44
" depots, etc.	14,285 41	20,417 12
Transportation exp	254,985 25	280,590 30
Fuel	72,519 48	74,471 03
Oil, waste and tallow	12,067 16	11,407 81
Loss and damage	9,040 06	19,575 24
Stationery, etc.	5,390 69	6,459 46
Rent	5,646 74	7,193 06
Rent of D. & X. road.	28,000 00	28,000 00
	$664,443 28	$806,628 40
Leaving	$634,059 74	$759,768 08
From which deduct—		
Taxes	$31,343 32	
Interest paid	89,152 38	
Expenses of previous years	15,714 22	
Amount paid C., H. & D. R. R. Co., in adjustment of per ct. March 31, 1862.	11,495 21	
	147,705 13	
	$612,062 95	
Add mileage account in favor of L. M. & C. & X. Co., on settlement with C., H. & D. Co., March 31, 1862	7,672 63	
Add dividend on stocks owned by the companies	69,914 00	
Total net income	$689,649 58	
From which deduct—		
Dividend, June 1, 1862	$223,600 37	
" Oct. 1, 1862	230,479 35	
" Dec. 1, 1862	204,400 38	
	658,480 10	
Leaving a surplus for the year	$31,169 48	

The following statement exhibits the earnings and expenses for the past seven years—the rental paid to the Dayton and Xenia Railroad Company, amounting to $28,000, being embraced in the working expenses of the years 1859, 1860, 1861 and 1862:

	Earnings.	Working Expenses.
1856	$1,209,636 00	$562,675 01
1857	1,163,162 59	645,561 12
1858	1,200,499 29	579,235 34
1859	1,276,574 73	688,561 40
1860	1,289,844 84	693,313 29
1861	1,288,503 02	664,443 28
1862	1,566,396 48	806,628 40

The total income from all sources during the year was	$1,632,487 90
And the expenditures	942,838 32
Making the net income	$689,649 58
Of which the Little Miami Railroad Company's share is	$459,766 39
And the Columbus and Xenia Railroad company's share	229,883 19
	$689,649 58
The net profits in 1861 were	$532,114 69
In 1862 they were	689,649 58
Increase	$157,534 59

Exclusive of dividends on stocks, the net income of 1862 exceeds that of the previous year, $126,108 89.

The assets and liabilities of the joint company are as follows:

Assets.

Rolling stock and shop machinery	$739,693 93
Bills receivable	29,622 98
Due from agents	43,984 52
" transportation companies	127,475 57
" U. S. for mail transportat'n	7,257 67
" " military "	116,403 48
" State of Ohio	18,156 10
" individuals	44,704 99
Little Miami R. R. stock	25,600 00
" " " bonds	15,160 00
C. & X. R. R. stock	38,400 00
" bonds	96,000 00
Cash in hands of treasurer	292,992 49
" " assistant treasurer	79,469 91
" " paymaster	25,971 61
Materials in shops, supply room, etc.	125,531 10
Military bonds	4,000 00
	$1,830,424 35

Liabilities.

Due to agents	$78,138 73
" transportation companies	105,250 50
" individuals	110,750 98
Dividend declared in November	204,400 39
C. & X. Co., individual account	4,337 72
" partnership account	442,515 35
L. M. R. R. Co. " "	885,030 69
	$1,830,424 35

There has been expended in construction on the Little Miami Railroad, the sum of $2,666 66; and on the Columbus and Xenia Railroad, the sum of $6,239 52.

The assets and liabilities of the Little Miami Railroad Company are as follows:

Assets.

Construction	$2,583,021 19
Real estate and depots	690,986 22
Bills receivable	1,558 84
Columbus and Xenia R. R. stock	425,650 00
Hillsboro' and Cin. " "	9,262 88
S. Mt. V. & P. " "	4,000 00
Sundry stock	3,090 00
Individual accounts	7,206 46
L. M. & Col. & X. R. R. Co	885,030 69
	$4,879,806 28

Liabilities.

Capital stock	$2,981,267 37
Loan from City of Cincinnati, due Dec. 31, 1880	100,000 00
Mortgage bonds due May 2, 1883	1,300,000 00
Dividends due and unpaid	32,776 71
Profit and loss	465,762 15
	$4,879,806 23

The total cost of road and equipment, to November 30, 1862, was	$4,037,136 70
November 30, 1861, it was	4,032,790 36
An increase of	$4,346 34

The account with the stockholders is as follows:

Surplus, December 1, 1861	$444,960 05
L. M. Co.'s share of net profits	323,499 46
	$768,459 51
Dividend No. 32, declared in May	$149,063 37
" 33 " Nov.	153,633 99
Undivided surplus Dec. 1, 1862	465,762 15
	$768,459 51

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

Assets.

Construction account	$1,392,584 93
L. M. and C. & X. stock account	442,515 35
" " current "	4,337 72
Telegraph stock	2,000 00
C. & X. Co. stock, held in trust	17,050 00
Central Ohio railroad stock	60,000 00
Interest on same	19,684 06
Individual accounts	19,413 69
Real estate	20,801 46
D., X. & B. R. R. stock	1,000 00
Springfield and Col. R. R. stock	1,000 00
Bills receivable	18,890 85
C. Fay, treasurer	77,624 20
	$2,076,901 76

Liabilities.

Capital stock	$1,490,800 00
Dividend bonds due Dec. 1, 1860	200 00
" " Dec. 1, 1861	700 00
" " Dec. 1, 1862	37,200 00
" " June 1, 1866	36,800 00
Individual accounts	53 00
L. M. & C. & X. cash account	77,624 20
Mortgage bonds	208,000 00
Unpaid interest	15,048 95
Surplus	198,522 16
Unclaimed dividends	11,953 45
	$2,076,901 76

The total cost of road and equipment to November 30, 1862, was	$1,659,951 03
November 30, 1861, it was	1,657,609 09
Increase	$2,341 94

The account with the stockholders is as follows:

Surplus November 30, 1861	$191,065 47
Net profits for the year	161,749 74
	$352,815 21
Dividend No. 22, June 1, 1862	$74,540 00
" 23, Oct. 7, 1862	76,099 98
Discount on bonds sold in 1861	3,653 07
Surplus Nov. 30, 1862	198,522 16
	$352,815 21

The value of the rolling stock of the joint companies is $739,693 92. This company's proportion is therefore, $246,564 64; and the Little Miami Company's proportion, $493,129 28. The decrease in the equipment of the joint companies has been $11,317 42.

The equipment of the road consists of 38 locomotives; 34 passenger, 17 baggage, mail and express, 396 box, 33 box stock, 35 rack stock, 99 platform, 21 lime and 54 gravel cars.

The number of miles run by engines has been: With passenger trains, 367,890; with freight trains, 437,782; with wood, gravel and construction trains, 41,260—total, 846,882, an increase over the previous year of 31,974.

The following statement exhibits a comparison of mileage and cost of repairs for six years:

	Miles run.	Cost of repairs.	Cost per mile run.
1857	666,546	$65,479 46	9.82 cents.
1858	637,835	59,031 92	9.25 "
1859	732,924	54,407 41	7.43 "
1860	796,187	60,778 92	7.63 "
1861	814,908	55,469 20	6.80 "
1862	846,882	65,395 35	7.95 "

The following is a comparative statement of the

mileage and cost of repairs of passenger cars for the past and preceding years:

	Miles run.	Cost for repairs.	Cost per mile run.
1861.....	1,765,468	$17,417 15	0.99 cents.
1862.....	1,877,655	20,787 28	1.10 "
Increase...	112,187	$3,370 13	0.11 "

The mileage and cost of freight cars during the same time has been:

	Miles run.	Cost for repairs.	Cost per mile run.
1861.....	5,668,678	$45,673 03	0.80 cents.
1862.....	6,201,387	71,988 49	1.15 "
Increase...	532,709	$26,301 46	0.35 "

The cost of renewal and repair of iron rail, renewal of cross ties and chairs, opening ditches, renewal and repair of culverts, cattle guards and other masonry, repairing fences, surfaceing track, etc., has been $179,663 04; against for last year, $131,956 26—an increase of $47,707 78. The following materials have been used in renewals during the year: 1,933 tons iron rail, 15,125 chairs, 131,600 lbs. spike, 60,466 cross-ties, and 7,420 iron rails repaired—the total cost of which has been $80,638 03.

The cost of repairs of road per mile run by locomotives and cars in 1862 was 2.01 cents. In 1861 it was 1.60 cents.

The expense of maintaining the road has been unusually large. The track of the Columbus and Xenia road, not being ballasted, has required, under the heavy business of the year, 50 per cent more labor to keep it in proper surface than in any previous year. The ballasting of this road, which has now become indispensable, will form an item of much expense in repairs of road. Not less than 2,600 tons of new iron will be required the coming year.

The increase in cost of repairs of bridges has been $4,620 10. The building of the bridges over Darby Creek and Deer Creek, has caused by far the larger portion of this expense. The bridging is now in excellent condition, and much less expense will be required to keep them in repair during the current year.

During the year, 2,308 panels of new fence have been built. A new passenger house and a new freight house have been built at South Lebanon.

The whole number of passengers carried was 463,886—of which 359,920 were local, and 103,966 through passengers. Number of passengers carried one mile, 29,052,993. The total number of tons of freight transported was 419,900—of which 289,211 were through, and 130,689 way. The number of tons carried one mile was 35,440,931. The report says:

"The experience of the past year, in the operation of the roads has served to still more clearly demonstrate the advantages of the contract with the Cincinnati, Hamilton and Dayton Railroad Company. In its bearings upon the income and working expenses of the two companies, it seems alike advantageous to each, and just to the public, and there is every reason to believe that the most satisfactory results will continue to be experienced from it."

The officers and directors for 1862, are as follows:

LITTLE MIAMI RAILROAD COMPANY.

President—W. H. CLEMENT.

Directors—Jos. C. Butler, Joseph Torrence, Nathaniel Wright, James Hicks, Jr., Larz Anderson, W. H. Clement, Alphonso Taft, Chas. H. Kilgour, Henry Hanna, John Bacon, Abraham Hivling, Jos. R. Swan.

Auditor—D. G. A. DAVENPORT.

Secretary—CHAS. H. KILGOUR.

Treasurer—S. E. WRIGHT.

Superintendent—E. W. WOODWARD.

COLUMBUS AND XENIA RAILROAD COMPANY.

President—JOS. R. SWAN.

Directors—Wm. Dennison, Jr., Robert Neil, D. W. Deshler, L. Goodale, Wm. B. Hubbard, Jos. R. Swan, Geo. M. Parsons, W. H. Clement, Larz Anderson, Henry Hanna, Abraham Hivling, Simon Gebhart.

Vice-President—W. H. CLEMENT.

Superintendent—E. W. WOODWARD.

Secretary and Treasurer—CYRUS FAY.

New Jersey Railroad and Transportation Company.

The annual meeting of the stockholders of this company was held in Jersey City on the 4th inst. The Annual Report of the directors was read by Mr. F. Walcott Jackson, the efficient superintendent of the road, of which the following is an abstract:

The working operations of the road produced in receipts a total of $1,111,086 75; a greater amount than for any previous year except 1860. The expenses were $458,962 43—showing also an increase over previous years, the same causes, more or less, affecting them last year as in the preceding year; and in addition thereto was the increased cost of all articles required for the use of the road during the latter part of the year. The expenses per mile were 89.58 cents, against 84.60 cents for 1861, arising from the causes stated above and from the fact that the tonnage per mile was greater than ever before; the increased weight of the trains, particularly of those transporting troops, adding largely to the fuel expenses and to the wear on the passenger cars, those only having been used for this service. The ratio of expenses to earnings was 41 3-10 per cent, a slight diminution from that of 1861. The profit and loss account for the year shows a balance of $111,878 80 an excess of $50,776 08 over the preceding year, after paying two semi-annual dividends of five per cent each, amounting to $439,770. Interest on bonds, $41,050. Transit duties, State tax and government tax, $59,425 52. The amount of the tax, transit duty, interest and dividends paid to the State of New Jersey for the year was $53,002 73. The government tax from the 1st September, the date from which this tax was paid, was $14,617 79; this amount includes the tax on the dividend paid directly by the company, and so much of the amount as was paid for that purpose may be looked upon as an increased dividend to the stockholders, who would otherwise be called upon to pay it. The following statement gives the operations for the last three years, in a condensed form, for comparisons:—

	1860.	1861.	1862.
Gross receipts...	$1,113,881	992,767	1,111,086
Expenses.....	443,161	412,786	458,962
Net earnings..	$670,720	579,981	652,124
Ratio of expenses to earnings...	39¾ pr ct.	41 6-10pc.	41 3-10pc.
Dividends	$374,900	439,670	439,770
Surplus.....	218,248	61,102	111,878
Number of pass..	2,833,113	2,322,598	2,394,625
Tons of freight ..	115,653	99,550	110,215
Miles run.....	522,731	487,894	512,349
Running expenses per mile, cents.	84 7-10	84 6-10	89 58-100

The Treasurer's statement for the first four months of the present year gives the receipts as $340,518 72; for the same period last year the receipts were $271,006 43—an increase this year of $69,512 29. The expenses for the same period have also increased, but thus far not in a greater ratio as compared with the past year. We must look, however, for largely increased expenses, arising from the enhanced cost of the necessary materials for maintaing and operating the road, from the increase of wages, and also from the payment of the government tax; a larger amount in proportion to its receipts being paid by our company than by most others, as the tax is placed on the receipts from passengers, which comprise five-sevenths of the whole. In view of the very great increase in the cost of operating the road and the large amount of the government tax, it may become the duty of the directors to increase the rates of fare (as has been done by other companies in freight rates, and by some in both freight and passenger rates), in order in a measure to meet these expenditures. Whatever is done will be in the spirit that has heretofore governed this company, that of granting to the public the cheapest and best accommodations, at the same time protecting the interests of those whose money has been invested to provide them. In reviewing the business of the road for the year the directors have still the happiness of presenting unblemished the record of freedom from fatal accident to any person in the cars. The number of passengers transported during the year was about 3,000,000 (including commuters), making a total of more than 42,000,000 from the beginning.

An arrangement has been entered into between all of the companies between New York and Washington securing a continuous double-track railroad the whole, or nearly the whole distance, thereby avoiding the changing of cars, straightening most of the present unnecessary curves, bridging the Susquehannah, and substituting embankments for bridges over the Bush and Gunpowder Creeks, and by the purchase of thirty first-class passenger cars, making the route through, as far as practicable, one complete line.

The funded debt has been reduced by the payment of $10,000, leaving $678,000 outstanding; of this amount, $485,000, bearing 6 per cent interest (the loan effected for the purchase of the property and privilege of the Associates of the Jersey Company), become due on the 1st of August next. It is the intention of the Directors to pay off this loan at its maturity and to negotiate a new loan for $450,000, issuing 15-year bonds at the same rate of interest (6 per cent) per annum, payable semi-annually, and to provide a sinking fund for the payment of the same, by the annual investment of such a sum as will produce, with the interest thereon, the requisite amount at the end of the period for which the loan is made. The income or profit and loss account at the end of the year amounted to $400,016 77, or nearly 10 per cent on the capital. This amount is partly invested in permanent additions to the road, partly in property increasing and protecting our sources of revenue, and the balance is in cash.

The following are the receipts of the road for the first four months of 1862 and 1863:—

Jan. Feb. March and April.	1862.	1863.
Way line passengers....	$104,873 33	$129,602 52
Freight—Elizabeth, Rahway, and N. Brunswick	18,842 18	24,425 89
Freight—Newark.....	12,188 06	14,082 35
Commutations.....	20,610 06	24,586 57
Miscellaneous.....	7,693 04	8,769 84
Philadelphia lines.....	78,531 10	109,350 21
New York & Erie and Northern R. R.....	8,173 97	5,877 88
Morris & Essex, pass....	4,308 66	5,237 92
Trenton freight	7,285 03	18,635 54
Total.....	$271,006 43	$440,518 62
Gain.....		$69,512 29

After the reading of the report the following directors were elected:—John S. Darcy, Dudley S. Gregory, Henry R. Remsen, Hamilton Fish, Abraham O. Zabriskie, Alfred L. Dennis, George R. Chetwood, Martin A. Howell and Ferdinand Suydam.

Subscriptions to Railroad Stocks.--Liability of Corporators.

ORIGINAL SUBSCRIPTION, HOW AFFECTED BY A NEW CONTRACT WITH THE CORPORATION. CONDITIONAL SUBSCRIPTIONS, WHEN VALID. CORPORATION, HOW FAR BOUND BY ACTS OF THE PRESIDENT.

The Pittsburgh and Connellsville Railroad Company brought an action against Andrew Stewart to recover a balance alleged to be due from him on account of his subscription for one hundred and fifty shares of the capital stock of the company. On the 8th day of June 1847, the defendant subscribed for one hundred and fifty shares at $50 per share. On the 28th of November 1848, he gave his proxy to vote at the annual election for directors, and at a meeting of the stockholders was elected a director. In June 1853, he voted in person for the acceptance of the supplement to the company's act of incorporation, passed April 18 1853, and of the subscription of Allegheny county for $750,000 to the capital stock of the company. From this date up to December 1856, he voted at stockholders' meetings, and acted as a director of the company, and on the 4th day of November 1853, paid in cash $375 on account of his subscription, being $2.50 on each of the one hundred and fifty shares subscribed for.

The defence was, that in November 1847 the road was abandoned, and that from 1848 to 1852 the company released money subscriptions to its stock; that a short time after the election of what was known as the Larimer board in December 1847, defendant wished to be released from his subscription; that Larimer, the president, prevailed on him to retain it, and told him if he would, that the Company would take the amount of subscription in cross ties, when the road should be made through defendant's lands in the mountains; and that at a subsequent conversation between Larimer & Stewart, at the time the Chief Engineer was elected (July 1853) Larimer said they would now push the road through, and referred defendant to the Engineer for the size of the ties, and afterwards proceeded to cut some of them.

The positions taken by the plaintiff were, that the subscription was unconditional; that defendant could have released himself at any time, but instead of so doing he did not transfer his stock to the company, and depended upon the verbal promise of Larimer; that whatever the understanding or agreement was between him and Larimer, it was not binding on the company, their directory never having made or ratified any such agreement with him, and in opposition to such an agreement defendant gave his own interpretation to his subscription, by paying $250 on each share of the one hundred and fifty shares at a subsequent period, to writ, November 4th 1853.

At the trial there was a verdict and judgment in favor of the defendant. The plaintiff then sued out this writ of error and asked for a new trial on the ground that the Court below erred in refusing to charge the jury as requested by the plaintiffs and in receiving the testimony of Larimer and Hill.

The Supreme Court of Pennsylvania now decides in favor of the defendant and affirms the judgment of the Court below. The following is the opinion delivered at the decision of the case.

STRONG, J.—On the 8th of June 1847, the defendant subscribed for one hundred and fifty shares of the capital stock of the Pittsburgh and Connellsville Railroad Company. In November and December of the same year, by certain acts and resolutions of the company, which it is not necessary now to enumerate or describe, he, in common with other subscribers for stock, was released from the obligations of his subscription. That the effect of the action of the company was such a release was ruled in McCully *vs.* the plaintiff in this case, and it has not been controverted here. But the plaintiff on this trial submitted evidence, from which they contended the jury might infer a renewed subscription by the defendant, or a resumption of the obligation of June 8th, 1847, from which he had been discharged. They showed that in November, 1848, he voted by proxy at an annual election for directors; that he was himself elected a director; that he acted as such, and as a stockholder, down to Dec. 1856, and that on the first day of November, 1853, before any call for installments on stock were made, he paid $375. These acts were doubtless cogent evidence of a subscription of some kind, and in the absence of proof of a special contract, they would have warranted the jury in inferring that the defendant had, after his release in November or December 1849, assumed afresh the obligation to take one hundred and fifty shares, and of course, to pay for them in cash according to the calls. Such acts could have been accounted for on no other supposition than that there was an existing engagement of that nature. But they are shorn of their importance by the fact that there was a special contract, accounting for them all; an express contract of conditional subscription to which they are referable. The defendant proved that after his release from his subscription of July 8th, 1847, and before any of those acts from which an unconditional obligation is sought to be inferred, it was agreed between him and General Larimer, the president of the company that if he would continue his subscription, the company would receive payment for it in cross-ties when the railroad should be made through his land, and that upon these conditions he assented to holding the stock. If there was such a contract between the parties, it fully accounts for the defendant's subsequent action as a stockholder and director of the company. The law will not permit a contract to be implied when there is one expressed. "*Expressum facit cessare tacitum*," is an acknowledged maxim, both of the law and common sense. It was said by Lord Kenyon in Cutter *vs.* Powell, "Where there is an express contract between the parties none can be implied." It matters not to this case whether the evidence relied upon by the plaintiff's be regarded as a foundation for the implication of a contract, or as instruments of proof of an express one. Even if the defendant never was released from the old subscription made on the 8th of June, 1847, yet if the contract made with Genl. Larimer in November or December of that year, was not unauthorized, it was a valid contract, it amounted to a substitution of the duty to pay in cross-ties at a time not yet arrived, in lieu of the duty to pay in cash on call. The only substantial question in the case, therefore is, whether that special contract was binding on the company.

It is no longer to be doubted that an incorporated company after it has obtained its letter patent, and effected its organization, may receive conditional subscriptions to its stock. It may stipulate with subscribers that they may pay in any manner mutually agreed on, and it can enforce a subscription only according to its conditions. Not so with subscriptions made before a company is organized. They must be unconditional. There is no authority existing anywhere to receive them on terms, or to vary the mode of payment. The difference is a well recognized one in our law, as well as in the law of other states. Clearly, then, the plaintiffs, who were an organized company in November 1847, with letters patent already obtained, could engage with the defendant that if he would hold on to his subscription, or renew it (it having ceased to be binding) he might pay it by furnishing materials for their road, and pay it when the road should be extended to his land. And if the plaintiffs did thus engage, they cannot enforce payment in cash, nor payment before the time appointed. It is objected however that the special contract made with General Larimer, by which the defendant agreed to hold the stock on condition that payment might be made in cross-ties, was not binding on the company for want of authority in General Larimer to make it. If not, then it was not binding on the defendant, for both parties must be bound or neither. Yet, it was in form at least, an express contract, and it therefore necessarily precluded the implication of any other as we have seen. But it cannot be maintained that the act of General Larimer, was not binding on the company. He was the president. The contract was made as one of the witnesses testified, in the room where the board of directors met, at the first or second meeting after General Larimer was elected, when the board was entering into session, or had been in session. A number of the directors were present. A large number knew of the arrangement, and approved it. The witness could not say how many were present, but he testified that all may have been, and that the principal part knew and approved of the arrangement. Some two or three months afterwards the board adopted a resolution ratifying and confirming all contracts and agreements which General Larimer had made, and subsequently the defendant was instructed to go on and make the ties, which he did, until the instructions were countermanded. Under these circumstances, and with this evidence in view, the court could not have instructed the jury as they were requested, that the contract did not bind the company. Without any evidence of approval by the directors such instruction would have been erroneous. Had the president given a promissory note in the name of the company, it will hardly be insisted that the holder must in the first instance have given evidence to show that he had authority to give it. Authority would be presumed. Much more, when the stock of the company was to be taken might he receive a conditional subscription, which, if accepted by the company, must be taken with its attendant conditions. Nor was the court in error in refusing to charge that the payment by the defendant of $375, after the special contract with the company through General Larimer, estopped him from setting up that contract as a defence against a claim to the payment of the whole subscription in cash. It was not paid in answer to any call, for no call had then been made. At most, then, the payment was only an act to which

he was not compellable, if the contract was proved. The plaintiffs lost nothing by the payment, and it could not therefore work an estoppel. The defendant might have paid all in cross-ties. He paid some when not called for in money, but did not thereby assume an obligation thus to pay all.

The judgment is affirmed.

Trade and Commerce of Milwaukee.

The annual report for the year 1862, being the Fifth Annual Statement of the Chamber of Commerce in the flourishing and beautiful city of Milwaukee, has been received from J. B. Kellogg, Esq., Secretary of the Board, and deserves attentive consideration. This city, whose position is in every way commanding, may be considered as the twin of Chicago, and in many respects its rival. Its harbor we have fully described in our issue of March 15, 1862, when reviewing the report for 1861, so that we shall now confine ourselves to a review of the topics embraced in the document already referred to. We are particularly struck with the variety of information which it contains, the clearness of its statements, the precision of its tables, and the spirit of confidence in the resources and trade of the port, which so unmistakeably breathes in every page.

The population of Milwaukee is on the increase. By the Census of 1850, it was 20,061. In 1860 it was 45,246. It has extensive manufactures and valuable water power, all of which are in activity. The report claims for it the credit of its being "the greatest primary wheat market in the world;" greater of course, if this be true, than Dantzic or Odessa, no small pre-eminence.

	Bush.
Receipts of wheat at Milwaukee in 1862	15,613,995
" " " Chicago	13,978,116
On hand at the beginning of the year at Milwaukee	1,826,931
At Chicago	1,855,902
Forwarded at Milwaukee	14,915,680
Ground at City Mills	1,113,645
Forwarded at Chicago	13,808,898
Ground at City Mills	1,304,900
Thus it appears the wheat trade of Milwaukee was in 1862	17,440,926
Of Chicago	15,834,018

This is attributed to the position and superiority of the adjacent soil which produces a superior grade of wheat, and of the climate. The prices it brings in the Eastern markets are also adduced as evidence of the superiority of the article. So also the fact that the shipments in 1862 exceeded those of 1861 by nearly two millions of bushels, through the crop was a short one. If we include the shipment of other articles of domestic produce, we obtain an aggregate of 24 millions of dollars during the same period.

The total of receipts and shipments of flour and grains is as follows:

Receipts in bushels	19,099,789
Shipments	18,732,485

The grain storage room and shipping facilities are indicated by the following table:

Elevators and warehouses	3,055,000
Shipping capacity per day	672,000

In addition to the cereals we find, that of grass seed, the amount received was 8,684 bushels, the lowest market price for clover seed during the year being $3.25 and the highest $5.25.

Beans, 9,202 bushels, varying in price from $1 to $2.00.

Cranberries, 2,959 bushels, the crop having fallen off many thousand bushels.

Of hides, the receipts were 110,292 and all but 32,042 were taken and tanned by the home manufacturers. The large increase in receipts over those in 1861, viz., 58,425, shows a large advance in this department of trade.

Of wool, the receipts were 1,314,210 lbs., and the same amount was forwarded, of which 207,400 lbs went by the lakes. The trade in this staple proved satisfactory and profitable to all engaged in it. The value of wool shipped was estimated from the returns at three quarters of a million of dollars.

Of butter, the receipts were 1,068,967 lbs., and the shipments, 1,238,406 lbs. This is an increase over 1861—in receipts of 584,000 lbs., and in shipments of 600,700 lbs.

Of eggs, the total receipts were 2,959 bls., against 2,856 bbls. in 1861.

The lumber trade shows a large falling off. In 1862, the receipts were 38,858,000 feet. In 1861, 56,554,000 feet—a decrease of 17,696 feet. The receipts of shingles in 1862 were 13,385,000, against 19,601,000 in 1861—a decrease of 6,216,000. Of lath, the receipts were, in 1262, 3,950,000; in 1861, 2,823,000.

The arrivals of salt during the season of 1862 comprised 137,167 bbls., 5,019 sacks, and 240 tons in bulk—equal in the aggregate to 144,109 bbls., against 137,596 the previous year. The market was not supplied fully, and all but 5,000 bbls Syracuse, was of domestic origin. The products of Saginaw were 240,000 lbs., but none of it reached Milwaukee.

The receipts of pork were 6,957 bbls., and the shipments, 56,434. Of beef, the receipts were 1,602 bbls., and the shipments, 33,174 bbls., and 3,217 trcs. Lard, received, 2,067 lbs. and 26,224 lbs.; shipped, 6,751 trcs., 12,986 bbls., and 1,160 kegs. Tallow, received, 803 bbls., and 82,008 lbs.; shipped, 4,750 bbls. Of bacon then were shipped 12,665 boxes. The exports of pork, beef, lard and bacon, compared with the shipments of the preceding year, show an increase of: 16,070 bbls. pork, 19,334 bbls. beef, 17,501 bbls. lard, and 3,948,825 lbs. of bacon. Reduced to pounds, the aggregate shipments in 1862 were 30,553,668, against 14,682,103 lbs. in 1861.

The receipts of highwines and whiskey in 1862 were 19,311; in 1861, 2,865; and in 1860, 26,368—about half of which in each year were manufactured at Milwaukee.

The receipts of coal in 1862 were 24,860 tons against, in 1861, 31,608 tons—a decrease of 6,708 tons.

Of rags, the receipts were 378,601 lbs., and 1,204 bales. An equal amount was probably received from local and other sources.

The imports of general merchandize are stated as follows:

Packages by lake	142,137
Tons "	198
Packages Hardware	28,389
Iron bars and bundles	91,941
Stoves No.	19,575
Nails kegs	63,429
" tons	100
Pig iron tons	1,178
Highwines, bbls.	9,724
Alcohol bbls	2,263
Packages of liquor	3,113
Salt, bbls	144,109

Of groceries, the receipts were: Sugar, 32,693 bbls., 4,376 hhds., and 421 boxes. Molasses, 6,507 bbls., and 149 hhds. Coffee, 11,155 sacks. Tea, 11,403 chests. Apples, 49,191 bbls. Oil, 10,172 bbls., and 318 casks.

The foreign trade was large. The amount of goods imported, under the reciprocity act was but $4,475 while the exports were $2,366,253, and the other imports paying duties at American ports were $13,481 00. No vessels cleared from Milwaukee for European ports during the year, although several had done so in previous years.

The Lake Commerce was large. The arrivals from Canadian ports were as follows:

American vessels	168	82,579 tons.
Canadian "	66	16,053 "
From American ports:		
Vessels	3,147	1,390,841 "
Total arrivals	3,381	1,489,478 "

The departures were for Canadian ports:

American vessels	183	81,585 tons.
Canadian "	78	21,584 "
For American ports:		
Vessels	2,995	1,389,206 "
Total departed	3,256	1,502,325 "

The number and tonnage of the lake craft trading with Milwaukie are thus stated:

Sailing Vessels.

Year.	No.	Tonnage.	Valuation.
1857	849	225,419	$7,599,700
1860	581	173,736	4,352,600
1862	851	355,101	8,356,470

Propellers.

1857	117	59,891	2,959,500
1860	77	43,390	1,690,900
1862	120	65,458	3,228,500

The vessels belonging to the District of Milwaukee were two steamships, each upwards of one thousand tons, four tugs, and one propeller of 209 tons—in all 2,546 tons, eight barks, eight brigs and one hundred and seven schooners the largest upwards of four hundred tons, in all, 26,480 tons.

The Railway system of Milwaukee comprises the Milwaukee and Prairie du Chien, the LaCrosse and Milwaukee, the Milwaukee and Western, the Milwaukee and Horicon, the Milwaukee and Chicago, and the Detroit and Milwaukee. The last is the direct route East from Milwaukee, and the fine Steamships Detroit and Milwaukee ply between it and Grand Haven on the Eastern Shore. Two propellers also ply during the winter. The Journal contains tabulated descriptions of all these railways, to which we refer our readers for further particulars.

There are in Milwaukee 361 wholesale and 516 retail establishments, six incorporated Banks with capital $1,050,000; specie $238,350 61; circulation $483,573.

Also nine private Bankers, but additional banking capital is needed. There are 219 manufacturers, the water power is abundant, building is rapidly extending and for architectural beauty, few western cities surpass Milwaukee; and the harbor is accounted the finest on the lakes and open at all seasons. Such is the picture which is presented us of the present condition of the city, and it stands among the first that now cluster on the shores of the great inland seas.

Utica and Black River Railroad.

We understand the surveys for the extension of the Black River Railroad have been completed as far as Martinsburg, both by the river and the village route. Careful estimates of the cost are now in course of preparation. It is to be hoped that the route will be fixed and work promptly commenced.—*Utica Herald.*

Central Ohio Railroad.

From the Report of the Receiver we have obtained the following statement of the earnings of this road for the years 1861 and 1862:

	1861.	1862.
Passengers	$278,187	$257,350
Freight	372,493	342,274
Mail	27,575	27,668
Express	21,460	21,549
Total	$699,716	$648,838
Decrease in 1862		$50,878

The receipts of the year were $717,598 01, including the balance on hand at the commencement of the year, and the balance on hand when the report was closed was as follows:—

Due from other roads	$46
Due from individuals	959
Due from United States for transportation	1,188
Due from bills receivable	9,973
Cash on hand	57,030
Total	$69,195

New York Central Railroad.

Workmen are now employed in grading the track for another line of rails between Churchville and this city, which, when completed, will form a double track between this city and Buffalo. It is reported that this work will be completed during the summer. There is already a double track between this city and Syracuse, with the exception of a short distance of ten miles, which will be finished at an early day.—*Rochester Dem.*

Great Railroad Scheme in South America.

We understand that Mr. Wm. Wheelwright of Newburyport, whose enterprise has so successfully developed the railroad capabilities of Chili, is at present urging forward the scheme of a railroad from Rosario, in the Argentine Provinces of South America, to Cordova, to connect the Atlantic and the Pacific. He has obtained liberal grants from the authorities of that country of lands, etc., and his English friends have issued proposals in London for subscriptions to the project, by a company with a capital of eight million dollars. The traffic of such a road would, it is stated, be very great.

Manchester and Lawrence Railroad.

The directors of this company for the ensuing year are: N. G. Upham, E. J. M. Hale, John Flint, N. G. White, Asa Fowler, E. H. Straw, Amos Tuck.

Property and Indebtedness of Detroit.

The following is a statement of the corporate property of the city of Detroit:—

Public budildings and markets	$179,000
Parks	104,000
Schoolhouses and lots	128,300
Fire department property	63,797
Water works	749,631
Real estate	2,709
Total	$1,227,428
Indebtedness.	
Municipal bonds	$339,968
Unpaid claims, 1862	1,857
Unpaid warrants, 1862	6,378
Total	$348,205
Less bonds in hands of commissioners of sinking fund and resources applicable to extinguishment of debt	52,808
Total	$295,397
Water bonds	650,000
School Board indebtedness	$20,846
Less balance due on uncollected taxes	18,651— 5,694
Total	$951,091
Value of property over indebtedness	276,337

Exports from Canada.

An abstract from the "Tables of Commerce and Navigation" showing the quantities and values of the domestic products and manufactures of Canada exported to foreign countries for each of the ten years ending ending 31st December, 1861. By Richard S. Fisher, M. D., *Editor of Colton's Atlas of the World, etc.*

CLASSIFICATION OF EXPORTS.

Official Years.	Products of the forest.	Vegetable food & products.	Animals & their products.	Products of the mines.	Products of the sea.	Manufactures.	Miscellaneous.	Total Value.
1852..	$6,578,339	$4,725,457	$1,183,719	$33,756	$297,849	$79,133	$107,501	$13,005,574
1853..	9,421,020	8,086,854	1,870,525	109,357	340,003	140,426	63,294	19,531,479
1854..	9,981,367	7,368,052	833,378	298,923	349,711	169,749	44,984	19,041,059
1855..	7,947,923	13,030,400	1,595,184	125,835	459,920	476,077	68,563	23,703,902
1856..	10,019,883	14,972,276	2,564,059	165,684	456,347	373,628	43,198	28,595,039
1857..	11,730,387	8,882,825	2,107,240	286,469	540,113	398,821	121,120	24,066,975
1858..	9,447,727	7,904,400	2,462,765	314,823	718,296	325,376	112,538	21,285,925
1859..	9,663,962	7,339,798	3,789,502	468,512	817,423	487,231	114,384	22,680,812
1860..	11,012,253	14,259,225	4,221,257	555,306	832,646	502,037	236,468	31,612,192
1861..	9,572,645	18,244,631	3,681,468	454,963	663,700	289,130	399,231	33,305,768
10y'rs	$95,375,506	$104,808,918	$28,808,992	$2,816,412	$5,476,008	$3,241,608	$1,301,281	$236,828,725
Add for vessels built at and exported from Quebec (306,679 tons)								12,881,421
Add for under-valuation at inland ports								19,145,728
Total value of exports for 10 years								$268,855,874
Of which was exported *via* the St. Lawrence to sea								$124,454,936
" " " *via* the Lakes and other inland waters								144,400,638

The following tables furnish a detailed statement of the several classes of exports for the same ten years:

1. PRODUCTS OF THE MINES.

Years.	Copper. Tons.	Copper. Value.	Copper Ore. Tons.	Copper Ore. Value.	Iron Ore. Tons.	Iron Ore. Value.	Pig Iron. Tons.	Pig Iron. Value.	Stone Value.	Total Value.
1852..	22¼	$808	$524	$31,612	....	$....	50	$1,156	$....	$33,756
1853..	55	2,245	1,464	92,080	....	....	....	15,032	....	109,357
1854..	....	....	1,546	103,328	....	....	....	159,533	36,061	298,923
1855..	1¾	419	1,525	91,208	....	....	....	25,573	8,634	125,835
1856..	....	....	988	82,834	....	....	....	58,834	24,316	165,648
1857..	3	629	2,562	240,314	....	....	....	29,366	16,160	286,469
1858..	2	713	1,927	191,286	....	....	....	109,265	13,609	314,823
1859..	61	9,443	3,403	340,686	9,217	25,965	4,806	76,473	15,945	468,512
1860..	16	1,876	6,095	465,525	9,744	34,165	3,107	52,317	4,423	558,306
1861..	18	2,414	7,364	440,130	932	2,430	321	5,759	4,230	454,963

2. PRODUCTS OF THE SEA AND LAKES.

Years.	Dried Fish. Cwts.	Dried Fish. Value.	Pickled Fish. Barrels.	Pickled Fish. Value.	Fresh. Value.	Oil. Gallons.	Oil. Value.	Total Value.*
1852....	97,420	$234,221	10,326	$46,950	$2,674	30,873	$14,004	$297,849
1853....	91,766	222,896	31,279	101,878	6,738	18,225	8,990	340,002
1854....	80,662	207,200	33,404	120,422	11,298	21,817	10,791	349,710
1855....	113,337	274,605	28,229	124,606	17,934	78,255	42,774	459,920
1856....	117,527	272,840	36,398	142,062	19,630	36,555	21,815	456,347
1857....	96,762	281,914	74,443	209,440	30,227	31,950	18,532	540,113
1858....	128,224	376,951	120,433	279,404	19,592	85,941	38,936	718,296
1859....	143,010	438,489	125,979	298,774	19,730	70,830	36,955	817,423
1860....	149,563	446,707	121,890	305,644	28,500	87,107	43,320	832,646
1861....	143,783	420,631	86,084	203,451	16,426	44,474	19,259	668,700

* Including the value of some small quantities of furs.

3. PRODUCTS OF THE FOREST.

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Ashes:										
Pot ashes, bbls.	25,384	17,900	16,273	15,762	17,113	21,880	21,800	25,598	24,685	23,053
Pearl ashes, "	9,122	9,174	4,499	6,666	7,359	7,576	6,044	12,221	7,969	6,342
Timber, etc.:										
Ash, tons	2,385	2,475	2,655	1,228	2,584	3,485	2,378	4,313	2,478	2,422
Birch, "	2,516	3,208	2,685	2,999	4,556	6,026	4,005	7,987	12,508	8,397
Elm, "	28,371	28,933	37,621	26,191	36,453	37,984	19,451	26,278	25,629	32,610
Maple, "	62	21	116	157	18	169	37	84	249	127
Oak, "	30,417	38,789	37,525	29,558	32,814	48,539	26,904	34,300	41,563	55,970
Pine, white, "	423,627	468,415	516,430	287,487	361,046	500,781	344,981	395,694	490,233	523,112
" red, "	63,104	70,483	67,847	57,884	61,943	61,323	53,143	43,643	62,573	71,361
Tamarick, "	2,374	584	1,677	2,404	2,117	4,571	995	2,185	2,589	1,302
Walnut, M. ft.	1,515	3,212	665	810	1,517	2,109	1,033	1,307	2,428	948
Basswood, etc., "	931	1,301	660	967	620	1,229	1,649	1,378	1,024	1,786
Plank and board, "	156,781	218,646	168,554	221,109	229,793	222,611	384,804	314,096	309,025	165,583
Deals, hundreds	40,221	36,885	47,395	26,766	36,729	51,250	47,537	42,866	62,196	67,333
Deal ends, "		1,908	2,391	932	1,746	1,867	1,307	1,543	1,367	1,929
Staves, M.	4,280	4,834	5,523	4,057	4,668	7,370	6,499	8,713	9,138	6,754
Knees, pieces	16,631	681	5,794	4,980	10,960	549	2,397	4,297	9,980	5,833
Spars, "		3,882	3,881	4,696	7,751	4,585	4,615	4,067	8,407	5,511
Masts, "		928	2,139	2,503	2,214	1,495	927	1,024	1,287	774
Handspikes, "		6,031	1,841	1,354	1,204	1,697	1,772	6,517	3,831	1,988
Railroad ties, "		128,393	88,857	84,056	112,329	111,197	185,082	117,347	118,921	80,079
Sleepers, "		15,812	8,809	20,660	.....	.....	.....	.....	.....	.....
Oars, pairs	....	10,110	7,098	14,687	17,841	5,804	6,046	11,520	6,455	2,979
Lath & firewood, cords	....	29,446	27,168	29,098	62,119	46,174	37,471	43,387	57,028	62,400
Saw logs, No.	67,536	79,064	56,516	54,094	66,742	101,464	46,017	121,671	53,009	51,231

4. ANIMALS.

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Horses	3,151	4,377	3,105	3,561	6,385	5,482	5,925	9,187	11,561	8,199
Horned cattle	9,084	11,948	7,369	19,213	24,083	23,014	22,758	34,857	22,990	15,704
Swine	18,979	11,671	2,007	14,111	28,744	10,276	12,159	16,251	33,200	27,091
Sheep	8,548	31,782	14,860	15,196	28,267	11,614	38,328	76,878	80,729	54,941

5. PRODUCTS OF ANIMALS.

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Bacon, etc.....cwts.	227	1,015	108	618	185	135	472	684	5,135	3,854
Beef ..... "	7,748	4,082	4,816	4,228	2,332	1,636	3,610	3,235	1,846	1,598
Beeswax .....lbs.	----	----	----	----	----	209	2,978	2,781	723	4,488
Butter.....100 lbs.	29,948	25,024	12,105	12,046	24,188	16,381	37,212	37,503	55,125	72,754
Cheese .....cwts.	159	438	107	114	139	124	117	323	1,110	2,618
Eggs .....doz.	697,671	742,024	214,174	463,275	541,090	698,479	693,528	809,395	1,312,106	969,149
Feathers .....lbs.	----	----	----	----	----	486	991	736	240	1,402
Honey ..... "	130	198	410	482	205	----	645	178	898	33
Lard ..... "	400	639	231	635	1,538	397	467	41	143	408
Pork .....cwts.	29,807	23,585	15,446	9,616	14,958	4,089	21,116	36,684	63,109	81,032
Tallow .....bbls.	----	9	68	367	63	61	59	168	126	28
Tongues .....kegs	117	121	49	27	45	28	23	5	8	14
Venison .....No.	----	----	----	----	----	----	258	----	579	289
Wool.....100 lbs.	3,879	4,244	1,227	10,825	11,645	12,750	15,454	16,205	14,498	15,546

6. PRODUCTS OF AGRICULTURE.

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Barley and rye...bush.	151,962	43,353	112,383	566,534	989,447	831,412	1,309,638	1,766,249	2,730,144	2,203,763
Beans..... " (w'h peas)	860	564	1,507	1,571	3,599	7,159	6,622	3,191	6,462
Bran .....cwts.	17,641	4,954	4,803	22,547	1,771	8,934	45,796	54,124	109,084	38,671
Flax ..... "	----	----	----	----	----	----	1,325	----	----	598
Flaxseed .....bush.	20,380	5,974	395	6,072	----	4,397	1,685	1,610	4,421	3,630
Flour .....bbls.	702,624	786,058	651,400	643,936	878,775	743,949	634,576	415,610	854,773	1,268,299
Fruit, green ..... "	4,243	4,836	4,187	2,452	4,183	3,688	2,460	2,545	6,548	4,417
Hay.....tons	----	894	9	124	709	230	82	944	728	197
Hops.....lbs.	47,683	8,741	155,868	43,275	217,280	82,592	8,845	68,586	83,004	43,757
Indian corn .....bush.	613	831	37,636	73,066	164,495	65,342	21,547	3,139	181,388	742,476
Malt ..... "	4,028	6,387	60	50	300	24	465	1,958	348	----
Maple sugar.....lbs.	----	5,996	5,917	12,586	9,872	21,309	39,041	20,217	12,979	4,427
Meal .....bbls.	4,538	4,031	4,842	5,805	17,028	8,185	11,166	11,897	39,286	64,281
Mineral oil .....gals.	----	----	----	----	----	----	----	----	----	49,880
Oats.....100 bushs.	6,416	10,283	336	3,703	12,967	8,668	19,417	26,354	35,988	31,210
Other seeds..... "	38,859	32,328	28,997	18,676	21,506	52,665	46,907	73,203	24,283	40,205
Peas..... "	242,247	242,910	133,087	264,034	374,479	220,726	579,244	690,863	1,726,122	2,110,968
Tobacco.....lbs.	----	50,058	600	13,780	17,435	60,865	16,840	28,783	8,108	25,506
Wheat .....100 bushs.	18,836	26,669	14,427	31,937	49,976	27,624	24,376	19,546	41,574	70,282

7. MANUFACTURES.

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Ale, beer, & cider gals.	12,944	15,749	10,041	21,441	19,136	14,890	35,351	25,947	61,507	17,863
Ale, beer, & cider $	2,164	3,263	2,079	4,750	4,329	3,729	7,422	6,290	7,284	4,238
Biscuits cwts.	5,000	----	----	----	4,301	----	1,226	1,780	1,467	1,959
Biscuits $	18,971	132,023	32,037	12,152	21,849	11,714	5,600	9,325	5,266	7,836
Books $	----	----	----	----	----	----	4,505	3,866	3,168	2,340
Candles lbs.	----	7,860	7,822	7,390	7,390	6,776	8,427	8,218	10,262	6,855
Candles $	1,539	990	1,271	1,223	----	----	1,246	1,040	1,224	1,018
Carriages No.	----	----	----	44	95	105	219	236	343	287
Carriages $	----	----	----	6,548	6,108	7,035	10,693	12,946	15,749	15,377
Cottons $	905	----	952	215	1,107	2,162	276	325	1,322	2,663
Furs $	----	----	----	5,774	18,204	6,258	1,130	9,410	1,228	3,067
Glass $	153	474	488	11	1,645	122	286	924	291	1,436
Hardware $	5,473	36,526	18,287	19,747	21,451	18,290	13,218	14,621	7,707	7,499
India rubber $	----	----	15,545	34,371	102,814	163,698	80,067	261,815	287,320	32,062
Indian bark-work $	----	270	116	1,640	550	409	351	581	343	936
Iron $	18,780	----	----	----	----	----	----	----	----	----
Leather $	2,161	3,243	4,043	13,429	5,848	4,044	4,664	8,584	7,467	7,639
Lime and plaster $	----	5,362	8,068	76,449	14,183	9,578	6,655	4,255	10,386	4,240
Linen $	----	----	----	168	----	----	436	87	242	206
Machinery $	----	----	----	----	5,648	9,075	12,063	13,063	7,293	11,325
Musical instruments $	----	----	----	940	796	736	1,350	996	1,020	798
Oil cake $	14,012	22,287	14,854	13,084	16,533	16,169	15,593	22,945	32,835	44,011
Rags $	16,783	21,365	9,772	18,749	13,943	15,641	12,401	22,701	32,300	13,440
Soap lbs.	----	----	----	----	----	----	16,824	86,752	13,792	9,564
Soap $	1,493	1,402	1,183	1,237	1,256	2,281	1,321	6,092	694	480
Starch lbs.	----	----	----	----	----	----	1,484	69	560	114,512
Starch $	----	----	----	107	21	76	148	7	30	7,023
Straw $	8,307	24,868	12,463	9,159	9,026	8,029	14,368	9,433	5,493	1,336
Sugar boxes $	----	----	----	187,557	56,142	40,358	45,296	18,502	51,894	36,812
Vinegar gals.	3,418	2,617	3,540	407	619	613	1,302	2,247	271	228
Vinegar $	757	1,389	777	144	188	280	285	501	75	58
Whiskey gals.	490	14,350	14,583	9,778	14,180	2,424	1,879	12,972	9,676	32,618
Whiskey $	138	4,905	5,118	2,327	6,297	1,937	977	7,465	6,513	17,754
Other spirits gals.	695	----	----	5,868	9,536	14,625	18,297	8,754	1,460	24,798
Other spirits $	730	6,290	5,380	9,297	11,246	41,626	33,056	9,113	2,281	18,198
Wood $	5,309	20,372	83,914	44,010	50,633	33,049	50,126	41,470	11,708	46,089
Woolens $	251	9,697	291	12,988	2,004	1,377	1,861	864	1,014	1,255

Liabilities of the City of Albany.

Classes of Liabilities.	Amount outstanding.	Rate p. c.	Interest payable—When.	Interest payable—Where.	Principal payable.
Municipal	$4,350	6	.....	Albany.	Due.
Municipal	1,500	7	.....	"	Due.
Municipal	50,000	5	May & Nov.	Boston.	1864
Municipal	100,000	6	Jan. & July.	"	1865
Municipal	75,000	6	" "	Albany.	1866
Western Railroad Loan	250,000	6	" "	Boston.	1866
Municipal	20,000	6	" "	New York.	1867
Municipal	20,000	6	" "	"	1868
Municipal	10,000	6	" "	"	1869
Municipal	21,000	5	June & Dec.	"	1870
Western Railroad Loan	300,000	6	Jan. & July.	Boston.	1870
Water-Works Loan	15,000	6	Feb. & Aug.	New York.	1870
Water-Works Loan	285,000	6	" "	"	1871
Western Railroad Loan	200,000	6	Jan. & July.	Boston.	1871
Municipal	20,000	5	June & Dec.	New York.	1871
Municipal	20,000	5	" "	"	1872
Water-Works Loan	50,000	6	Feb. & Aug.	"	1872
Municipal	20,000	5	June & Dec.	"	1873
Municipal	19,000	5	" "	"	1874
Water-Works Loan	250,000	6	Feb. & Aug.	"	1876
Western Railroad Loan	250,000	6	Jan. & July.	Boston.	1876
Albany Northern Railroad Loan	300,000	6	March & Nov.	New York.	1879
Water-Works Loan	250,000	6	Jan. & July.	"	1881

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending May 29, 1863, was as follows:

Passengers	$21,340 13
Freight and live stock	26,622 58
Mails and sundries	1,995 74
Total	$49,958 45
Corresponding week of 1862	41,883 88
Increase	$8,074 56

The earnings of the Grand Trunk Railway for the week ending May 23, 1863, were:

Passengers	$22,955 77
Freight and live stock	3,200 00
Mails and sundries	54,475 32
Total	$80,631 09
Corresponding week, 1862	70,616 80
Increase	$10,014 29

The earnings of the Chicago and Alton Railroad for the 4th week of May, 1863, were:

Passengers	$11,557 11
Freight	21,926 30
Sundries	974 33
Total	$34,457 74
Same week last year	30,626 19
Increase	$3,831 55

The earnings of the Galena and Chicago Union Railroad for the 4th week of May, 1863, were:

Freight	$48,452 76
Passengers	9,873 59
Mails	1,300 00
Total	$59,626 35
Same week, 1862	63,260 74
Increase	$3,634 39
For May, 1863	$166,156 88
For May, 1862	158,194 03
Increase	$7,952 85

Corrected earnings for the previous month, $136,601 18.

The earnings of the Illinois Central Railroad for the 1st week of June, 1863, were ..$97,846 00
Do., 1862 ..... 53,508 00
Increase $44,338 00

The earnings of the Michigan Southern Railroad for the 4th week of May, 1863, were ..$91,300 84
Do., 1862 ..... 61,483 41
Increase $29,817 43

The earnings of the Cleveland and Toledo Railroad for the 1st week of June, 1863, were $24,039 00
Same week, 1862 ..... 16,914 00
Increase $7,125 00

The earnings of the Detroit and Milwaukee Railroad for the 4th week in May were:

Passengers	$8,677 51
Freight and live stock	9,190 92
Mails and sundries	624 36
Total	$18,492 79
Same week, 1862	13,842 75
Increase	$4,650 04

☞ The machine shops of the Atlantic and Great Western Railroad, to be built at Meadville, are to be erected of stone, on the upper end of the island, and will cost, it is said, nearly $300,000.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103¼
Registered Bonds / Coupon Bonds... Under Act 31st December, 1848	8,908,842	6	1868	106
		6	1868	106
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	106
Registered Bonds / Coupon Bonds... Under Act 14th June, 1858	20,000,000	5	1874	97
		5	1874	99½
Registered Bonds / Coupon Bonds... Under Act 22d June, 1860	7,022,000	5	1871	98¼
		5	1871	99
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	107¼
Registered Bonds / Coupon Bonds... Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	104½
		6	1881	108¼
Treasury Bonds (coupon) / Treasury Bonds (coupon) Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	107¼
		7.3	1864	107¼
Registered Bonds / Coupon Bonds... Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	6	1882	100½
		6	1882	100½
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	51½
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 convert. into 20 / y'r b'ds due '81	14,913,315	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	101½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	131
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	115
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101¼
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	105
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	108½
" —University Fund Interest Bonds of 1861	650,000	6	1879	109½
" —War Fund Bonds of 1861	2,000,000	6	1879	102½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" —Coupon Bonds "	2,054,298	2½	18--	65
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " (special) Certificates	1,216,737	5	18--	----
—Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	102
" — " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " (bank)	5,393,533	6	Var.	----
" — " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	67
Maine—Coupon Bonds	669,000	6	'63-'77	113
" —War Loan of 1861	800,000	6	1871	113
Maryland—Inscribed Certificates	5,964,251	6	Var.	115
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,000	5	'61-'72	134
" — " " of 1861 "	247,000	6	'68-'72	121
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	130
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101¼
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	68
" — " "	100,000	6	1862	70
" — " " (loans to Railroads)	23,800,000	6	'72-'86	90
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,330	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" —	----------	6	'64-'65	108
" — " State Loan $6,756,654	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'76	121
" — " Canal Debt—(old) 9,739,025	----------	6	1874	128
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	69½
Ohio—Inscribed Certificates	4,095,309	6	1881	112
" — " "	1,015,000	6	1865	102
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	109½
" — " "	2,400,000	6	1886	114
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	105
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates (1st January, 1862	37,687,760	5	'61-'82	106
		5	'61-'82	103
" — " "	400,630	6	1879	110
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	63½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	111
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'03	66
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	180,000	5	'64-'74	----
" — " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	109
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108¼
" — " " (Bank Stock)	663,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	109
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	115
" —Coupon Bonds (Water)	6,228,787	5	Var.	115
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	98
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	18--	115½
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " " "	720,000	5	1893	----
" — " " Improvement Fund Stock	3,500,000	6	1876	----
" — " " " "	2,140,000	5	1887	107
" —Public Education Stock	150,000	5	1873	118
" —Floating Debt Fund Stock	2,320,000	5	1878	109
" —Union Defence Fund Redemption Bonds	1,000,000	6	1884	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	109
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	100
" — " (Municipal)	1,136,200	6	'61-'80	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,200	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y—Coupon Bonds (Union Railroad)	500,000	6	1883	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	101
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1885	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	107½
North Branch: 1st Mortgage Coupon Bonds	690,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	101
" " 2d " "	3,980,670	6	1882	88½
" " Improvement " "	586,500	6	1870	87
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	63½
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	100
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,047,650	---	------	23½
Chicago and Alton, Preferred	2,464,336	7	------	89
Elmira & Williamsport, Preferred	500,000	---	------	54
Erie Preferred	8,535,700	---	------	103
Housatonic Preferred	1,180,000	8	------	59½
Marietta & Cincinnati, 1st preferred	4,198,462	---	------	----
" " 2d "	3,123,914	---	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	113½
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110½
" " " 2d "	1,014,000	7	------	75
New York & Harlem, Preferred	1,500,000	---	------	95
Philadelphia & Reading, Preferred	1,551,800	7	------	----
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	69
Toledo & Wabash, Preferred	926,200	---	------	80

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,295	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,209
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,097	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,375
1863	139,686	126,521	119,836	122,255	144,397	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,178	86,429	104,382	93,022	62,263	101,060	125,695	107,735	91,263	980,984
1863	68,143	81,750	90,677	100,904	------	------	------	------	------	------	------	------	------
Cleveland ,Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,800
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,230
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	70,151	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,178,326
1863	145,950	147,487	164,845	117,908	100,225	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	475,366	384,379	383,322	389 373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,955	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,325,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,126	902,906	963,859	8,400,324
1863	835,453	829,734	946,041	938,453	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,269,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	60,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	166,157	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,085	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	141,894	149,592	139,102	181,612	246,929	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,052	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	66,699	66,686	56,171	107,754	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,895	1,163,734
1863	67,130	76,132	44,925	88,177	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	160,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,652,435
1863	248,784	230,508	254,208	267,693	263,981	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	276,432	238,495	236,453	------	------	------	------	------	------	------	------
New York Central:													
1859	380,319	370,514	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,914	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84.209	88,278	90.517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95.666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	118,075	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,899
1862	192,216	217,161	244,423	258,074	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,857
1863	335,686	361,834	396,771	429,929	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,936	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,231	370,983	3,745,310
1863	337,350	366,598	461,322	464.357	418,700	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	103½
" " " 1850	700,000	6	Jan. & July.	"	1880	104
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1887	105
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	101
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	380,000	7	May & Nov.	" "		103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	*New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	104½
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	106
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	109
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	107
2d Mortgage	600,000	7	May & Nov.	" "	1875	104
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	105½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	42
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	104½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	2,690,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1870	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	112
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		106
1st Mortgage (general)	3,600,000	7	" "	" "		87
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	96
2d Mortgage	2,000,000	6	" "	" "		57
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		99½
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	101
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	87
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "	" "	1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	112
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	105
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	112½
2d Mortgage	2,516,500		March & Sept.	" "	1881	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	111
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	290,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	360,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	114
1st Mortgage (Extended)	871,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	112
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	115
" Eastern "	1,250,000	7	Feb. & Aug.	"	1885	109
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'75-'87	90
Land Security	5,000,000	7	April & Oct.	" "	1881	78
Convertible Bonds	1,500,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1890	45
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	---
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	120
Convertible	1,002,000	7	" "	" "	1867	120½
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	120
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			110
Income	281,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "		100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsbburg and Cleveland :						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	35
2d Land Grant (Western Div.)	353,600	†	" "	"	------	35
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6			'64-'74	
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	115
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	103½
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co. :						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7				
Louisville and Frankfort :						
Louisville Loan	100,000	---			1881	----
1st Mortgage	228,000	---			'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1rt Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
Mortgage Bonds	289,410	7			1891	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage 8i'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	121
1st Mortgage (S. F.), convertible	4,454,000	8	April & Oct.	" "	1882	115
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	104
Detroit and Toledo	812,000	7	" "	" "	1876	104
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109½
2d General Mortgage	2,656,500	7	" "	" "	1877	111
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	107
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oakaloosa Division	500,000	7				
1st Land Grant	2,000,000	7				58
2d Land Grant	700,000	---				
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				---
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				----
Montgomery and West Point :						
Alabama State Loan	122,622	---				----
Mortgage (due 1860, '65 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee :						
1st Mortgage	249,000	7				----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				----
Chat. and Clev. Subsc. (endors.)	231,000	---				----
*New Albany and Salem :						
Crawfordsville	175,000	7				----
1st Mortgage	500,000	10				----
1st Mortgage	2,235,000	6				----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey :						
Company's (various)	658,000	---	Semi-annually.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '78	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	107½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	119½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	107½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	107½
Real Estate Bonds	252,975	6	" "	" "	1883	105
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	104
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	126½
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	115½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	112½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	109
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	105
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	113½
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	103
3d Mortgage	980,300	7	Jan. & July.	" "	1867	103
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			----	----
2d Mortgage	224,500	---			----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	104
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	104
2d Mortgage	3,077,000	7†	" "	" "	1861	27
North Missouri:						
State Loan (30 years)	4,350,000	6			----	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	94½
Chattel Mortgage	360,000	10	" "	"	1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6			----	90
State Loan (S. W. Branch)	1,268,000	6			----	----
Construction	3,235,000	7			----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July	Philadelphia.	1880	114
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1878	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			----	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	106½
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	110
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,586,500	6	" "	"	1886	114
" 1856, "	1,475,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1868	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6			----	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	----	----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1800	----
Richmond and Petersburg:						
Coupon	150,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	65
2d Mortgage	937,500	7	" "	"	1863	15
3d Mortgage	435,050	7	" "	"	1863	6
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1860	----
Southern Mississippi:						
1st Mortgage	500,000	---			----	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			----	----
2d Mortgage	460,000	---			----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	----	90
St. Louis City Subscription	500,000	---			----	----
St. Louis County Subscription	1,000,000	---			----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	106
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	81
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			----	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	106
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	106
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	90½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	90½
Interest Bonds	245,700	7			----	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	79
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	21
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	82½
Mortgage, (coupons)	928,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	300,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	112½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1863	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passengers.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	——	----	50.6	---	---	-----	*Alabama and Florida*	1,451,736	*	——	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,886	——	----
28 Feb. '59	39 3	——	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	——	335,010	109,500	21,632	518,986	30.3	-------	55,791	31,852	——	----
31 May '60	109.6	——	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	——	1,067,006	777,777	240,485	2,476,025	109.6	-------	207,626	111,232	——	----
30 Jun. '59	57.0	——	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	——	-------	-------	-------	-------	57.0	236,791	76,773	21,006	——	----
1 Apr. '61	——	——	——	67.2	1	2	10	Mobile and Great Northern	590,216	*	——	600,431	——	——	600,431	——	-------	——	——	——	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	——	-------	-------	-------	-------	——	-------	1,402,858	695,370	——	----
29 Feb. '60	88.5	28.4	----	——	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	506,156	260,269	6	----
1 May, '61	——	——	——	209.5	——	——	——	*North East and South West*	-------	-------	——	-------	-------	-------	-------	——	-------	——	——	——	----
								ARKANSAS.													
-- -- --	——	——	——	301.4	——	——	——	Cairo and Fulton	-------	-------	——	-------	-------	-------	-------	——	-------	——	——	——	----
30 Nov. '58	38.6	——	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	——	351,524	446,000	10,725	811,949	——	-------	——	——	——	----
								CALIFORNIA.													
30 Dec. '60	22.5	——	----	——	——	——	-----	Sacramento Valley	1,493,850	*	——	793,850	700,000	——	1,493,850	22.5	-------	230,251	104,594	----	----
								CONNECTICUT.													
1 Feb. '63	23.8	——	8.2	——	4	5	44	Danbury and Norwalk	344,475	66,483	——	307,010	100,000	——	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	——	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	——	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	——	----
31 Aug. '62	61.4	1.6	64.5	——	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	——	4,063,215	73.0	374,460	747,300	330,299	11½	142
31 Dec. '62	74.0	——	8.9	——	11	17	256	Housatonic (preferred)	2,439,775	*	——	2,000,000	240,000	61,872	2,625,236	124.0	-------	284,485	70,187	4	——
31 Dec. '62	57.0	——	1.3	——	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	-------	206,420	97,700	6	——
31 Dec. '62	62.0	——	2.6	——	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	——	788,538	750,000	156,429	1,644,967	62.0	127,390	135,072	-------	——	——
31 Dec. '62	76.9	8.8	7.2	——	3	3	——	New Haven and Northampton	1,774,455	38,023	——	1,010,000	650,000	——	1,812,475	operated by N. Y. & N. H.				4	----
31 Dec. '62	66.0	——	5.9	——	7	7	91	New London Northern	677,552	*	——	602,152	75,528	——	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '62	61.3	1.0	63.8	——	32	74	368	New York and New Haven	4,643,649	710,403	——	3,000,000	2,000,000	——	5,672,381	117.4	-------	1,036,437	582,341	12	123
30 Nov. '62	59.4	7.0	8.5	——	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,296	3,064,367	66.4	294,173	353,664	158,927	——	89½
								DELAWARE.													
31 Oct. '60	84.3	——	10.7	——	——	——	——	Delaware	1,552,257	——	——	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	——	----
31 Oct. '62	16.2	——	----	——	——	——	——	Newcastle and Frenchtown	704,860	——	18,535	744,520	——	5,024	749,544	5.0	-------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	——	——	150	---	---	-----	*Florida*	-------	-------	——	-------	-------	-------	-------	——	-------	——	——	——	----
30 Apr. '60	32.0	——	3.0	13.0	3	1	6	*Florida and Alabama*	832,791	30,586	——	191,486	195,000	75,894	619,112	32.0	-------	7,857	3,535	——	----
-- -- '62	59.9	——	5.0	——	---	---	-----	*Fla., Atlantic and Gulf Central*	-------	-------	——	-------	-------	-------	-------	——	-------	——	——	——	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	-------	-------	——	-------	-------	-------	-------	29.4	-------	——	——	——	----
								GEORGIA.													
30 Jun. '60	86.7	——	----	——	16	7	124	Atlanta and West Point	1,192,389	*	——	1,250,000	126,000	——	1,597,385	86.7	-------	418,036	265,827	8	125
-- -- '62	92.6	——	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	——	-------	-------	-------	-------	30.0	-------	——	——	——	----
31 Dec. '60	53.0	——	----	——	---	---	-----	Augusta and Savannah	1,032,200	*	——	733,700	129,500	——	-------	53.0	-------	168,988	95,612	——	----
30 Apr. '60	43.5	——	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	——	151,887	-------	-------	-------	31.0	-------	——	——	——	----
30 Nov. '60	191.0	——	----	——	53	62	697	Central of Georgia (and Bank)	4,366,800	*	——	4,366,800	-------	-------	6,890,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	——	——	——	——	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	——	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	——	----	——	19	16	171	Macon and Western	1,500,000	*	——	1,500,000	——	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	——	----	——	7	2	107	Muscogee	774,244	162,534	——	669,950	249,000	——	1,026,868	50.0	-------	202,714	110,516	8	——
1 May, '58	68.1	——	----	——	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	——	1,275,901	10,200	180,621	1,473,140	71.6	-------	——	——	——	----
31 July '60	106.1	100.8	16.2	——	18	22	201	South Western	3,770,425	*	——	2,921,900	396,500	19,913	3,822,913	228.8	-------	——	388,553	13	----
30 Sep. '59	138.0	——	----	——	52	24	705	Western and Atlantic	5,901,497	*	——	built and own'd by State.			——	138.0	-------	832,343	454,541	——	----
								ILLINOIS.													
31 Dec. '62	220.0	——	----	——	35	38	712	Chicago and Alton	8,117,539	*	——	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	——	64
30 Apr. '62	138.0	——	26.0	——	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	——	12,176,115	168.0	1,067,025	1,551,227	679,772	——	113
31 Dec. '58	45.0	——	----	——	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,886	188,085	2,050,065	45.0	14 mo.	243,282	135,284	——	----
1 Apr. '62	242.0	——	----	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	——	2,956,936	8,035,000	264,670	11,817,527	213.0	-------	849,719	414,828	——	29½
31 Mar. '62	181.8	——	----	——	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	——	7,545,220	228.4	765,949	1,054,704	415,971	3	97
10 Nov. '58	33.2	——	----	——	——	——	——	Fox River Valley	580,000	*	——	-------	580,000	-------	-------	84.0	-------	——	——	——	----
31 Dec. '62	140.0	80.4	74.5	——	60	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,580	6,028,400	3,335,000	——	10,551,145	341.7	1,420,341	1,777,541	834,606	6	102
31 May, '61	175.0	——	----	——	——	——	——	Great Western	5,022,926	*	——	1,600,000	2,391,000	-------	-------	175.0	-------	486,943	181,529	——	----
31 Dec. '62	454.8	252.5	----	——	112	94	2,335	*Illinois Central*	27,675,671	*	——	16,324,360	15,060,500	——	36,071,630	708.3	2,561,102	3,445,827	1,870,723	4	100
-- -- --	——	——	——	81.5	——	——	——	Illinois River	-------	-------	——	-------	-------	-------	-------	——	-------	——	——	——	----
-- -- --	148.0	——	----	——	——	——	——	Ohio and Mississippi	4,870,586	*	——	1,780,295	3,292,403	-------	-------	148.0	-------	——	——	——	----
-- -- --	46.6	——	----	——	——	——	——	Peoria and Bureau Valley	-------	-------	——	-------	600,000	-------	-------	oper.	by Chic. & R. Is.	125,000	-------	——	----
-- -- --	——	——	——	129.0	——	——	——	Peoria and Hannibal	-------	-------	——	-------	-------	-------	-------	——	-------	——	——	——	----
-- -- '58	186.0	——	----	——	---	---	-----	Peoria and Oquawka	5,400,000	*	——	1,569,889	2,200,000	-------	-------	186.0	-------	——	——	——	----
31 Dec. '61	100.0	——	----	——	---	---	-----	Quincy and Chicago	1,978,555	*	——	800,000	1,200,000	-------	2,000,000	100.0	oper. by Bur. & Quincy.			——	----
-- -- --	1.0	——	----	——	---	---	-----	Rock Island Bridge	-------	-------	——	-------	-------	-------	-------	oper.	by Chic. & R. Is.	——	——	——	----
31 Dec. '62	189.0	14	12.2	——	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	-------	——	3,700,000	6,700,000	——	10,400,000	203.0	-------	1,117,693	568,020	——	44
								INDIANA.													
-- -- --	108.0	——	----	——	——	——	——	Cincinnati and Chicago	2,080,433	*	——	1,106,679	1,006,125	-------	-------	108.0	-------	——	——	——	----
-- -- --	29.0	——	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	——	-------	-------	-------	-------	29 0	-------	——	——	——	----
31 Aug. '57	109.0	——	----	——	——	——	——	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,342	——	----
31 Dec. '60	72.4	——	----	——	19	15	374	Indiana Central	1,667,039	274,081	26,541	610,050	1,178,000	40,550	2,108,011	109.0	365,122	400,397	133,009	——	72
31 Dec. '58	89.8	20.2	----	——	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,680	3,458,108	110.0	-------	448,858	230,834	9	75
31 Dec. '61	84.0	——	----	——	——	——	——	Ind., Pittsburg and Cleveland	1,338,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	-------	331,813	165,939	——	----
31 Dec. 61	78.0	——	11.0	——	15	16	119	Jeffersonville	1,553,509	*	278,384	1,015,907	706,000	75,506	2,188,881	108.0	303,161	297,988	121,416	——	----
-- -- '59	64.0	——	----	——	——	——	——	Lafayette and Indianapolis	1,850,000	*	——	1,000,000	600,000	-------	2,000,000	64.0	-------	——	——	——	----
31 Dec. '60	86.0	49.0	----	——	23	---	-----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	——	----
-- -- '58	288.0	——	----	——	——	——	——	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,402	——	----
-- -- '58	74.0	——	----	——	——	——	——	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	——	——	——	----
30 Nov. '62	73.0	——	----	——	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	——	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	——	----	201.5	——	——	——	*Burlington and Missouri*	1,514,257	*	——	752,733	665,000	92,663	1,542,768	50.0	-------	——	——	——	----
31 Dec. '59	86.0	——	----	——	——	——	——	Chicago, Iowa and Nebraska	1,350,000	*	——	516,072	860,000	369,084	-------	86 0	7 mo's.	85,239	46,771	——	----
31 Dec. '62	111.0	——	----	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	——	3,733,757	-------	222,601	3,179,833	111.0	-------	228,560	122,931	——	----
-- -- --	——	——	——	438.0	——	——	——	Iowa Central Air Line	-------	-------	——	245,000	755,000	-------	-------	——	-------	——	——	——	----
1 Jun. '58	38.5	——	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	——	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	——	----
1 Jun. '59	11.2	——	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	——	548,216	414,000	60,452	1,022,668	11.2	-------	——	——	——	----
-- -- '62	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	——	2,700,000	4,600,000	15,000	-------	230.0	-------	——	——	——	20
								KENTUCKY.													
31 Oct. '59	80.0	——	----	——	——	——	——	Covington and Lexington	3,745,971	276,024	——	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	——	85
30 Jun. '57	20.0	——	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	——	sold, 1859, for $20,000.				20.0	-------	——	——	——	----
-- -- '58	13.0	——	----	22.0	---	---	-----	Lexington and Danville	765,500	-------	——	694,444	71,000	-------	-------	13.0	oper. by	Cov. & Lex.		——	----
30 Jun. '61	29.0	——	----	——	13	10	230	Lexington and Frankfort	591,121	52,300	——	514,433	130,000	-------	735,312	29.0	-------	108,944	43,267	——	80
30 Jun. '61	65.1	——	----	——				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	-------	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	——	30	20	455	Louisville and Nashville	8,530,718	*	——	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	——	----
-- -- '59	18.8	——	----	70.2	——	——	——	Maysville and Lexington	-------	-------	——	-------	-------	-------	-------	18.8	oper. by	Cov. & Lex.		——	----
								LOUISIANA.													
-- -- --	22.0	——	----	——	——	——	——	Clinton and Port Hudson	750,666	*	——	-------	-------	-------	-------	22.0	-------	——	——	——	----
-- -- --	27.0	——	----	——	——	——	——	Mexican Gulf	662,911	*	——	-------	-------	-------	-------	27.0	-------	——	——	——	----
31 Dec. '60	80.0	——	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	2,954,420	506,260	——	3,242,218	506,000	339,207	4,858,320	80.0	180,204	481,922	228,649	——	----
31 Mar. '61	206.0	——	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	——	-------	3,665,000	1,160,717	-------	206.0	-------	1,232,624	555 424	——	----
1 Aug. '60	53.7	——	----	185.3	---	---	-----	Pittsburgh, Shreveport & Texas	1,002,991	*	——	1,264,015	240,000	198,424	1,710,819	53.7	-------	-------	-------	——	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,506	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	15	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,475	245,348	115,732	6	111½
31 May,'59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	23,404	—	—
31 May,'61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	506,070	31,241,011	286.8	.....	3,922,208	2,305,788	6	83
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	43
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000		600,000			600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,143	183,345		1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6	107½
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974		86,656	4,774,086	119.3	615,761	835,137	378,123	7	126½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400		3,160,000	122,720		3,462,989	61.8	435,121	702,222	356,362	8	135
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000		93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	140½
30 Nov. '62	48.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865		681,654	141,600		1,085,074	47.1	75,219	102,627	50,053	2½	30½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558		1,591,100	250,000		1,900,919	52.4	170,018	268,152	133,854	6	—
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,863,400	1,912,500	30,000	4,766,000	89.0	452,168	635,629	315,734	—	110
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149		3,540,000			3,829,341	93.4	342,542	580,580	254,146	6	116
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226		219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	0	99¾
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748		292,951	303,014		606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275		200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.6	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684		600,000			802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000		800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386			220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	852,464	46,269		293,701	550,000	175,872	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503		3,015,100	350,500	134,058	4,187,740	102.1	388.585	580,150	312,031	6	136
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247		450,000			450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815		1,000,000	97,000		1,097,000	44.4	206,064	327,457	161,357	8	132
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543		243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226		259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	15
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100		448,700			448,700	ope	r. by Ho	usatonic.	31,409	7	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000			250,000			239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370			923,810	979,308	42,352	1,945,470	ope	r. by T.	and H.	—	—	40
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,345		2,214,225	990,525		3,516,900	77.3	112,242	216,055	115,241	—	37
30 Nov. '62	156.1	17.3	128.6	—	73	61	1,179	Western (incl. Alb. & W. S. etc.)	10,122,764	1,096,712		5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	156½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353		1,141,000	141,500	1,130	1,356,645	45.7	164,249	200,744	92,979	5½	77
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada		.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
-- -- --	—	—	—	—	—	—	.....	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	—	—	.....	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	112
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,853,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	72
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	.....	.....	.....	*Cairo and Fulton*	1,213,497	*		500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Dec. '62	209.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,389,702	1,022,301		1,782,886	10,571,000	—	.....	206.8	.....	438,544	258,544	*	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983		2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*		500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '62	189.0	—	14.4	93.3	29	25	379	*Pacific*	10,057,641	626,357		3,486,705	7,000,000	402,193	19,550,960	189.7	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072		71,213	4,500,000	—	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165		1,971,127	3,501,000	57,361	5,906,277	90.1	232,631	258,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	28.1	—	.....	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	—
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	208,360	92,712	—	44½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*		2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	44½
30 Nov. '62	28.1	—	2.5	—	4	4	28	Cocheco	848,400	*		—	—	57,461	867,462	28.1	.....	34,045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*		1,500,000	—	—	1,564,506	61.3	.....	248,651	112,327	7	63
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000			350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*		200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205			492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	112
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,743	200,000	56,210	.....	20.5	.....	26,120	12,857	—	—
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345			1,000,000	12,300	20,904	.....	ope	r. by C'd.	162,426	74,885	7	118
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*		595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*		3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	70
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*		500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*		997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	118,533	—	—
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	170
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic (Pref.)	1,837,386	*		1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	18
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672.113	3,630,000	2,000,000	320,433	6,322,193	64.0	637,204	1,397,587	774,341	10	177
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	—
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*		156,850	204,200	77,798	488,798	21.2	.....	90,618	29,592	—	160
31 Dec. .62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000	—	—	630,000	ope	r. by Er	ie R. R.	83,400	6	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*		1,203,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	—	—	25
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,880	124,742	6½	111
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*		581,893	212,500	31,743	821,984	—	82,963	90,122	46,328	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.		—	—	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by Western.		—	—	6	100
30 Sep. '61	14.8	—	1.0	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,468	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,004,289	284,307	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	90
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	387,365	940,042	417,458	10	195
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '62	144.0	4.0	115.0	—	65	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	298,424	13,193,890	259.0	—	2,730,386	707,582	—	125
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,506,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	245,195	297,646	137,347	—	87½
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,835	654.9	5,365,772	9,356,828	3,749,077	6½	118½
31 Dec. '62	460.0	97.0	302.0	—	226	101	3,279	Erie	39,021,292	*	—	19,973,200	20,131,500	—	41,623,172	633.0	4,835,359	8,400,334	1,636,351	—	93
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	89
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.		60,000	—	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	10 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,575	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	52,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B. N. Y. & R. 4,996				—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,522	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	oper. by Rens. & Sar.		—	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	600,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,445	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	oper. b. Hud. River.		—	—	6	55½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by other Co's.		—	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	857,656	32,755	—	811,560	—	—	811,560	37.81	23,318	65,244	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by	Erie R. W. Co.		—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,309	—	1,499,000	730,500	101,947	2,330,947	107.7	216,455	353,441	164,672	6	94
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	....	Atlantic and North Carolina	2,157,563	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	....	—	....	....	....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	....	—	....	....	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,899,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	....	—	....	....	....	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '61	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,869,813	1,231,750	51,243	3,300,668	118.2	.....	404,535	168,655	—	—
1 Aug. '61	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	17
31 Mar. '62	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	.....	646,205	329,714	7½	135
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	28
1 May, '59	131.8	—	....	31.0	16	10	352	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	725,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,033,637	20	160
31 Dec. '62	67.0	—	....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	226,651	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,308	607,724	3,000,000	1,663,000	30,000	4,888,080	96.6	578,991	1,244,975	734,991	10	200
30 Nov. '62	101.	102.5	....	—	45	30	896	Cleveland and Pittsburg	7,856,694	*	—	3,832,712	4,324,606	94,529	8,251,646	203.5	.....	1,436,317	552,800	—	88½
31 May '62	109.3	79.4	....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,943,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	111½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,000,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. w. Lit. Miami.		177,371	8	160	
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,587	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,188	222,951	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,625	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	—
-- -- '59	36.0	—	....	84.0	....	....	....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,850	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	4+2,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	145
31 Jan. '62	182.0	21.6	....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	*	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '62	192.3	—	....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '62	153.9	52.0	....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,083	—	—
31 Dec. '62	116.0	9.0	....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.		—	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	....	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	81
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	....	—	....	....	....	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	75
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	7½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	73,235	8	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	755,463	6	165
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	175,393	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	38
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,580	83,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	3	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by Penn. R. R. Co.			7	66
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,0*4	164,184	—	22½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	206,000	2,662,833	80.0	242,400	307,389	169,056	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	80
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	126,316	68,801	—	49½
31 Oct. '62	124.5	105.5	62.5	—	...	...	....	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	.....	451,918	174,435	8½	65
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 334	397,186	218,960	—	14½
31 Oct. '62	355.6	55.8	18.0	—	253	157	3,871	Pennsylvania	17,641,048	4,165,804	—	13,274,600	9,527,400	43,000	.....	441.4	5,036,609	10,143,739	5,987,184	6	66½
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	218,000	575,000	175,000	930,000	31.0	58,218	57,416	20,861	—	—
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,882,696	24.0	229,988	262,333	129,742	6	59½
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157,739	12,129,867	190.0	213,574	413,472	180,909	—	25½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,079,088	3,481,451	565,858	11,548,929	12,036,100	94,466	25,528,146	365.0	2,088,166	3,911,830	2,096,775	—	52

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Earnings. Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	----
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,979 924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	72
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194.000	129,918	50,379	—	----
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	74½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,160	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,950	—	—	576,060	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Potteville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,928	159,534	99,000	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,892	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,451	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	6
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----	62.0	302,600	311,370	140,707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,417	8,500	—	----	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	—	—	—	—	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	1,916,515	217,577	—	2,134,092	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,540	2,919,554	164.5	----	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	980,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----	----	----	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859.....	.....	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,387	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	----
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,027,797	291.0	----	1,635,096	873,597	—	----
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	—	----	—	—	—	----
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	—	----	—	—	—	----
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	812,518	----	59.4	69,870	177,256	60,029	—	----
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,032,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859.....	.....	—	----	—	—	—	----	Nashville and Northwestern	----	----	----	----	----	----	----	----	----	----	----	—	----
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	800,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	—	—	216,962	413,000	408,477	----	30.0	----	1,248	—	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	—	—	----	Buffalo Bayou, Braz. & Col'r'do	----	----	----	----	----	----	----	32.0	----	----	----	—	----
— — '58	56 0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	----	----	----	----	----	----	----	56.0	----	----	----	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	----	275 000	240,000	171,560	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,845	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	----	----	----	----	----	25.0	----	----	----	—	----
— — '59	28.0	—	----	756)	----	----	----	Southern Pacific	----	----	----	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,608	----	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	26	25	541	Rutland and Burlington	3,987,708	558,275	—	2,233,376	3,183,038	563,019	----	119.6	394,393	322,829	61,180	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	—	—	----	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----	174.5	679,677	713,418	191,466	—	----
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----	4	149
30 Jun. '62	23.7	—	0.9	—	3	0	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	----	----	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,463,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	12
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,900	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	98,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,068,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	—	—	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 988	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----	55.0	----	----	----	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----	199.9	----	755,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	----	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	----	1,108,354	436,039	—	50
— — '57	50.0	—	----	—	85.0	—	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
10 May, '61	164.0	—	----	—	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—
— — '58	10.0	—	----	—	55.0	—	—	Wisconsin Central	600,000	—	—	----	----	----	----	operated	by	Fox Riv	er Vall.	----	----
								CANADA.													
31 July '62	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	235,420	55,496	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	48.0	----	----	----	—	----
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	2,196,810	533,990	—	----
31 July, '62	229.0	128.0	----	—	92	128	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----	26,104,725	357.0	----	1,221,145	586,885	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	24.0	----	----	----	—	----
31 Dec. '62	96.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	----	----	----	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	54.0	----	----	----	—	----
— — '62	25.0	—	----	—	4	—	57	Welland	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	180,421	107,640	20,005	—	—
1 July,'61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	186,000	1,709,232	60.0	----	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	----	—	20	15	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
1 Dec. '62	43.7	—	----	—	11	22	129	Panama	3,090,000	*	615,058	5,900,000	3,375,000	—	10,765,723	43.7	----	1,743,294	1,013,444	12	188

New York Stock Exchange.

Actual Sale Prices for the week ending June 10.

	Th.4.	F.5	Sat.6.	M.8	Tu.9.	W.10.
State Stocks:—						
California 7s	132½	----	----	131	131	
Illinois War Loan	102½	----	----	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	67	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	69½	69½	68½	69	68½	68
Do. iss. to H. & St. J. R.	90	----	----	----	----	----
North Carolina 6s	60½	60½	----	----	----	----
Ohio 6s, 1881	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	62½	62	63½
Virginia 6s	66½	66	----	----	----	----
Railroad Shares:—						
Buffalo & State Line	----	195	----	----	----	----
Chicago & Alton	76½	----	----	77	71	64
" " pref.	93	----	93	92½	91	89
Chicago, Burl. & Q.	----	----	----	113	113	113
Chic. & Northwest'n.	33	33	31½	30½	30	29½
Chicago & Rock Isl.	102	102	100	98	96	97
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg.	94	94	90½	88	84	85½
Clev. and Toledo	111½	112	----	109½	108	111½
Del., Lack. & West.	----	----	----	165	----	----
Galena and Chicago.	105½	105	103½	102	99	102
Hudson River	133½	----	132	131½	129	125
Illinois Centr. (scrip)	111	111½	110	107	103	100
Michigan Central	118½	----	----	116½	116	112
M. S. and N. I.	78½	79½	77½	75½	72	72
M. S. & N. I. guar'd.	116½	118½	115	114½	112	113½
Mil. and P. du Chien	50	50	----	46	45	44
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	----	----	----	75
New York Central	123½	123	121½	120	118½	118½
Erie	97½	97½	97	96	93	93
Erie pref.	106	106½	----	104½	102½	103
Norwich & Worcest'r	----	92	92	92	----	89½
N. York & Harlem	104½	106½	104	101½	98	89
N. Y. & H. "pref."	106½	108½	----	----	----	95
Panama	----	----	----	189½	189	189
Phila. and Reading	111½	112½	110	108	106	104½
Pitts. Ft. W. & Chicago	76	75½	73	71½	71	70
St. L., Alton & T. H.	49½	48	47½	45	42½	44
" " " pref.	80	----	78½	----	74	69
Toledo & Wabash	----	81	----	----	----	----
" " Pref.	----	----	----	----	----	80
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	108	----	----	----	----	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	98	----	----
Chic. & N. W. 1st M.	----	89	----	87	----	----
" " 2d M.	63	63½	----	60	59	57
" " S. F.	----	----	----	106	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	96	----	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" "G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	101	----	----	----	----
" 4 M.	----	88	87	----	----	----
Cl. & Tol. S. F. 7 p. c.	----	----	----	112	112	----
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	----
Chi. & R. I. 1st M. '70.	112	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-5.	----	----	----	----	----	----
" 2 M. 8p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	----
" 2 M. 7p. c. '75	----	----	112	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds.	----	----	----	----	----	----
Huds. R. 1 M. 7p. c. '69.	117½	----	----	----	116	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7p. c. '75	123	123	122	----	120	----
" conv. bonds	----	----	----	----	----	----
Illinois Central bonds	120	120	----	120	----	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	107	108	----	----	107	----
Mich. Cen. S. F. 8p. c. '82	----	----	122	----	121	----
" conv. 8p. c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	110	----	109	109½
" " 2 M.	----	----	----	----	----	101½
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. Central 7s, 1864.	----	----	----	----	----	----
" 7s, S. F. 1876.	----	----	----	----	----	----
" 7s, conv. 1876.	----	----	----	----	----	----
" 6s, S. F. 1883.	----	----	109	----	----	107½
N. Y. & E. 1 M. 7p. c. '67	----	----	----	----	----	----
" 2 M. 7p. c. '79	----	----	----	----	----	----
" 3 M. 7p. c. '83	113½	113	----	----	112½	----
" 4 M. 7p. c. '80	109	----	----	----	----	----
" 5 M. 7p. c. '88	----	----	105x	105	----	----
N. Y. & H. 1 M. 7p. c. '73	----	----	----	113½	----	----
" 2 M. 7p. c. '64	103½	103½	----	----	----	----
" 3 M. 7p. c. '67	----	----	----	----	105	103
Pitts., Ft. W. & Ch. 1 M.	108	----	----	----	108	108½
" " " 2d M.	104	----	----	85	85	----
" " " 3d M.	----	----	----	----	----	----
St. L., Alt. & T. H. 1 M.	----	----	----	----	----	----
" " 2 M. pref.	94	----	93	----	92	----
" " Inc. b'ds.	----	----	85	----	81	----
Toledo & Wab. 1 M.	106	----	----	----	----	----
" " 2 M.	----	----	----	----	----	90½
" " Int. b'ds.	----	----	----	----	----	----
Miscellaneous:—						
Del. & Hud. Canal	144	----	----	----	140	137
Penn'a Coal Co.	138	----	----	----	----	136
Pacific Mail S. S. Co.	184½	185	184	183½	182	180½

New York Stock Exchange.

Actual Sale Prices for the week ending June 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
Federal Stocks:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	99½	----	----	----	----	----
U. S. 5s, 1865	106	----	----	----	----	----
U. S. 6s, 1881, reg.	104	104	----	104½	104½	----
U. S. 6s, 1881, coup.	108½	108½	108½	108	108½	108½
U. S. 6s, '81, O. W. L. y.	----	----	----	107½	----	----
U. S. 6s, 1881, " ½ y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	103	103½	----
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	101½	101½	101½	101½	----	
U. S. 6s, " " new 99	99	99	99	98½	98⅞	
U. S. 6s, 5-20s, coupon	----	----	----	100½	----	100⅛
Treasury 7 3-10 Notes	107½	107	107	106½	107½	
U. S. Demand Notes	----	----	----	----	----	----
American Gold	146	146	145½	143	142½	140½

Boston Stock Exchange.

Actual Sale Prices for the week ending June 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	127	----	----	----	126½	126½
Boston and Providence	135	----	----	----	----	----
Boston and Worcest.	140½	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	112½	----	112	----	110	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	116	----	116	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	117	----	----	116	116½	----
Northern, N. H.	70	70	----	----	70	----
Old Colony and Fall R.	134½	135	----	----	136	136
Ph., Wil. & Baltimore	71½	71½	----	----	71½	----
Portl'd, Saco & Ports.	----	----	----	----	111½	----
Vermont & Canada	----	150	----	----	----	----
Vermont & Mass.	38	38	----	37½	37	----
Western	----	----	150½	----	----	----
Cambridge (Horse)	125	----	----	----	----	----
Metropolitan "	----	----	----	----	71½	72½
Middlesex "	111½	111	----	110	110	108
Central Copper Co.	52	----	52	51	----	48
Franklin Copper Co.	53	57½	57	57	----	57
Isle Royale "	----	----	----	----	23½	23
National "	29½	----	----	----	----	29½
Minnesota "	----	----	106½	107	----	104
Pewabic "	----	67	67	67	67	----
Pittsburg "	----	----	85½	----	----	----
Quincy "	90	----	----	88½	89	88½
Rockland "	23½	----	23½	23½	23½	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.
Beaver Meadow	75	----	----	----	----	----
Cattawissa	----	----	----	----	----	7½
" preferred	----	24½	----	----	23½	23½
Camden & Amboy	----	----	170	----	----	----
" " 6s, '67	----	----	----	----	----	106
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89-104½	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	53½	53½	----	54	----
" " 7s	----	----	----	----	----	112½
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" 6s	----	----	----	----	109	----
" " scrip	----	45½	45½	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	50½	50½	----	49½
" " 7s	----	----	----	----	----	----
Long Island	----	----	37½	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	65½	65½	----	65½	65½	65
North Pennsylvania	15½	15	15½	15½	15	14½
" 6s	95½	----	----	----	----	94½
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	68½	67½	67½	67½	66½	----
" 1st m.	----	114	----	----	----	114
" 2d m.	----	----	108	----	----	108
Penn. State, 5s	102	102½	103	103	103	103
" " 5s, coupon	105	105	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	105	----	----	105	105	105
" " new	108½	108½	108½	108½	108½	----
Philad., Germ. & Nor.	----	59	----	----	59½	----
Phila. & Reading	56	56½	56½	55½	54½	53½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	106½	----	106½	----	----	----
Philadelphia & Erie	25½	26	26	25½	25½	----
" " 6s	106	----	106	106	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Arch street, (Horse)	27½	----	27½	27	26½	24½
Chestnut & Wal. "	58	----	----	----	----	----
Girard College, "	----	----	----	----	29½	29
Green & Coates, "	----	----	----	----	44½	----
Race and Vine, "	12	----	----	12	12	----
2d and 3d streets, "	----	----	----	80	----	----
Spruce & Pine, "	16½	----	----	----	16½	16½
13th & 15th sts., "	----	----	----	----	----	----
West Philad., "	----	----	----	----	67	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 8.

	Tu.2	W.3.	Th.4.	F.5.	Sat.6.	M.8.
Baltimore City 6s, 1875	----	----	----	----	----	107½
" " 1886-109	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890-110½	----	----	----	108	108½	----
Balt. and Ohio	83½	83½	82½	83	83	
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85-103½	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " '95	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 26th May:

Maryland 6s	74	to	76
United States 5s, 1874	59	"	61
Virginia State 5s	49	"	51
Do. 6 per cent.	43	"	44
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	74½	"	75½
Do., Pennsylvania do. do.	70½	"	71½
Erie shares, $100 (all paid)	55	"	56
Do., 7s, preference	64	"	65
Do., 7s, 1st mort., 1867	73	"	78
Do., 7s, 2d mort., 1859	73	"	78
Do., 7s, 3d mort., 1883	70	"	72
Do., 7s, 4th mort. x. c.	65	"	70
Do., 7s, 5th mort.	63	"	68
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	73	"	76
Do. do. $100 shares, $90 paid, dis.	36½	"	38½
Do. do. $100 shares, all paid	54½	"	55½
Michigan Central 8s, Convertible, 1869	73	"	78
Do. do. S. F. 1st mort., do., '82. x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	28	"	32
New York Central 6s, S. F., 1883	70	"	75
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	70	"	75
Do. do. $100 shares	68	"	72
Panama, 1st mortgage 7s, 1865	101	"	108
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	85	"	86
Do. $50 shares	37	"	39
Philadelphia and Reading, $50 shares	26	"	28

American Railroad Journal.

Saturday, June 13, 1863.

Stock Exchange and Money Market.

The activity in the Stock Market has been of a down hill character since our last issue. A panic was almost at hand, when gold went down on Tuesday to 142 and few takers, and exchange was languid after dropping from 1 to 2 per cent. on recent prices. It is said the bears have preponderated under the influence of our successes in Louisiana and on the Mississippi, having for the nonce found it to their advantage to rejoice at our victories and to growl over our defeats. The bulls who have been really the best friends of the Government, find they can toss nothing higher than it has already gone, and will be obliged to alter their tactics, in conformity with the events which are reducing values to a peace standard. Harlem fell in a few minutes full ten per cent. on Tuesday last, and those parties who bought in at 112 find little profit on their speculations. It is utterly impossible for this stock to retain its present rates, unless the company succeed in laying down its rails through Madison Avenue to the Central Park, through Broadway to the Bowling Green, unite with the Housatonic at Kent, and extend its lines from Chatham to Albany, and cross the bridge to that city.

Without these improvements no dividends may be expected for years to come. Many other really valuable stocks sympathized with the tone of the market, as will be seen by reference to our tables. In the meantime the Treasury is growing stronger. It has become quite a passion to invest in Government securities, under the general belief

that they are the strongest in the market, and the farthest from insecurity in the end. The interest is regularly paid in gold, while the dividends on all other investments are paid in paper, at nearly fifty per cent. discount. This fact, has no doubt, much to do in deciding the public to prefer the 5 20's and Government certificates. The balance in the Treasury on the 1st of July will be about thirty millions of dollars. A general impression prevails abroad, that the North is to be finally successful. The *London Times* complains bitterly of the North for continuing to be prosperous and cheerful, and the *London Daily News*, which has in its issue of May 19th, a long and carefully written editorial on "The Situation," concludes with this remark. "Upon the whole, therefore, it appears that so far from the North having any reason for despondency, the result of the struggle has been distinctly in their favor, and is daily becoming more so." When the fall of Vicksburg and Port Hudson shall have been announced, it will clearly be perceived abroad as is now well understood amongst ourselves, (we use the words of the *London Daily News* in the article already quoted,) that "the only States which now remain in the undisputed possession of the Confederates are the two Carolinas, Georgia and Alabama."

Another element is commercially working in our favor. Cotton is no longer king, and being dethroned is become a loyal subject of the Union. The number of bales already arrived at New Orleans since the expedition of Banks, is upwards of 10,000, and the arrivals are at the rate of five and six hundred per day. It is also ascertained that parcels in various places have been secreted, in some amounting to six thousand, which are awaiting a favorable opportunity to reach the same port. A large number of vessels loaded with the article have also been recently captured by our cruisers; forty-three vessels having fallen into their power within the last month. Such operations must tell strongly on the approaching result.

The Chicago Ship Canal Convention adjourned without practically effecting anything of the least value. The project of widening and deepening the Erie Canal was actually smothered under the load of other propositions of less cost and equal plausibility. Certainly a canal around Niagara Falls, which can be cut within a short time, and at a very moderate expense, deserves a preference at this moment over every other. This will give almost free navigation between Chicago and Ogdensburg, and unlimited scope for the employment of large vessels. If to this, is added the enlargement of the Chambly and Champlaine Canals, we shall have a continuous navigation for large vessels between Chicago and New York. The lockage on the last named routes will be comparatively trifling, not requiring more than fourteen locks of ten feet lift. Our expressed preference of the route between Lakes Erie and Ontario by the way of the Tonawanda and the Eighteen mile Creek has called forth the criticisms of parties of influence residing on the Niagara river, who contend that Lewiston offers the best possible harbor for vessels passing through the proposed ship canal. We do not dispute this, but it is liable to the objection that it would expose our communications to the fire of land batteries on the British side, and to endless disputes as to jurisdiction. It would also facilitate smuggling, while the harbor at Eighteen mile Creek could never be endangered by an enemy's fortifications. Any attack on it would have to be made by shipping, which we could resist by fortifications as well as our own iron clads, and in either case we might reasonably count on being successful.

All the accounts of the Chicago assemblage concur in declaring it a complete failure, and when we know the machinery and the motives which were at work to bring it about, we are not surprised at the result.

We now think the friends of the two projects we favor, should call a convention at Albany to take steps to promote them, and bring them before the next Legislature. The State of New York is fully able to construct both the Niagara Falls and the Champlaine Ship Canals, and it is her true interest not to use, or even ask for a cent of the public money for the purpose. It would be a dangerous thing to have any canals within our own territory, owned even indirectly by the U. S. Government or any of the Western States. It would tend to perpetual disturbances, create a conflict of jurisdictions, and embroil us with the Western States. We are astonished that this view of the subject was passed over by the speakers at Chicago.

The Money Market is said to have been stringent the last week. We can well believe that speculators whose margins were decreasing every day might have felt a pinch, or those who were operating largely on a small capital, were in a tight place, but we imagine that money is not scarce, nor is likely to be for those who are engaged in regular or legitimate transactions.

The following statement shows the great extent of the navigation of the lakes. It is compiled from the Marine Register for 1863, just issued by the Board of Lake Underwriters:

Steamers	134
Propellers and tugs	253
Barques and barqueantines	191
Brigs and brigantines	79
Schooners	1,030
Sloops	14
Barges	60
Total	1,704

The Chemung Railroad Company have declared a dividend of 3 per cent.

The Trustees of the Illinois and Michigan Canal will pay a dividend of 5 per cent. on the principal of the registered canal bonds, at their office, No. 54 Fulton street, on July 1.

The State Treasurer of Michigan gives notice that State bonds, Nos. 1 to 50 inclusive, dated 1st July, 1858, will be paid on the 1st July at the Metropolitan Bank.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. Certificates, 39@35; Miss. and Mo., 27@20; do., L. G. bonds, 61@58; Detroit, Monroe and Toledo 1st mort., 104; Second Avenue R. R., 82; Rome and Watertown, 94; Illinois bonds, 1879, 109½; Illinois Central cancelled bonds scrip, 85; Wyoming V. Coal Co., 72; City 6s, 1876, 110; Canton Co., 34½@27; Cumberland Coal pref., 27½@25; American Coal Co., 65@61; Nicaragua Transit Co., 3½; Central American Transit Co., 46@38¾; Minnesota Mining Co., 107; N. J. Zinc, 100; Quicksilver, 44¾@40.

Boston.—Rutland and Burlington, 1c.; do., 1st mort., 65; do., 2d mort., 15; do., 3d mort., 6; Vermont Central 1st mort., 79; do., 2d mort., 21; Vermont and Mass. 6s, 104; Northern (Ogdensburg) 1st mort., 104; do., 2d mort., 30@½27; Cheshire, 44½; do., 6s, 104½; Grand Junction 1st mort., 76¼; Boston, Concord and Montreal 7s, 1865, 102½; Mad River and Lake Erie 7s, 1866, 51¼; South Shore, 15; Malden and Melrose, 31@20; Maine State 6s, 113; Rhode Island 6s, 111; Portland City 6s, 104½; Portsmouth 5s, 101; Boston 5s, 115; Bangor 6s, 105½; Fall River 5s, 100¼; Lawrence 5½s, 102¾; Acton Mining Co., 4¾; Chaudere, 37½c.; Copper Falls, 9¾; Hancock, 10; Huron, 18½; Mesnard, 12⅝; Petherick, 3; Pontiac, 6⅞; Wickam, 87½c.; Black River, 37½c.; Phœnix, 7⅞; Quartz Hill, 15½; South Side, 2⅜; Albany and Boston, 12¼; Canada, 1⅝; Superior, 10; Star, 3½; Columbian, 5⅛; Manhattan, 6¼; Northwestern, 5½; Toltec, 2¾; Winthrop, 3¼.

Philadelphia.—Morris Canal, 70; do., 1st mort., 107½; Union Canal, 2; do., pref., 4½; do., 6s, 25; Sch. Nav., 13¼; do., pref., 25¼; do., 6s, 1882, 88¼; do., 1872, 101; Susq. Canal, 15¼; do., 6s, 63½; Wyoming Canal, 24; Chesapeake and Delaware 6s, 101; City 5s, 96½; Allegheny Co. 6s, 84; Lehigh River, 64½; Reading 6s, 1843–'80, 110; H. & B. T., 22½; Camden and Atlantic, pref., 18; Baltimore City Passenger R. R., 15⅞; Cleveland and Mahoning 7s, 106; Ridge Avenue, 19; 5th and 6th streets, 62; 10th and 11th, 43½; 17th and 19th streets, 13¾.

Baltimore.—N. W. Va. stock, 10½; do., 3d mort., 26¼; Central Ohio do., 4th mort., 40. The quotations are: Balt. and Ohio, 82½@83; do., 6s, 1867, 105; do., 1875, 105; do., 1880, 104; do., 1885, 103¾; Northern Central, 40@43; do., bonds, 1885, 103¼@104; N. W. Va., 10½; do., 1st mort., 105½; do., 2d mort., 102¼; do., 3d mort., 24½@27½; Central Ohio 2d mort., 104¾@105½; do., 4th mort., 39@42; do., income 1857–'60, 27@30; Western Md., bonds, 83@85; do., guar., 105½; Maryland 6s, Ins., 114½; do., 1890, 116; Baltimore 6s, 1870, 106; do., 1875, 108½; do., 1886, 109; do., 1890, new, 109¾; do., old, 107@109; do., coupon, 108½@109½.

Galena and Chicago Railroad.

At a meeting of the Board of Directors of this company held at Chicago on the 4th inst., William H. Brown was elected President, and Orrington Lunt Vice President. The following compose the Executive Committee: Orrington Lunt, John Wentworth, Geo. Watson, and E. K. Rogers.

Hudson River Railroad.

At the recent annual meeting of the shareholders of this company the following board of directors was elected: Samuel Sloan, James Boorman, John David Wolfe, Edward Jones, William Kelly, D. Thomas Vail, M. H. Grinnell, Leonard W. Jerome, William R. Travers, Paul S Forbes, James T. Sanford, John M. Tobin, and Addison G. Jerome.

At a subsequent meeting of the new Board, Mr. Samuel Sloan was re-elected President and Mr. D. T. Vail, Vice-President. Mr. Boorman having declined to serve another term in the management, for reasons personal to himself, which he briefly stated to the Board, Mr. Francis Skiddy was made a Director to take his place.

The following resolutions of the Board, appre-

ciative of the past services of the President and Superintendent were unanimously adopted:

Resolved, That the thanks of the Board are eminently due and are hereby tendered to the Hon. Sam. Sloan, for his faithful and successful management of the finances of this Company, and for the untiring energy and devotion to its interests, exhibited in the general mangement of the operations of the road, to which we are largely indebted for our present prosperous condition.

Resolved, That the thanks of the Board are hereby tendered to Mr. A. F. Smith, Superintendent of the Road, for the exercise of his great mechanical skill in the service of the Company, and especially for his successful improvement in the mode of adapting wood-burning engines to the use of coal, and for his valuable improvements in coal-burning engines, whereby great savings have been effected to the Company.

Northern, N. H., Railroad.

The directors of this company chosen at the Annual Meeting on the 4th inst., consist of Onslow Stearns of Concord, John A. Burnham of Boston, George W. Nesmith of Franklin, Uriel Crocker of Boston, Josiah Minot of Concord, Joseph W. Clark, and George A. Kettell of Boston.

New York and New Haven Railroad.

The income of this company for the year ending March 31, 1863 was:

From passengers	$801,754 18
" freight	166,614 78
" mails, expresses, extra baggage, and interest on loans	68,068 81
	$1,036,437 77

And the expenses were:

Transportation expenses	$222,302 91	
Repairs of roadway, &c	109,535 84	
" " equipment	137,069 61	
Fuel, oil and waste	83,880 62	
Haulage by horse-power	29,552 60	
		582,341 58
Leaving, as earnings on transportat'n		$454,096 19

The resources of the year, and the disposition of the same, have been as follows, viz:

Cash on hand, April 1st, 1862	$118,643 28
Mortgage bonds, sold at par	110,000 00
Increase of accounts payable	73,276 45
Earnings on transportation business	454,096 19
	$756,015 92
Coupons for the year	$129,120 00
Loss, operating Canal road	20,349 34
Dividends paid during the year	360,000 00
Increase of materials on hand	2,257 14
Wharf extension at New Haven, less $600 received for gravel pit sold	183 66
Engine, baggage car, and 2 passenger cars less old engines and car sold in exchange	2,089 94
Cash on hand, April 1st, 1863	242,015 82
	$756,015 92

It will be observed that four dividends, of 3 per cent. each, were paid during the past year, up to April 1st, 1863; but of these, two were paid from the earnings of previous years. By the preceding Annual Report, it will be seen that one dividend was passed over that year, and a cash surplus therefor remained in hand of more than $60,000, which was soon after increased by the sale $110,000 of Mortgage Bonds, at par, disposed of to replace so much of the earnings of a former year (1860), used towards retiring an old issue of Bonds maturing at that time. The last two dividends paid were made from the earnings of the past year, still leaving sufficient means for one further dividend, which has been declared and paid since this Report was made up.

The result of the year's business, as by itself, is as follows, viz:

Earnings as above		$1,036,437 77
Expenses		582,341 58
Profits		$454,096 19
Canal road loss the year	$20,349 34	
Coupons payable	129,120 00	149,469 34
Leaving applicable to dividends		$304,626 85

The expenses amounted to 56 3-10ths per cent. of the Receipts, and the Earnings applicable to Dividends amounted to 10 1-6 per cent. nearly on the Capital Stock.

The improvement noticed in the last Annual Report, as then beginning to show itself, continued throughout the year; the largest increase being from the 1st of July last, and resulting in a gain of more than twenty-five per cent. over the previous year, and the largest business of the Company since its organization; while the per centage of expenses for the year, as will be noticed, is somewhat reduced from that of previous years. We are led to suppose, from present indications, that the volume of business may not be much disturbed the coming year; but, in this connection, it is proper to state that the passenger and dividend tax of three per cent., and the enlargement of State taxes on the increased valuation of the Stock of the Company, (now amounting, in all, to about $50,000 per annum more than heretofore), together with the rapid advance in materials used and labor required, necessarily increase our expenses, and may demand a correspouding increase in rates of traffic.

In conformity with the vote at your last annual meeting, the Board has disposed of $110,000 6 per cent. mortgage bonds, and thereby withdrawn this sum from the previous surplus earnings, making the same available for dividends. Under this action the present Bond Account of the Company now stands at $2,000,000, viz:

7 per cent Bonds due Dec. 1st, 1866	$912,000
6 " " Mortgage Bonds, due Oct. 1st, 1875	1,088,000
	$2,000,000

The litigations in relation to the fradulent stock issued by Robert Schuyler remain in very much the same condition as at the date of the last Report. The "Omnibus" suit is on the calender for the present May Term of the Supreme Court, and may perhaps be heard. A confident opinion is entertained by the Counsel of the Company, that the judgment confirming the separation of the spurious from the genuine stock will be affirmed. A considerable number of additional suits have been commenced in the Courts of New York and Connecticut, for damages by reason of alleged negligence, growing out of those frauds, but none of these have yet been brought to trial. The case of Woodruff & Henning against the Company, in the Superior Court in the City of New York, which directly involved that question, and in which it was decided, at the Special Term by Judge Woodruff and at the General Term before a full Bench, that the Company was not liable, has been appealed to the Court of Appeals by the plaintiffs; but owing to the crowded state of the Calendar of that Court, it has not yet been reached for argument. The Directors have no reason to doubt that the pending suits will be equally unsuccessful to the parties bringing them, with those already prosecuted.

The number of miles run by passenger trains during the year was 418,743; by freight trains, 97,024; by service trains, 3,043—total, 518,810. Number of passengers carried, 1,174,171; do carried one mile, 41,348,675. Tons of freight moved, 74,707; do., moved one mile, 4,429,874. Number of passenger trains, 6,372; average cars per train, 5½. Number of freight trains, 1,252; average cars per train 11½. Average weight of passenger trains loaded, 130 tons; do. freight trains, do., 175 tons. Average receipts per passenger per mile, 2.15 cents; per ton of freight, 4.09 cents. Of the passengers carried, 864,856 were local, and 309,315 to and from other roads; 579,959 were passengers over the Harlem railroad; 264,904 commuters over do.; and 329,308 passengers beyond do. Of the freight moved, 29,111 tons were local, and 45,596 tons to and from other roads.

The equipment consists of 28 locomotives; 74 passenger, 16 baggage and mail, and 317 freight cers—of which, 6 locomotives, 6 passenger, 3 mail and baggage, and about 150 freight cars are used to operate the Canal road.

The cost of fuel for running the trains the past year has been 14.43 cents per mile—or about 15 per cent more than for the preceding year. Tons of coal used, 8,450; cords of wood, 1,848; cords of kindlings, 801.

The number of miles run by engines on the Canal road, was 92,541. Tons of coal used, 234; cords of wood, 2,435; cords of kindlings, 38.

The earnings of the Canal road were $128,516 83, and the expenses, $148,866 17—loss $20,349 34. Last year the loss in operating this was $40,675 48.

Condensed Balance Sheet.

Railroad; including the Franchise, Right of Way, Grading, Masonry, Bridging, Fencing, Superstructure, Iron, Station-Houses, Shops, Fixtures, Furniture, Machinery, Engineering, Agencies, Interest, Discount on Bonds, &c. &c.		$4,643,832 84
Equipment; Locomotives, Tenders, Cars, &c		712,492 85
Real Estate, (including leases) in the cities of New York and New Haven		65,505 66
Materials; Lumber, Iron, Fuel, Oil, &c		90,515 17
Cash; in Banks and Offices		242,015 84
		$5,754,362 36
Capital Stock; 30,000 shares		$3,000,000 00
Bonds; due December 1st, 1866, with 7 per cent. coupons, payable on the first days of June and December in each year		912,000 00
Bonds; secured by mortgage, due Oct. 1st, 1875, with 5 per cent. coupons, payable on the first days of April and October in each year.		1,088,000 00
Profit and Loss; being the total surplus of Earnings not paid out in dividends, (but of which there has been expended for additional second track, new bridges, retiring bonds, new depots, &c. &c., the sum of $421,831 35)		622,995 22
Accounts Payable; being coupons due 1st of April, 1863, pay-rolls for March, balances due connecting roads, &c		131,367 14
		$5,754,362 36

Officers chosen May 8th 1863.

President—Justus R. Bulkley.

Directors—Justus R. Bulkley, George N. Miller, Abraham R. Van Nest, George B. Carhart, Wm. B. Astor, John Bradley, E. C. Scranton, John W. Leeds, Jonathan Godfrey.

Superintendent—James H. Hoyt.

Treasurer—William Bement.

Secretary—E. S. Abernethy.

Commerce of Buffalo.

On the 6th of June there arrived at that port sixteen steamers and sixty-five sailing vessels. On the same day there cleared eight steamers and fifty-two sailing vessels.

American Gold—Government Securities—Railroad Stocks.

Statement showing the daily fluctuations in the prices of American Gold Coin and Federal Securities at the New York Stock Exchange for May, 1863:

Day of Month.	American Gold Coin.	Demand Notes.	7 3/10 Treas. Bonds.	6 p.c. Coup. Bonds, '81.	Debt (old) Certific.
Fri. 1	150¼@151¼	....@....	106 @106¼	106¼@107	101¼@102
S. 2	149¼@150¼	....@....	106 @106¼	107 @107¼	101¼@102
M. 4	148¼@150	....@....	106¼@107¼	107¼@108	101¼@....
Tu. 5	148¼@151¼	....@....	106¼@107¼	107¼@108	....@....
W. 6	152¼@154	151¼@....	106¼@....	....@....	101¼@....
Th. 7	154¼@154¼	....@....	106 @107¼	107¼@108	101¼@....
Fri. 8	154¼@154¼	154 @....	106 @....	....@....	101¼@101¾
S. 9	149 @150¼	....@....	106¼@108	107¾@107¾	101¾@....
M. 11	148¼@149	....@....	106¾@107	107¾@107¾	102 @....
Tu. 12	148¼@149¼	....@....	106¾@107	107¼@108	101¼@....
W. 13	149¼@149¾	....@....	107 @107¼	107¼@....	101¼@102
Th. 14	149¼@150	....@....	106¼@107¼	107¼@....	101¼@101¾
Fri. 15	149¼@150	....@....	107 @....	107¼@....	....@....
S. 16	149¼@150¼	....@....	107 @107¼	107¼@....	102 @....
M. 18	149¼@150	....@....	107¼@107¼	107¼@107¼	101¾@101¾
Tu. 19	148¼@149¼	....@....	107¼@107¼	107¼@107¼	101¼@....
W. 20	148¼@149	....@....	107¼@107¼	107¼@....	101¼@....
Th. 21	148¼@150	....@....	107 @107¼	107¼@....	....@....
Fri. 22	148¼@149¼	....@152¼	106¼@....	107¼@107¼	....@....
S. 23	148¼@149¼	....@....	107 @107	107¼@107¼	102 @....
M. 25	145¾@146¼	....@151	107 @107¼	108 @....	102 @....
Tu. 26	143¼@145	....@....	107¼@....	108¼@108¾	101¾@102
W. 27	143¼@144¼	....@....	107 @108¼	108¼@108¾	101¼@....
Th. 28	143¼@143¾	....@....	107¼@107¾	108 @108¾	101¼@....
Fri. 29	144¼@145¼	....@....	107 @107¼	108 @108¾	101¼@....
S. 30	144¼@145¼	....@....	107¼@107¾	108¼@108¾	101¼@....
May	143¼@154¼	....@154	106 @108¾	106¾@108¾	101¼@102
April	145¼@157¾	151 @154¼	104 @107	104¼@106¾	99¾@102
March	139 @171¾	141 @171¾	104¼@107¼	100¼@105¾	98¼@100¾
Feb'y	152¼@172¼	151¼@171¼	101¼@105¼	93¼@102¼	94 @ 99
Jan'y	133¼@160¾	128 @165¾	100 @103¼	93¾@ 99	94¼@ 97¼

Comparison of prices of American Gold Coin, Federal and State Securities and Railroad and other Shares, based on sales at the New York Stock Exchange at the close of May, 1862 and 1863:

	1862.	1863.		1862.	1863.		1862.	1863.
American Gold	103¼	145	N. Y. Central R. R.	88¼	124	M. S. & N. Ind. R. R.	25¼	77
U.S. 6s, 1881, coup.	98¼	108¼	Erie R. R.	37¼	96¼	" " " guar.	57	116¼
U.S. 5s, 1874, coup.	89¾	99¼	" " pref.	64	105¼	Clev. & Pittsb. R. R.	22	95
U.S. 7 3/10 Treas. notes	102¼	107¼	Hudson River R. R.	44	134	Clev. & Toledo R. R.	44	114¼
U.S. D't Certif. (old)	99	102	Phil. & Read. R. R.	49	113	Gal. & Chic. R. R.	69	106
" " (new)	....	99¼	N. Y. & Harl. R. R.	14	109¼	Chic. & R. I. R. R.	63	103
Virginia 6s	56¾	66¼	" " " pref.	35¼	112	Chic., B. & Q. R. R.	73	115
Missouri 6s	52	71¼	Panama R. R.	132	188	Pacific Mail S. Ship.	112	186¼
Tennessee 6s	57¼	64	Mich. Cent. R. R.	62¼	117	Del. & Huds. Canal.	94	149¼
California 7s	90	128	Ill. Centr. R.R. scrip	62¼	110¼	Penn. Coal	81	139

The following table extends the comparison of the principal railroad stocks to their aggregate amounts—the 1st column showing the amount issued, the 2d and 3d columns the market (currency) value, and the 4th and 5th columns the market value reduced to gold value:

Stocks.	Amount issued.	Market (curr.) value. 1862.	Market (curr.) value. 1863.	Value in gold 1862.	Value in gold 1863.
N. Y. Central	$24,000,000	$21,240,000	$29,769,000	$20,521,690	$20,534,400
Erie	11,000,000	4,097,500	10,615,000	3,958,937	7,324,350
" preferred	8,535,700	5,462,848	9,005,635	5,278,114	6,213,888
Hudson River	8,758,466	3,853,725	11,736,344	3,723,381	8,098,077
N. Y. & Harlem	5,717,100	800,394	6,517,594	773,353	4,497,140
" " pref.	1,500,000	5,325,000	1,680,000	5,144,927	1,159,200
Phila. & Reading	10,869,000	5,320,910	12,290,670	5,140,966	8,480,562
Panama	5,000,000	6,600,000	9,400,000	6,376,811	6,486,000
Michigan Centr.	7,899,489	4,937,180	9,242,202	4,770,222	6,377,119
M. S. & N. Ind.	6,857,707	1,731,571	6,280,434	1,672,947	3,643,499
" " guar.	2,983,000	1,700,310	3,476,195	1,642,512	2,397,884
Illinois Central	15,277,500	9,548,437	17,589,125	9,225,507	12,122,696
Clev. & Pittsb'g	3,832,712	843,197	3,641,076	814,682	2,512,344
Clev. & Toledo	3,343,900	1,471,272	3,828,647	1,421,517	2,641,766
Galena & Chic.	6,028,400	4,159,596	6,890,104	4,018,927	4,409,172
Chic. & Rock I.	5,603,000	3,529,890	5,771,090	3,410,434	3,982,052
Chic., B. & Qu'cy	4,791,510	3,497,802	5,510,236	3,379,519	3,802,062
January	$126,898,114	$70,053,398	$124,974,331	$67,776,662	$77,796,526
February	126,898,114	71,593,512	123,049,412	70,918,454	71,544,643
March	126,898,114	71,063,318	120,378,926	69,841,029	80,249,284
April	126,898,114	74,833,454	136,987,573	73,008,248	91,325,049
May	126,898,114	84,119,632	151,713,352	81,275,007	104,682,211
Movement Jan. to Feb. total		+1,510,114	—1,924,919	+2,241,792	—6,251,883
" Feb. to March "		—530,194	—3,675,486	—1,077,425	+8,704,641
" Mar. to April "		+3,770,136	+16,613,647	—3,167,219	+11,075,765
" April to May "		+9,286,179	+14,725,779	+8,266,759	+12,357,162
Movement Jan. to Feb. p. ct.		+2.19848	—1.54025	+3.30762	—8.03620
" Feb. to March "		—0.74056	—2.98700	—1.51924	+12.16533
" Mar. to April "		+5.30532	+13.80169	+4.53490	+13.80045
" April to May "		+12.40912	+10.74977	+11.32305	+13.53096
Movem't 1862 to 1863, Jan.		+54,920,993 = 78.39 p.ct.		+10,019,864 = 14.78 p.ct.	
" " " Feb.		+51,455,900 = 71.87 "		+1,526,189 = 2.18 "	
" " " March		+49,310,606 = 69.39 "		+10,408,255 = 14.90 "	
" " " April		+62,154,119 = 83.06 "		+18,316,801 = 25.09 "	
" " " May		+67,593,720 = 80.35 "		+23,497,904 = 28.89 "	

New York Canals.

The quantity of flour, wheat, corn and barley left at tide water, from the commencement of navigation to the 31st of May, inclusive, during the years 1862 and 1863, was as follows:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1862	127,000	4,520,800	1,323,300	301,901
1863	130,700	2,625,000	3,221,300	46,600
Inc	3,700	*1,895,200	1,900,500	*255,300

*Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide water this year, compared with the corresponding period of last year, shows a deficiency equal to 375,340 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide water, from the commencement of navigation, to and including the 31st of May, in the years indicated:

Canal open—	1861. May 1.	1862. May 1.	1863. May 1.
Flour, bbls	81,300	127,000	13,700
Wheat, bush	3,042,900	4,520,800	2,625,600
Corn	2,060,200	1,323,600	3,224,300
Barley	95,200	301,900	46,600
Oats	700,000	460,200	1,327,000
Rye	34,400	167,500	42,800
Beef, bbls	100	4,493	4,607
Pork	1,102	54,687	121,807
Bacon, lbs.	800	2,876,300	908,800
Butter	35,200	17,300	5,700
Lard	13,300	1,483,000	9,284,700
Cheese	91,900	326,400	325,700
Wool	4,400	.....	1,800

Report of the Commissioners of Emigration.

From the Report of the New York Commissioners of Emigration, made to the Legislature, we learn that the whole number of passengers landed during 1862 was 105,385. Of these, 29,097 were citizens, or persons not subject to bonds or commutation, and 76,306 were aliens from whom commutation was paid or bonds executed, showing an increase in alien emigrants of 10,777 over 1861, and being 28,856 less than in 1860, 3,016 less than in 1859, 2,283 less than in 1858, and 107,467 less than in 1857; while the proportion to the average of former years, since 1847, is much less than half. Of these emigrants, 32,217 were from Ireland, 27,740 from Germany, 7,975 from England, and 8,874 from other countries.

The number of destitute foreign emigrants landed at this port who were relieved, forwarded to their destination and furnished with employment during the last five years, is 16,558.

The whole number of inmates in the hospital and in the other department, during the year, was 3,247, being 1,832 less than in 1861, and 1,482 less than in the year preceding. The average weekly number at any one time was about 637. The net cost of support of the Emigrant Hospital and Refuge was $46,740 40, being $9,097 less than in 1861. $12,769 less than in 1860, $8,746 less than in 1859, $30,099 less than in 1858, and $62,701 less than in 1857, amounting to considerably less than one half the expense of that year, and one fourth the expenses in 1855, or in several preceding years.

The average yearly cost of support was about $72 44 a head, being about $10 78 per person more than in 1861, but $9 less than in 1860. Deducting salaries for doctors, officers, and other employees, it amounts to $48 13 for each indivi-

dual per annum. Of the 637 persons supported on Ward's Island, 375 were patients in the Hospital, and 262 were inmates of the Refuge Department. The entire cost last year was $1 39 a head per week.

On the 31st December, 1862, there remained 655 inmates against 716 at the same time in 1861.

The number receiving medical or surgical aid was 2,445 cases treated in the Hospital, against 6,147 in 1856, 6,893 in 1857, 5,067 in 1858, 3,668 in 1859, 3,864 in 1860, and 4,129 in 1861.

By comparison with former years, it is shown that the number of steamers landing passengers at Castle Garden has increased from 22, bringing 5,111 passengers in 1856, to 109, bringing 34,247 passengers in 1860; to 95, bringing 21,110 passengers in 1861, and to 100 steamers, bringing 25,843 passengers in 1862.

The number of persons who landed at Castle Garden was 81,458, arriving in 470 vessels, from 13 different ports.

None of these vessels were overcrowded with passengers, the average number in each vessel being 173. Of these, 38,312 reported their intended destination to be the State of New York; 7,599 Pennsylvania and New Jersey; 6,519 to New England; 2,333 to the Southern States; 19,819 the West; and 6,885 to Kansas, Nebraska, Canada, &c.

The receipts of the Commission during the year 1862 amounted to $174,354 29, includiog commutation money received from owners and consignees of vessels for alien passengers, $151,286; interest on $50,000 7 3-10 Treasury notes, with premium on gold added, $1,850 09; for rent of Castle Garden, $7,500; compromise of special bonds, $8,400 42, etc.

The aggregate expenses were $138,524 56. The balance remaining on hand January 7, 1863, was $17,744 78.

The indebtedness at the close of the year 1861 was $141,716 84, while at the close of the year 1862 it is $103,462 09.

The number of aliens arriving at this port since 1847, has been as follows:

Year.	Number.	Year.	Number.
1847	129,962	1855	136,328
1848	189,176	1856	142,342
1849	220,791	1857	183,773
1850	212,603	1858	78,589
1851	289,601	1859	79,322
1852	300,992	1860	105,162
1853	284,945	1861	65,529
1854	319,223	1862	76,306

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For Croton Falls—8.15 A. M., stopping at all stations.

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 P. M., stopping at all stations.

For White Plains, 6.15 P. M., from White Street Depot.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

For Williamsbridge—8.15, 10 A. M. 2.30, 4.10, 5, 6.15 and 8.30 P. M., stopping at all stations.

RETURNING WILL LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls, also Bedford, at White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—5 P. M., stopping at all stations.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M., stopping at all stations.

Williamsbridge—5.30 A. M. stopping at all stations.

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W. R. TRAVERS,
S. F. MASSETT.

Dated NEW YORK, May 1, 1863.

LIMITED PARTNERSHIP.

Notice is hereby given that the undersigned, JENKINS VAN SCHAICK, STEPHEN F. MASSETT, WILLIAM R. TRAVERS and GEORGE A. OSGOOD, all of whom reside in the city of New York, have this day formed a limited partnership pursuant to the provisions of the first title of the fourth chapter of the second part of the Revised Statutes of the State of New York, and the various acts of the Legislature amendatory thereof.

That the name of or firm under which the said partnership is to be conducted, is VAN SCHAICK & MASSETT.

That the general nature of the business to be transacted is the Stock Exchange and Brokerage business, and all financial transactions connected therewith, on commission. That the said JENKINS VAN SCHAICK and STEPHEN F. MASSETT are the general partners, and that the respective places of residence of the said general partners, are as hereinbefore stated, and the business of the said partnership is to be carried on in the City of New York. That each of the said special partners has contributed, as capital to the common stock of the said partnership, the sum of fifty thousand dollars. That the said co-partnership commences the first day of May, one thousand eight hundred and sixty-three, and will terminate on the first day of May, one thousand eight hundred and sixty-eight.—Dated NEW YORK, May 1, 1863.

JENKINS VAN SCHAICK,
STEPHEN F. MASSETT,
General Partners.
WILLIAM R. TRAVERS,
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4t19 Special Partners.

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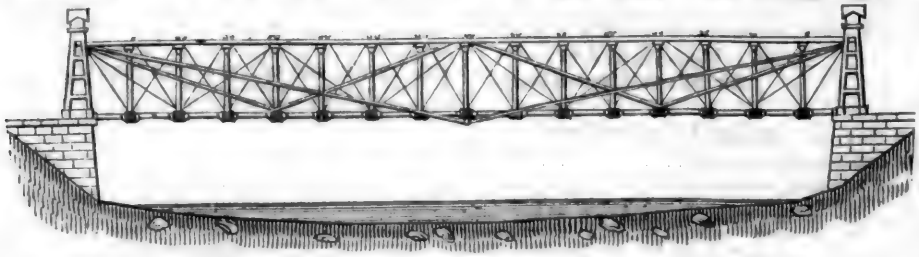
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Refer to Messrs. J. & J. Stuart & Co., Messrs. Harper & Bros., Hon. M. F. Odell, M. C.; Messrs. Barclay & Livingston, Messrs. John Trippett & Bro., New York and Liverpool.
Orders promptly executed by mail.

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BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

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34 WALL ST., N. Y.
DEALERS IN
GOVERNMENT SECURITIES & GOLD.
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ACCOUNTS of BANKS, BANKERS and OTHERS
Received on the most favorable terms.
Advances made on approved collaterals.

P. W. GALLAUDET,
NOTE BROKER,
No. 1 WALL ST., near Broadway.
Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
NEW YORK.

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BOUGHT AND SOLD ON COMMISSION.
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JOHN C. CAPP & SON,
Stock and Note Brokers,
No. 33 SOUTH THIRD STREET,
Directly opposite the Mechanics' Bank.
PHILADELPHIA.
STOCKS & BONDS BOUGHT AND SOLD
ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

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STOCK & BOND BROKER
AND AUCTIONEER,
No. 52 WILLIAM ST., (near Wall,)
NEW YORK.

☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, AMERICAN GOLD, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS as ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, **No. 52 WILLIAM STREET,** OR AT THE MERCHANTS' EXCHANGE SALES ROOM **No. 111 BROADWAY,** whenever desired.

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BANKERS,
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DEALERS IN
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AND NEGOTIATORS OF
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GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
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BOUGHT AND SOLD ON COMMISSION IN
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EDWARD KING,
(Late of the firm of JAMES G. KING'S SONS,)
OFFERS his services at the Board of Brokers for the purchase or sale of
STOCKS, BONDS AND
GOVERNMENT SECURITIES.
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BANKERS and BROKERS,
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STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.
In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.
You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

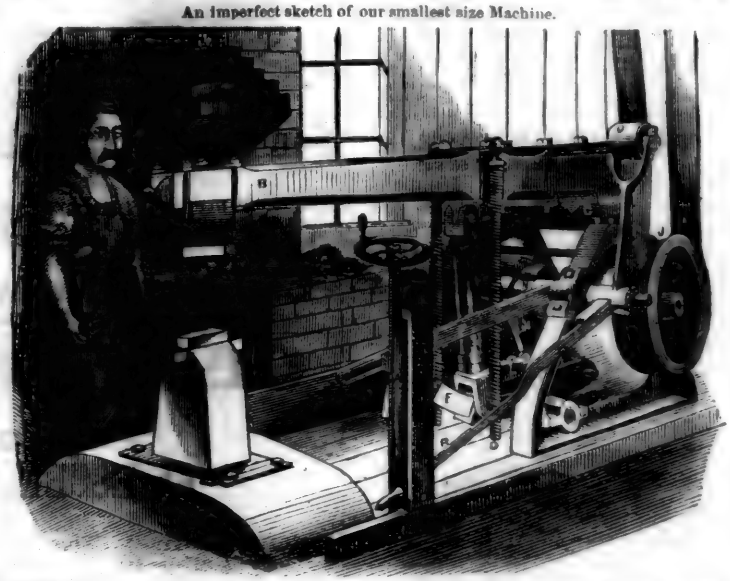
300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, 21 Nassau st., or by addressing

CHAS. W. WELSH,
Secretary.

AMES IRON WORKS,
OSWEGO, N. Y.,
SOLE AND EXCLUSIVE OWNERS AND MANUFACTURERS, UNDER PAYE'S PATENT.

An imperfect sketch of our smallest size Machine.



PAYE'S PATENT FORGE HAMMER. A HAMMER ADAPTED TO BOTH HEAVY AND LIGHT FORGINGS, with an adjustable stroke of from one inch to three feet. This hammer is adapted to both heavy and light forgings; the force of the blow being entirely at the will of the operator, and for all forgings under six inches, either round or square, is the best hammer now in use, and requires but one half the power used by every other hammer to do the same work. For an engraving and description of this hammer, see page 1, Vol. V (new series) of the SCIENTIFIC AMERICAN; some valuable improvements have, however, been since made. All communications should be addressed to H. M. Ames, Box 422, New York, or Ames Iron Works, Oswego, N. Y.

These hammers may be seen in operation at the Allaire, Neptune, Secor, Delamater, Fletcher & Harrison, Duncan & Crampton, Anderson & McLaren, Duhurst & Emerson, Charles T. Porter, all in New York City; Joseph Colwell, Jersey City; Wm. White, Newark, N. J.; Providence (R. I.) Tool Co.; Whiting & Wilcox, Knight's Point, Phila.; Mallory & Cottrell, Mystic, Conn.; J. Dillion, Rondout; James Horner & Co., Sing Sing; Henry Esler & Co., Brooklyn; James B. Eads, St. Louis, Mo.; Central Railroad Shop, Albany; Burlington, Quincy & Chicago Railroad Shop, Ames Iron Works, Oswego; M. Guinness, Albany; Sweet Brothers, Syracuse.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:



7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.
8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.
10.00 A. M., MAIL, for Buffalo and intermediate Stations.
4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.
7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

CHA'S MINOT, *Gen. Sup't.*

QUARTZ MILLS
OF THE MOST APPROVED KIND,
MANUFACTURED BY BURDON, HUBBARD & CO., 102 Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the BEST PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both **fine** and **coarse** gold.

RAILROAD IRON.
1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 7, 1862. 28 Beaver st.

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & CO.,
32 Cliff st.

RAILROAD IRON.
2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England or ex ship at ports in the United States

M. K. JESUP & COMP'Y.
44 Exchange Place.
New York, 1st June, 1863.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS.
70 Beaver st., New York.

RAILROAD IRON.
THE subscriber is prepared to sell AMERICAN and ENGLISH RAILROAD IRON, CHAIRS, SPIKES, CARS and LOCOMOTIVES, at the lowest market price, and securities taken in part payment.

R. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.

MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning

SUBSTITUTE FOR

CAR DUCK.

Kingman's Car Covering.

THIS is a kind of Elastic Mastic, a thick coating of which is applied to the top of the Car, and into it a heavy Burlap or Bagging is imbedded and thoroughly painted, thus making a covering VERY MUCH LIKE **CAR DUCK**, but at this time at half the cost. It is now successfully used by several New England Roads and Car builders. Directions and particulars sent when requested. This Mastic and Burlaps for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.

March, 1863.

FAIRBANK'S
SCALE WAREHOUSE,
REMOVED



FROM No. 189 BROADWAY, TO
No. 252 BROADWAY,
DIRECTLY OPPOSITE THE CITY HALL.

FOX LATHES.
F. W. BACON & CO.,
No. 28 PLATT, corner of GOLD ST.,
NEW YORK,

RESPECTFULLY ask attention to their stock of Machinists' and Brassfinishers' tools from the establishment of Messrs. GEO. H. FOX & Co., of Boston.

Nason's Patent Screw Chasing Lathe manufactured solely by the above firm is without a rival or substitute for the manufacture of Cocks, Valves, Hose Couplings, Steam and Gas Fittings, and general Brass Finishing.

They have and are constantly receiving from the same celebrated manufacturers, Chucks, and Slide Rests, Shafting, Pullies, Hangers, etc.

The Hangers manufactured by them are of the most approved kind. The bearing being suspended by a universal joint; its advantages over the rigid Hanger will be at once seen and appreciated by any mechanic. It is every way calculated for economy, being fitted with a patent box, which adjusts itself to the shaft, and they guarantee it to run SIX MONTHS WITHOUT REOILING, thereby saving labor, friction, oil, and the disagreeable and sometimes destructive effects of the dripping of oil from above.

ELEVATORS

For warehouses, manufactories, hotels, mechanics' shops, stores, or any other use where power Elevators are required; they guarantee all the safety that can be combined in any machine that is made. They are arranged with an improved apparatus, to hold the load in case the rope parts, which is unerring; also an invention of their own, to automatically arrest the descent of the load, if by any cause it should move downward is beyond the prescribed speed.

They also manufacture and are the exclusive licensees of Otis Tuft's Patent Elevator. The distinctive features are: the winding drum is driven by an endless screw—two or more ropes are used instead of one, thereby insuring more than double the safety—a peculiar mode of shipping the driving Belts, which insures it to stop at the required point. It operates without noise or jarring.

Belting, Belt Lacing, and Picket's Patent Belt Fastenings kept on hand and furnished to order. Steam and Water Gauges, Gauge Cocks, Packard's Patent Ratchet Drills.

ALL DESCRIPTIONS OF MILL WORK MADE TO ORDER.

BABBITT METAL.

Parties wanting Shafting, Elevators, or any other machinery, will be waited on by an experienced Engineer, their premises surveyed, plans and estimates made, machinery located, and the erection superintended when desired.

Having made this branch of Engineering a SPECIALITY the past ten years with uniform success, they confidently offer their services to those requiring such aid.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS**, etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address **HENRY RUTTAN,**
Coburg, Canada.



Semi-Steel Locomotive Tires, Fire-box & Tube Sheets,
AND BOILER PLATES.

TIRES—ROLLED, BLOCKED AND WELDED TO FIT ANY GIVEN DIAMETER OF CENTRE
PLATES—ROLLED AND CUT TO ANY PATTERN AND SIZE ORDERED.
ROLLED AND HAMMERED BARS, AXLES AND FORGINGS OF SAME METAL.

MANUFACTURED BY
CORNING, WINSLOW & CO.,
ALBANY IRON WORKS, TROY, N. Y.

SOLE AGENT,
GEORGE T. M. DAVIS,
47 EXCHANGE PLACE, N. Y.

CAST STEEL WORKS
OF
FRIED. KRUPP,
At ESSEN, in RHENISH PRUSSIA.

Patent Railway Tires, without a weld. **Axles, Cannon, Anchor-Flukes, Propeller Blades and Shafts. Cranked Axles and Shafts up to Twenty Tons weight.**

CAST STEEL IN BARS, BEST QUALITY,

Suitable for Axles, Shafts, Rolls, Tools, Dies, Needle and Music Wire, Fine Cutlery, etc.

KRUPP'S TIRES

ARE CHEAPER AT THEIR COST THAN IRON ONES GRATIS.
THEY WILL, WITHOUT TURNING, ENTIRELY OUTWEAR THE BEST IRON ONES.
WEAR UNIFORMLY, WITHOUT FLAT PLACES, OR LAMINATION.
ARE NOT AFFECTED BY EXTREME COLD.
MORE THAN SIXTY THOUSAND OF THESE TIRES HAVE BEEN SUPPLIED.

KRUPP'S AXLES

Possess similar advantages over Iron ones that the Tires do.

THOMAS PROSSER & SON, 28 Platt St., N. Y.
SOLE REPRESENTATIVES IN AMERICA.

NATIONAL WIRE WORKS,
WAREHOUSE, 63 Fulton st., N. Y.

WIRE & SHEET BRASS,
Locomotive Wire Cloth.
HOWARD & MORSE.



B. F. CORLIES & MACY,
No. 33 Nassau St., opposite the Post Office.

ACCOUNT BOOKS
On hand or made to order, at very low prices.

LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

HAMILTON E. TOWLE,
CIVIL AND MECHANICAL ENGINEER
OFFICE, { 156 BROADWAY, NEAR MAIDEN LANE, NEW YORK.

REFERENCES:
Hon. MOSES H. GRINNELL, New York. J. MUNROE & Co., Bankers, N. York and Paris. Hon. JOHN P. HALE, Washington. B. F. DELANO, U. S. Naval Constructor. G. J. F. BRYANT, Architect, Boston. J. W. EMERY, Pres. Cambridge Railroad.

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well paperred, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.

The above CEMENT is used in most of the fortifications building by government. 45

BOARDMAN'S
Patent Steam-Boilers

SAVE over 30 per cent. of the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.

H. BOARDMAN,
No. 84 Broadway, N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 25.] SATURDAY, JUNE 20, 1863. [WHOLE No. 1,418, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 20, 1863.

Rochester and Genesee Valley Railroad.

The annual meeting of the stockholders in this company was held at Rochester on the 12th inst., at which the following gentlemen were elected directors for the ensuing year: Nathaniel Marsh, John Arnott, Charles Minot, D. B. Eaton, John D. Cameron, A. S. Divin, Henry Martin, Charles G. Miller and Isaac Hills.

The city directors are: N. C. Bradstreet, H. S. Hebard, L. C. Spencer, and Philip Kirley.

The Board organized by electing Charles G. Miller President and John Arnott Vice President.

It appeared by the reports presented that for the year ending June 1st, the earnings of the road were $55,000 of which 48 per cent go to the company under the conditions of the lease making its receipts $26,436 80.

The receipts of the year were $24,509 32. The expenditure $23,668 66.

There has been a steady increase in the earnings of this road. Last year the total was $43,956 52.

The Treasurer Mr. Hills, states that there are $5,000 due the company, which will nearly pay off the existing debt. It has the annual interest to pay on bonds for $150,000, but no other debt.

The lease of the road has been transferred from the Buffalo, New York and Erie Company to the Erie Railroad Company, and the latter now operate it in connection with that road.

Sandusky, Mansfield and Newark Railroad.

At a special meeting of the Directors of this road, held in Sandusky, on the 9th inst., C. L. Boalt, was elected President, and J. H. Stewart, Superintendent. The *Register* says: "Mr. Boalt has had considerable experience in railroading, and is understood not only to be thoroughly posted in the project which occupied Mr. Durbin at the time of his death, but to be altogether favorable to its consummation. Mr. Stewart has been for some time the excellent Assistant Superintendent of the road, and is therefore fully qualified for the performance of the duties of his new position. Under this partially new administration, we hope for an enlarged and constantly increasing prosperity."

Illinois Central Railroad.

The earnings of this road for the last eight months—from October 1st, 1862, to May 31st, 1862, to May 31st, 1863—show an extraordinary increase over the corresponding months of 1861-2. Within the period named, the earnings of the traffic department have amounted to $2,526,230; in the same months of the previous year, $1,767,441; increase $768,810. The sales of land since October 1st, 1862, amount to $1,174,961, and the collections to $719,717. In the period of eight months, commencing October 1st, 1861, the sales of land were $712,440, and the collections $181,098, from which figures we find there has been an increase of $462,521 in sales, and $528,619 in collections.

Boston, Hartford and Erie Railroad.

The Connecticut House of Representatives has passed a bill incorporating the Boston, Hartford and Erie Railroad Company. The bill, says the Hartford *Press*, is a very important one, providing for a through line of Railroad from Boston, via Thompson, Willimantic, Hartford and Waterbury, to Fishkill, connecting with the Erie Railroad. The capital is to be $10,000,000, with the privilege of increasing to $15,000,000. The company may buy up any or all the lines of railroad on the route, absorbing all in one great company. The company is also bound to organize and expend $2,000,000 in construction before July 4, 1866, or forfeit its charter.

Portland, Saco and Portsmouth Railroad.

The annual meeting of this corporation was held at North Berwick, Me., on the 6th inst. The report of the directors for the year ending May 31, 1863, was presented, read and accepted. It shows the earnings the past year to have largely increased over those of the preceding year, while the expense has not proportionately been increased. The income from all sources was $283,196,791, and the expenditures, including dividends and taxes, $205,703.48, leaving a surplus of $77,492 31. The road is in excellent condition, as are all the appointments, and the expenses required the coming year will be heavier than last on account of the higher prices of labor and material.

The subject of the payment of dividends to the stockholders in gold or silver coin of the currency of the United States, as stipulated in the contract of lease with the Eastern and Boston and Maine Roads, was, after some discussion, referred to a committee, with direction to investigate the matter and report to the Directors.

The directors elected are: Ichabod Goodwin, George M. Browne, I. M. Spelman, Charles E. Barrett, Nathaniel Hooper, Edward P. Bancroft, George W. Burleigh.

☞ The sale of the Minehill and Schuylkill Haven and Lehigh River Railroad to the Reading Railroad, has been ratified by the stockholders in both Company's. The Miner's *Journal* says: "All the stockholders in the Minehill Railroad Company can exchange their stock at the rate of $66⅔ per share in the bonds of the Reading Railroad Company, to run fifty years, and in the Schuylkill Navigation Boat Loan Trust, in the following proportions—$59⅔ in the bonds of the railroad company, and $7 in the bonds of the Boat Loan Trust. The stockholders in the Schuylkill Haven and Lehigh River Railroad, who have paid up their stock, have the option of having it converted as above, or $10 per share returned to them in cash and the balance of $10 per share convertible into the above mentioned bonds in the same proportions, at the rate of $26⅔ per share. As the stock and bonds of the Reading Railroad Company are considerably above par, the stockholders of these companies cannot do better than to avail themselves of this offer. This arrangement will put nearly one and a half millions of dollars into the pockets of the stockhold-

ers of these two companies; and under all the circumstances we consider it an excellent purchase so far as the interests of the Reading Railroad Company are concerned."

Philadelphia, Wilmington and Baltimore Railroad.

We have received the report of this company for the fiscal year ending October 31, 1862, which was presented at the annual meeting of the company held at Wilmington, Del., on the 12th of January last. The gross earnings of the road during the year were:

From passengers		$1,645,024 83
" freight and express		506,350 25
" rents		16,268 04
" mails and miscellaneous		55,936 62
		$2,223,579 74
Add earnings of New Castle and Frenchtown line		27,282 81
Total for both roads		$2,250,862 55
The expenses were:		
Repairs of road	$154,319 68	
" bridges	16,430 42	
" locomotives	29,653 14	
" cars	24,509 49	
" buildings, etc.	16,452 59	
Passenger department	101,683 44	
Freight "	89,052 29	
Ferries	25,587 25	
Wood and coal	55,815 49	
Oil, waste, etc	9,763 65	
Taxes and insurance	15,006 20	
Office exp., salaries, etc.	37,094 30	
Switchmen, watchmen, etc.	18,873 31	
Telegraph	9,676 08	
Rents	6,491 18	
Law expenses	5,486 09	
Casualties, gratuities, etc.	11,570 18	
Miscellaneous	22,355 83	
New work, as below	325,636 76	
Operating New Castle & Frenchtown line	16,993 13	
Taxes and bonus to the State of Delaware and Newcastle County	11,000 00	
Add loss in operating Delaware railroad	23,438 49	
		1,026,387 99
		$1,224,474 56
Interest on bonded debt, ground rents, etc., less interest received		143,479 39
Leaving net revenue		$1,080,995 17
From this two dividends have been paid:		
One in April of 4 per ct.	$224,000 00	
One in October of 5 per cent. and National tax	289,639 17	
		513,639 17
Leaving		$567,356 00
Appropriations to Sinking Fund		43,666 67
Leaving an actual surplus of		$523,689 33

A considerable portion of this surplus is due from the United States Government.

A comparison of the past with the preceding year, shows an increase in the gross earnings of both roads of $733,877 74; with an increase in expenditures of $328,366 37—making the increase in net revenue $405,511 37. It also shows a net result after dividend of $253,872 20 more than in 1861, besides an excess of $228,592 14 in improvements, or a total result of $482,464 34 in surplus and improvements more than in 1861.

Besides the ordinary operating expenses, the following amounts have been expended for substantial additions to the means and the value of the road:

15.062 miles of double track and additional track, costing, with grading and masonry	$126,611 29
7 new locomotives	63,793 76
2 new mail passenger cars	3,042 82
136 new freight and market cars	77,527 83
New stations, buildings, etc	33,033 25
Susquehanna bridge	6,016 06
Addition to depot land on 16th street Philadelphia	15,611 76
Total	$325,636 76

The number of miles run by locomotives during the year burning coal was 446,144; do., burning wood, 136,471—total, 582,615, against 439,780 in 1861, an increase of 142,835. The cost of new work and improvements per mile run by locomotives has been 55.9 per cent. The ratio of expenditures to earnings has been only 43.8 per cent. The ratio of expenditures for additions and improvements, to earnings, was 14.6 per cent. deduct this from the whole expenditures, and it leaves a ratio of 29.10 per cent only for operating expenses. The year which this report embraces shows the largest amount of work ever done on the road. Much of this work was done for the government at reduced rates, the trains earning money only in one direction. Had the business been equal in both directions, the ratio of expenses would have been much smaller and the net earnings much larger.

The following will show the items of new work and renewals on the road, and the position of the same:

At Baltimore a new platform and roof has been attached to the south side of the depot. At Edgewood, a new passenger platform has been built; and at Magnolia, the old one thoroughly repaired. Both the Bush and Gunpowder bridges have been repaired; at Gunpowder, the draw, which was burned in 1861, has been rebuilt. At Perryville and Havre-de-Grace ferry, the drops on both sides of the river have been entirely rebuilt and strengthened by the use of iron plates between chord timbers, and increase of size of both timbers and truss rods. The dock at Havre-de-Grace has been put in thorough repair, and a new passenger platform built outside of the old depot. At Iron Hill, the road bridge has been rebuilt. New platforms required by second track have been built at Newport, and the necessary repairs made to the old ones. The road bridge at Strand's Crossing has been rebuilt. The old engine house at Wilmington has been taken down, and a new and much larger one constructed, of a capacity for 21 engines, exclusive of two stalls to be used for a boiler shop. An iron turntable is attached, and also a building to be used as an oil room, pattern room and tool house for road department. A wharf has also been built, including a dock for loading timber; also, a new frame car house, having two tracks 300 feet in length. Arches have been placed in all three spans of Brandywine bridge, and the draw pier rebuilt. The Shellport bridge has been entirely rebuilt, and the trestles extended for the second track. Marcus Hook bridge has been temporiarily rebuilt by trestle work. The Chester road bridge at Thurlow, has been rebuilt, and the farm bridge below removed. Span No. 1 of the Darby bridge has been shortened two pannels by building a new abutment at the line of river dike and a culvert on the inside; span No. 2, strengthened by arches, and the draw span entirely rebuilt. The east end of the railroad draw of Gray's Ferry bridge has been entirely rebuilt, and all necessary repairs made to the railroad side of the bridge. A frame house for six engines has been added to the old engine house at Broad and Prime streets, Philadelphia, and a frame freight house built north of the passenger depot. A new iron turntable has been placed and an entire new arrangement of yard tracks commenced. A new freight platform on the wharf at Southwark, south of the passenger depot, and the freight house extended about 15 feet. About 15 miles of second track have been laid, and nearly 26 miles of main track renewed. All culverts between Gray's Ferry and Darby bridge have been extended and repaired as required for the double track, and the necessary additional platforms have been built at Bell road and Gazaretto.

From the foregoing it may be inferred that the road and its fixtures have not been allowed to depreciate. The old road is presented to the stockholders, this year, in all respects as good and efficient as last year, besides all the substantial and valuable additions made during the year—all of which has been done out of the earnings.

There remains, however, much to be done in the future, if the business of the road continues to be nearly what it is now. Among the work to be done may be enumerated a double track to be continued to, and a bridge across, the Susquehanna river; eight or ten miles of double track between the Susquehanna river and Baltimore; extension of depots at Baltimore; a new freight house and engine house, and extensive additional yard tracks at Philadelphia; besides this company's proportion of new through passenger, mail and baggage cars between New York and Washington. When these additions are made, there can be no more efficient and better equipped road in the country than this, and the route of which this a part, between, New York and Washington, with the improvements proposed on this and the other roads, can defy all competition.

The contract system, which has been in operation on this road for several years, and resulted in great saving in expenses has been given up for this year in most of the departments, because the prices of the principal articles used in operating the road has so rapidly increased, and were so uncertain as to the future, that it was deemed more for the interest of the company to take the risk of future prices, than to pay an amount for the service by contract which would cover all the risks that the contractors would be liable to. When the prices of materials and labor again assume a permanent shape, the contract system should again be resorted to.

The railroad, now being laid between the depot of this company, on Broad and Prime streets, Philadelphia, and the Philadelphia and Trenton station at Kensington, will, when completed, enable the same cars to traverse the entire route between New York and Washington, and thus many of the discomforts now incident to the route will be done away with. The Junction railroad, however, now being constructed on the west bank of the Schuylkill, will, when built, furnish a ready means of connecting this road with the Philadelphia and Trenton railroad by steam power, passing as it

will, around the city, and remote from or under its principal thoroughfares. This will undoubtedly supersede all other modes of transfer from one road to the other, and make that part of the route which has always been dreaded by the traveller, as pleasant and expeditious as any other portion of the line.

The company have 37 engines, (8 of which are in use on the New Castle and Wilmington, New Castle and Frenchtown, Delaware, Eastern Shore, and Junction and Breakwater railroad); 74 first class, and 8 second class passenger cars, 2 sleeping cars, 18 baggage, 7 platform cars for crates, 1 paymaster's and 5 express cars—making the total in the passenger department, 110; in freight department, 630; in road department, 61—total, 801.

Number of passengers carried, 854,498; of which 629,110 were local, and 225,388 through. Number carried one mile, 43,573,777; of which 21,485,753 were local, and 22,088,024 through. Tons of freight carried, 175,972; of which 105,452 were local, and 70,520 through. Tons carried one mile, 12,163,451; of which, 5,252,477 were local and 6,910,974 through. Of the through tonnage, 16,684 were carried northwardly and 53,835 southwardly. Of the local tonnage, 37,947 were carried northwardly and 67,505, southwardly. The passenger travel, both local and through, were more equally divided.

The following is a condensed statement of the financial condition of the company at the close of the fiscal year, October 1, 1862:

Cost of railroad		$6,744,316 15
Port Deposit branch railroad		110,914 70
Terminus on the Delaware		76,400 06
Stock owned by the Company		744,425 00
Real estate for use of the road		48,293 79
Assets, viz:		
Real estate, valued at	$205,650 00	
Bonds purchased in anticipation for sinking fund	95,981 88	
Do., held by the Co.	199,000 00	
Stocks and other securities at cost	351,129 00	
Agents' balances	52,540 46	
Sundry balances	157,914 94	
Due from other roads	80,139 32	
Transportation of troops, supplies, etc.	267,107 44	
Post office department	5,861 24	
Bills receivable	102,435 18	
Materials on hand, including wood lands	78,003 16	
Cash	128,090 50	
		1,723,853 12
Advances to other roads leased by this company		60,202 89
		$9,508,405 71
Capital stock		$5,620,500 00
Mortgage loan		2,490,500 00
Improvements bonds		88,500 00
Ground rents		20,000 00
Sinking fund for mortgage loan—10 months' proportion		36,666 67
Current liabilities		238,042 22
Balance to credit of revenue		1,014,196 82
		$9,508,405 71

The officers and directors elected for 1863, are:

President—SAMUEL M. FELTON.

Directors—Moncure Robinson, Wm. Lyttleton Savage, John A. Duncan, Jesse Lane, Joseph Bringhurst, Frederick A. Curtis, John C. Groome, J. I. Cohen, Jr., Thomas Kelso, Columbus O'Donnell, Enoch Pratt, Thomas Donaldson, Wm. W. Corcoran, Nathaniel Thayer.

Secretary and Treasurer—ALFRED HORNER.

Connecticut River Railroad.

The earnings of this road for the years ending November 30, 1861 and 1862 have been as follows:

	1861.	1862.
From passengers	$121,832 60	$139,330 91
" freight	116,979 34	117,053 13
" mails	6,254 10	6,082 49
" express	3,650 00	3,582 29
" rents	2,119 96	2,103 33
Totals	$250,836 00	$268,152 15
Expenses, viz:		
Repairs of road	$39,536 56	$39,066 99
" locomotives	6,757 59	6,392 03
" cars	11,409 96	11,684 23
" bridges	957 44	1,447 40
" buildings	3,439 98	6,128 81
" tools, etc	1,798 37	880 88
Transportation exp.	29,570 17	32,372 67
Station exp.	29,893 48	20,463 13
General exp.	4,994 68	5,187 63
Stationery, etc	1,642 94	1,247 87
Gratuities and damages	403 84	1,145 30
Removing snow	2,104 04	2,606 31
Miscellaneous	4,371 34	5,674 61
Totals	$127,880 39	$134,297 86
Net earnings	$122,955 61	$133,854 29
Surplus previous year	75,938 59	53,046 88
	$198,894 20	$186,901 17
Against which are charged:		
Interest	$13,993 25	$15,280 17
Payment to S. F.	8,000 00	8,000 00
Rent of Ashuelot road	7,500 00	.....
Equipment of do.	20,888 07	.....
New repair shops	.....	8,335 79
Dividend of Feb.	47,733 00	47,733 00
" Aug	47,733 00	47,733 00
	$145,847 32	$127,081 96
Total surplus	$53,046 88	$59,819 21

It will be noticed that the aggregate receipts for 1862 are $17,316 15 greater than those for 1861; with an increase in expenditure of $6,417,47—making the increase in net earnings $10,898 68.

The past year has been one of more than ordinary prosperity in business. The road has been thoroughly maintained. During the past two years the track has received 45,500 cross ties, 7½ miles of new iron and 9 miles of old rails taken up and repaired.

The lease of the Ashuelot road expired December 31, 1860. Since that period it has been operated, under lease, by the Cheshire Railroad Company. Its trains are generally so run as to afford good connections with this road, and the current of business between the two roads has not been seriously affected.

In leasing the Ashuelot road in 1850, it was necessary to purchase additional rolling stock and depot furniture to the amount of $21,841 42. On surrendering the road, most of this property was withdrawn, and placed on the Connecticut River road, and became a charge on the income account. The rent of the road having been payable quarterly on the first days of January, April, July and October, and the fiscal year of this company terminating on the 30th of November, it has happened at the end of each successive year that this company were in arrears on this account for the value of two months' rent, say $5,000. At the termination of the lease, this arrearage, together with the equipment and outfit accounts, were set against the surplus income of former years.

The new repair shops at Springfield station, commenced in 1860, were completed in September 1861, at a cost of $20,742 13, a portion of which, amounting to $9,454 10, was offset in 1861 by a credit of that sum from proceeds of sales of real estate not required for carrying on the business of the company, leaving a balance of $11,288 03. During the past year the old machine shop and engine house has been sold. The sale of this property made it necessary to provide new accommodations for the engines employed in running the Northampton trains. After making such provision out of the proceeds of the sale, there remained a balance of $2,952 24. This sum has been carried to repair shop account, reducing that amount to $8,335 79, which latter sum is now charged off to the income account of the past year.

The sinking fund established in 1861 for the ultimate redemption of the mortgage loan of $250,000, has received two annual instalments of $8,000 each. This amount has been paid over to the commissioners of that fund, and by them invested in the bonds of the company.

The equipment of the road consists of 12 locomotives; 13 passenger, 6 baggage, and 325 freight and gravel cars.

Miles run by engines:	1861.	1862.
With passenger trains	92,942	98,087
With freight & other trains.	70,068	71,931
Total	162,310	170,018
Number of pass. carried	298,376	341,087
Do. carried one mile	3,570,919	4,572,873
Tons of freight carried	105,587	98,889
Do. carried one mile	2,425,211	2,446,979

BALANCE SHEET.

Road and equipment	$1,801,943 80	$1,801,943 80
Materials on hand	42,967 76	35,149 90
Suspense account	290 41	290 41
Ferry stock and real estate	2,898 32	2,898 32
New repair shops	11,288 03	.....
Paymaster	2,789 36	1,801 57
The United States	4,063 00	8,463 36
Bills receivable	7,237 70	10,144 59
Post office depart	2,694 49	1,056 98
Individuals and corporations	2,775 42	5,832 94
Due from agents	23,189 80	26,856 82
Investments	58,000 00	.....
Cash	6,718 93	33,798 68
	$1,966,857 02	$1,928,237 37
Capital stock	$1,591,100 00	$1,591,100 00
Bonds due May 1, '63.	10,000 00	.....
" Nov. 1, '63.	40,000 00	.....
" Sept. 1, '78.	250,000 00	250,000 00
Bills payable	9,121 30	9,900 93
National tax	.....	1,248 84
Unclaimed dividends	1,124 16	139 16
Due individuals and corporations	12,464 68	16,029 23
Profit and loss	53,046 88	59,819 21
	$1,966,857 02	$1,928,237 37

New Branch Railroad to Oil Creek.

The location of the New Branch road, which is to be built by the Pennsylvania Railroad Company from some point of the Philadelphia and Erie Railroad to Oil Creek, will soon be determined. Three routes have been surveyed, and the most feasible one is over a line from Garland, Penn., twenty-eight miles to Oil Creek, which affords a grade equally as good as the same number of miles anywhere in that part of the State. The work is to go into operation within a short time, and will give the Philadelphia and Erie Railroad peculiar advantages in the oil trade.—*Buffalo Com.*

Washington and Georgetown Railroad.

The Washington and Georgetown Horse Passenger Railroad Company has a capital stock of ten thousand shares, the par value of which is fifty dollars, and has issued $300,000 of six per cent. bonds, one hundred thousand dollars of which are retained as a reserve fund for any future improvements.

The apprehension that the business of the road would decrease in the summer, when Congress was not in session, has proved erroneous, and the local travel has produced receipts even larger than those during the session.

The company paid its first dividends in April, of four and one-half dollars per share, which, considering that the ground was first broken, for the construction of the road, in June of last year, and that the road was for a long time in an unfinished condition, shows unexampled prosperity. Its management is in the hands of men of large railroad experience in this city, Baltimore, New York and Washington.

Seventy-eight cars are now running, and five hundred horses are in use. The depots are large and Company possesses valuable and improving real estate.

The stock is held in Washington, Baltimore, New York and Philadelphia, by capitalists. The last sale of bonds was at ninety-five, and of stock at sixty-eight.

It is estimated that the earnings will pay from 12 to 15 per cent. per annum. The road was chartered by the Congress of 1862, and has no competitor for the local passenger business of Washington.—*Phila. Inq.*

Ohio and Mississippi Railroad.

At the stockholders meeting of this Company, held June 1, 1863, the following named gentlemen were elected directors for the ensuing year: Larz Anderson, Wm. Whitewright, jr., Theodore Gazlay, Joseph Torrence, Edwin Bartlett, Wm. J. McAlpine, James D. Lehmer, Henry Chauncey, Joseph W. Alsop, W. W. Scarborough, Edward Delano, Thos. G. Mitchell, Wm. H. Clement, Edward Learned, Charles S. Cone, Saml. H. Pomeroy, S. W. Comstock, Wm. H. Aspinwall, Charles D. Coffin, S. W. F. Odell, Fred. Schuchardt.

The board was organized on the following day by the election of Edward Learned, President; Wm. J. McAlpine, Vice-President and Superintendent; Samuel Trevor, Secretary; Charles S. Cone, Treasurer.

Ruttan's New Ventilated Car.

On the 10th inst., a number of invited guests passed over the Philadelphia, Wilmington and Delaware Railroad to Seaford, in a car arranged with a patent ventilator. Mr. Felton, of the Philadelphia, Wilmington and Baltimore, Messrs. Perkins and Wilson, of the Baltimore and Ohio, and Mr. Markley, of the Camden and Amboy roads were present. The car has on the top a large hood or tunnel, which receives the air, through which it passes down to a reservoir under the car filled with water. The air after passing over the water and depositing all the dust and cinders, is admitted into the car through an opening on each side, and as the windows and doors of the car are closed, no dust is admitted, while the temperature on a hot day is most delightful. The car passed over 260 miles of road remarkable for its dust, and when the passengers left it, not a particle of dust could be found on their clothing. Some thirty cars have been ordered for through trains to run from New York to Washington, when the junction railroad is completed, and we understand that these ventilators will be placed on each of them. The invention was patented by Mr. Ruttan, of Cobourg, Canada, and wherever it has been used has met with decided success. The excursion was under the charge of Mr. Wm. Stearns, Superintendent of the Philadelphia, Wilmington and Baltimore Railroad.—*Philad. Ledger.*

Cleveland and Mahoning Railroad.

The work of extending the track of this road to the Lake Shore is progressing rapidly. There is considerable excavating to be done and some heavy mason work, the greater part of which will be in the tunnel under Detroit and Michigan streets. It is not expected that this will be finished the present season. When the extension is completed, the terminus of the road will be on the old river bed where its depots will be established.

The Brookfield branch, which is to extend from Youngstown to the coal field of Hubbard and Brookfield, a distance of twelve miles, is being rapidly constructed. A large part of the grading is already completed and two miles of iron laid. It is expected that ten miles of the road will be in running order by next fall.—*Buffalo Com.*

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending June 5, 1863, was as follows:

Passengers	$23,231 28
Freight and live stock	24,434 89
Mails and sundries	1,221 68
Total	$48,887 85
Corresponding week of 1862	41,101 92
Increase	$7,785 93

The earnings of the Grand Trunk Railway for the week ending May 30, 1863, were:

Passengers	$27,764 41
Freight and live stock	2,900 00
Mails and sundries	33,996 79
Total	$84,661 20
Corresponding week, 1862	63,490 23
Increase	$21,170 97

The earnings of the La Crosse and Milwaukee Railroad for the 1st week in June, 1863, were $29,475 08
Same week, 1862 27,866 60

Increase $1,608 48

The earnings of the Galena and Chicago Union Railroad for the 1st week of June, 1863, were:

Freight	$31,477 37
Passengers	11,120 95
Mails	1,300 00
Total	$43,898 32
Same week, 1862	45,661 65
Decrease	$1,763 33

The earnings of the Chicago and Alton Railroad for the 1st week of June, 1863, were:

Passengers	$14,070 39
Freight	21,372 45
Sundries	974 33
Total	$36,417 17
Same week last year	21,547 81
Increase	$14,869 36

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 1st week in June, 1863, were $25,932 62
Same week, 1862 16,338 03

Increase $9,594 59

The earnings of the Chicago and Northwestern Railway for the 1st week in June, 1863, were $27,415 74
Do., 1862 27,003 51

Increase $412 23

The earnings of the Toledo and Wabash Railroad Company for the 1st week of June, 1863, were $36,506 58
Same week, 1862 22,886 05

Increase $13,620 03

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week of June, 1863, were $33,323 82
Same week, 1862 43,619 33

Decrease $10,295 51

The earnings of the Chicago and Rock Island Railroad for the 1st week of June, 1863, were $44,867 00
Same week, 1862 26,535 00

Increase $18,322 00

The earnings of the Michigan Central Railroad for the 1st week of June, 1863, were $49,841 00
Same period, 1862 36,075 00

Increase $13,766 00

The earnings of the Michigan Southern Railroad for the 1st week of June, 1863, were $56,129 18
Do., 1862 40,584 78

Increase $15,544 40

The earnings of the Cleveland and Toledo Railroad for the 1st week of June, 1863, were $24,039 00
Same week, 1862 16,914 00

Increase $7,125 00

The earnings of the Detroit and Milwaukee Railroad for the 1st week in June were:

Passengers	$8,462 99
Freight and live stock	9,857 47
Mails and sundries	544 93
Total	$18,865 39
Same week, 1862	14,075 35
Increase	$4,799 04

Municipal Subscriptions to Railroad Companies; how Affected by Subsequent Alteration of Charter.

A CORPORATION, AUTHORIZED BY THE LEGISLATURE TO SUBSCRIBE STOCK, IS IMPLIEDLY AUTHORIZED TO ISSUE BONDS IN PAYMENT. THE POWER TO ISSUE BONDS OR OTHER CERTIFICATES OF INDEBTEDNESS BELONGS TO ALL CORPORATIONS.

By an act of Assembly of the State of Pennsylvania, passed April 4, 1837, the Governor was empowered to incorporate a company by the name, style, and title of "the Pittsburgh, Kittaning and Warren Railroad Company," with power to construct a railroad from Allegheny river, at the borough of Franklin, to the Ohio river at or near the borough of Beaver. By the second section of the act it was enacted, that any incorporated company, city or borough, should have authority to subscribe to the stock "as fully as any individual." The seventeenth section enacted, that if the company should not proceed to carry on the work within five years from the passage of the act, and complete the same within ten years, the charter should become null and void, except so far as it compelled the company to make reparation for damages. On the 16th of March, 1847, before the ten years had expired, a supplement was passed extending the time for commencing the road to June 1, 1852. By subsequent acts the time for commencing the road was extended to June 1855, and for its completion to June 1865, the company was authorized to build a road from Pittsburgh to Kittaning, and thence to New York State line, to change its name to the Allegheny Valley Railroad Company, and certain counties were authorized to subscribe to its stock without directing the mode of payment, but providing that whenever bonds should be given in

payment, they should not be sold for less than par, and should not be subject to taxation till the profits of the road should amount to six per cent. on its cost. The fourth section of the supplement passed in April, 1852, declared that it should be lawful for the several counties and cities subscribing, to pay, if agreed upon by the parties, by the transfer of stocks held by them in other companies. And the sixth section enacted, that the several Acts of Assembly, limiting the corporate debts of the cities of Pittsburgh and Allegheny, should not prevent either of the said cities from subscribing to the stock of the Allegheny Valley Railroad Company.

In pursuance of these Acts of Assembly, the City of Pittsburgh by their Common Council on May 7, 1852, subscribed for eight thousand shares of the capital stock of the company, and issued its bonds in payment of the subscription. One J. D. Reinboth, as trustee of Emily M. Heuson, became possessed of seven certificates of loan representing $7,000, which on their face respectively set forth that the faith, credit, and property of the City of Pittsburgh were pledged for the payment of the principal and interest thereof.

The City of Pittsburgh having refused to make provision for the payment of these bonds or certificates of indebtedness, Reinboth applied to the Supreme Court of Pennsylvania for an alternative writ of *mandamus*, commanding the councils to take the necessary steps to secure their satisfaction. The Court now hold that the subscription by the City was valid, that they had authority to issue the bonds and grant a peremptory writ in favor of Reinboth.

The following is the opinion delivered at the decision of the case:

STRONG, J.—The respondents now contend that this subscription was unauthorized, because, as they say, the right to subscribe given by the act of 1837, had expired in consequence of the failure to commence and complete the railroad within the time limited by the act. When it was passed there was no company in existence. The act was but the offer of certain privileges to any who might accept them on the proposed conditions. Had it contained no provision that it should be null and void, if the work should not be commenced and completed within the defined period, the right to subscribe, given by it would have been of indefinite duration, certainly it would have lasted as long as the charter. With no propriety can it be said, that while the franchises tendered to the company remained, the right to make and receive the City subscription did not continue. But the tender of the franchise was never withdrawn, and after it had been accepted it was never abandoned or lost by non-user. It was quite in the power of the legislature to waive any right reserved to the State to resume the privileges offered, or to withdraw the tender, and they did waive it before the privileges had been lost. By the supplements of 1847 and 1851, they extended the time within which a company might be formed and accept the franchises offered. These supplements as well as that of 1852, are a part of the original charter, to be construed with it, and they show that the rights given and the power conferred will continue until 1865. If the legislature has declined to take back the privileges tendered; if they have declared that all the rights, privileges, and immunities shall remain, it is vain for one who has contracted with the company to insist that any of them have been lost by forfeiture or non-user. That the power to subscribe at first, expressly given to the City of Pittsburgh, was supposed and intended by the legislature to exist in 1852, is manifest from those parts of the supplement of April 14, 1852, to which reference has already been made. If not, why the enactment that certain acts of Assembly should not prevent such subscription? And why authorize the payment of such subscription by a transfer of stocks if the parties should so agree? It is then an untenable position that the right to subscribe given by the act of 1837, had ceased to exist on the 7th of May, 1852, when the subscription was directed by the City Councils.

Again, it is insisted, that though authority was given to subscribe to the stock of the Pittsburgh, Kittaning and Warren Railroad Company, none was given to subscribe to the stock of the Allegheny Valley Railroad Company. It is said that the latter is not the same company, either in name or object, which was chartered or authorized by the act of April 4th, 1837. But this is a mistake. The name was changed by the legislature, but the identity was not lost. No other company than the Allegheny Valley was ever organized under the act of 1837, and no other can be. Its life, its powers, and its privileges it derives from that act, and, as its name was changed by a supplement, the first act is to be read with the name Allegheny Valley Railroad Company, in the place of the Pittsburgh, Kittaning and Warren Railroad Company. Nor is there anything in the fact that the supplement of 1852, relieved the company from the duty of fixing the termini of their road at or near Beaver and Warren. This did not destroy its identity. It is still the corporation created by the act of 1837. Plank road Company *vs.* Arndt, and its kindred cases have no applicability to such a state of facts. In those cases it was ruled, that if the legislature changed the termini of a road authorized to be constructed by a company, subscriptions to stock *previously* made are released. It was not held that the company did not remain the same. A contract of subscription previously made with it, could not be enforced because the motive and consideration for the subscription were withdrawn, or changed by the alteration of the terminus of the road. Even that does not exist in this case. The subscription was not made until after the supplement of April 14th, 1852, was passed, and until after Beaver and Warren had ceased to be necessarily at the beginning and end of the road.

It is finally contended, that even if there was authority to make the subscription, there was none to issue bonds in payment. The language of the act of 1837 is "any incorporated company, city or borough shall have authority to subscribe thereto as fully as any individual." Now power to subscribe was power to create indebtedness. The creation of a debt was clearly contemplated. If not, why did the supplement of 1852 remove the disability to create a debt by subscription, which was thought to have been imposed by former acts? And if authority was given to the city to incur a debt by subscription, necessarily it included authority to give the creditor the usual evidence of a debt. Who would doubt that a power to borrow money carried with it a right to give a bond or a note to the lender? It is a necessary incident without which the power is worthless, and in every grant, whether it be of property, of a franchise or of a power, there is included everything necessary for its enjoyment. This is as true of grants to corporations, as of those to natural persons. Grants to corporations are indeed strictly construed in favor of the public. This is a rule to be invoked when we are seeking for what has been given. It may be a reason for holding that an authority has not been conferred upon a corporation, if the words of the gift are not clear and unambiguous, but none at all for stripping a power given of its natural and usual incidents. A power actually conferred is not the less because held by a corporation. And this admitted principle is held for the benefit of the public, not of the corporate body. It would be a perversion of its design to allow it to be used by a corporation to defraud its creditors, or to protect itself against its own assumed obligations. The obvious purpose which the legislature had in view in granting to the city of Pittsburgh the right to take the stock was to further the enterprise of building the railroad by providing a possible increase of means. This purpose would not have been accomplished by a barren grant of a right to subscribe without the power to give such securities for the debt created as could be made available. The city was authorized to subscribe "as fully as any individual," a natural person. Now after the organization of the company, a natural person might have made a subscription, payable with his own bond or note, if the company had agreed thereto. When, therefore, the legislature conferred upon the city a power as large as that which a natural person possesses, it is evident that they gave in it power to give any securities for the debt which such a person might have given.

There is another course of argument which may be briefly stated, and which leads to the same conclusion. The power to execute and issue bonds, contracts or other certificates of indebtedness belongs to all corporations, public as well as private, and is inseparable from their existence. It is for that they hold a common seal. No one would doubt that for a legal and authorized debt, a municipal corporation might give its bond under its general corporate powers. If a bond given by such an obligor be void, it is not because of the form of the instrument, nor because general corporate powers do not warrant giving bonds, but because the debt for which the bond has been given was created without authority, against law, or without law. A municipal bond for a subscription to the stock of a railroad company is ordinarily invalid, because such a subscription is outside of the powers of a municipal corporation. But when, as in this case, the legislature has authorized the subscription, and when, therefore, it has been made in the legitimate exercise of powers conferred, it becomes a debt like any other, and may be secured and evidenced in the same way. Then it is unnecessary for the legislature to declare that bonds may be given for it, for the power to give bonds was conferred by the charter itself.

We are of opinion, therefore, that the city of Pittsburgh had the power to make the subscription which was made to the capital stock of the

Allegheny Valley Railroad Company, and that the bonds issued by the city were lawfully issued. A peremptory *mandamus* awarded.

Population of Cities and Towns.

Cities, etc.	1850.	1860.
Abingdon, Mass.	5,269	8,527
Adrian, Mich.	3,006	6,213
Albany, N. Y.	50,763	62,367
Alexandria, Va.	8,734	12,652
Algiers, La.	....	5,816
Allegheny, Pa.	21,261	28,702
Allentown, Pa.	3,779	8,026
Alton, Ill.	3,585	7,338
Annapolis, Md.	3,011	4,529
Ann Arbor, Mich.	4,868	4,483
Atchison, Kan.	....	2,616
Atlanta, Ga.	2,572	9,554
Auburn, N. Y.	9,548	10,986
Augusta, Ga.	11,753	12,493
Augusta, Me.	8,225	7,609
Aurora, Ill.	1,895	6,011
Baltimore, Md.	169,054	212,418
Bangor, Me.	14,432	16,407
Bath, Me.	8,020	8,076
Baton Rouge, La.	3,905	5,428
Belfast, Me.	5,051	5,520
Biddeford, Me.	6,095	9,349
Binghamton, N. Y.	....	8,826
Birmingham, Pa.	3,732	6,046
Blackstone, Mass.	4,391	5,453
Bloomington, Ill.	1,594	7,076
Boston, Mass.	136,881	177,812
Bridgeport, Conn.	7,560	13,299
Bristol, R. I.	4,616	5,271
Brooklyn, N. Y.	130,757	266,661
Buffalo, N. Y.	42,261	81,129
Burlington, Iowa	4,082	6,706
Burlington, N. J.	4,536	5,193
Burlington, Vt.	6,110	7,713
Calais, Me.	4,749	5,621
Cambridge, Mass.	15,215	26,060
Camden, Ark.	804	1,343
Camden, N. J.	9,479	14,358
Canandaigua, N. Y.	6,143	7,075
Carlisle, Pa.	4,581	5,664
Carson City, Nev.	....	708
Catskill, N. Y.	5,454	6,275
Chambersburg, Pa.	3,335	5,257
Charleston, S. Car.	42,985	40,578
Charlestown, Mass.	17,216	25,063
Chelsea, Mass.	6,701	13,395
Chicago, Ill.	29,963	109,260
Chicopee, Mass.	8,291	7,261
Chilicothe, Ohio	7,100	7,626
Cincinnati, Ohio	115,436	161,044
Cleveland, Ohio	17,034	43,417
Columbia, Pa.	4,140	5,007
Columbia, S. Car.	6,060	8,059
Columbus, Ga.	5,942	9,621
Columbus, Miss.	2,611	3,308
Columbus, Ohio	17,882	18,554
Concord, N. H.	8,576	10,896
Covington, Ky.	9,408	16,471
Cumberland, Md.	6,067	8,478
Danbury, Conn.	5,964	7,284
Danvers, Mass.	3,109	5,110
Davenport, Iowa	1,848	11,267
Dayton, Ohio	10,970	20,081
Dedham, Mass.	4,447	6,330
Denver City, Colorado	.....	4,749
Des Moines, Iowa	986	3,965
Detroit, Mich.	21,019	45,619
Dorchester, Mass.	7,960	9,760
Dover, N. H.	8,196	8,502
Dubuque, Iowa	3,108	13,000
Easton, Pa.	7,250	8,944
Elmira, N. Y.	8,166	8,682
Elizabeth, N. J.	5,583	11,567
Enfield, Conn.	4,460	4,997
Erie, Pa.	5,858	11,113
Evansville, Ind.	8,235	11,486
Fall River, Mass.	11,524	14,026
Fayetteville, N. Car.	4,646	4,790
Fishkill, N. Y.	9,240	9,546
Fitchburg, Mass.	5,120	7,805
Flushing, N. Y.	5,876	10,189
Fort Smith, Ark.	1,382	1,529
Fort Wayne, Ind.	4,282	10,388
Frederick, Md.	6,028	8,143
Fredericksburg, Va.	4,061	5,022
Freeport, Ill.	1,436	3,529
Frostburg, Md.	.....	6,286
Galena, Ill.	6,004	8,193
Galesburg, Ill.	882	5,626
Galveston, Texas	4,177	7,307
Gardiner, Me.	6,486	4,487
Georgetown, D. C.	8,366	8,733
Gloucester, Mass.	7,786	10,904
Golden City, Colo.	.....	1,014
Grand Rapids, Mich.	3,147	8,058
Great Salt Lake City, Utah	5,000	8,218
Hamilton, Ohio	3,210	7,223
Hannibal, Mo.	2,020	6,505
Harrisburg, Pa.	7,834	13,405
Hartford, Conn.	13,555	29,154
Houston, Texas	2,396	5,000
Hudson, N. Y.	6,286	7,187
Hudson City, N. J.	.....	7,229
Hoboken, N. J.	2,668	9,662
Indianapolis, Ind.	8,034	18,611
Iowa City, Iowa	1,582	5,214
Ithaca, N. Y.	6,909	6,848
Jackson, Miss.	1,881	3,500
Jacksonville, Fla.	1,045	2,128
Janesville, Wisc.	3,451	7,703
Jefferson, La.	.....	5,107
Jefferson City, Mo.	1,600	2,500
Jersey City, N. J.	6,856	29,226
Kalamazoo, Mich.	3,284	8,070
Keokuk, Iowa	2,478	8,136
Key West, Fla.	2,367	2,832
Kingston, N. Y.	10,232	16,640
Lancaster, Pa.	12,369	17,603
La Fayette, Ind.	1,215	9,387
Lansing, Mich.	1,229	3,074
La Porte, Ind.	1,824	5,028
Lawrence, Kan.	.....	1,645
Lawrence, Mass.	8,282	17,639
Leavenworth, Kan.	.....	7,429
Lexington, Ky.	9,180	9,321
Lexington, Mo.	2,194	4,115
Little Rock, Ark.	2,167	3,727
Lockport, N. Y.	12,323	13,523
Louisville, Ky.	43,194	68,033
Lowell, Mass.	33,383	36,827
Lynchburg, Va.	8,071	6,853
Lynn, Mass.	14,257	19,083
Macon, Ga.	5,720	8,247
Madison, Ind.	8,012	8,130
Madison, Wisc.	1,525	6,611
Manchester, N. H.	13,932	20,109
Marblehead, Mass.	6,167	7,647
Memphis, Tenn.	8,839	22,823
Meriden, Conn.	3,559	7,426
Mesilla, N. Mex.	.....	2,406
Middleboro', Mass.	5,336	6,272
Milwaukee, Wisc.	20,061	45,246
Minneapolis, Minn.	.....	2,564
Mobile, Ala.	20,515	29,258
Montgomery, Ala.	4,935	9,889
Muscatine, Iowa	2,540	5,324
Nantucket, Mass.	8,452	6,094
Nashua, N. H.	5,820	10,065
Nashville, Tenn.	10,478	16,988
Natchez, Miss.	4,434	6,612
Nebraska City, Nebr.	.....	1,912
New Albany, Ind.	8,181	12,647
Newark, N. Y.	38,894	71,914
New Bedford, Mass.	16,443	22,300
Newbern, N. Car.	4,681	5,432
New Brunswick, N. J.	10,019	11,255
Newburg, N. Y.	11,415	15,196
Newburyport, Mass.	9,572	13,401
New Haven, Conn.	20,345	39,267
New London, Conn.	8,991	10,115
New Orleans, La.	116,375	168,675
Newport, Ky.	5,985	10,046
Newport, R. I.	9,563	10,508
New York, N. Y.	515,547	805,651
Niagara, N. Y.	2,200	6,603
Norfolk, Va.	14,326	15,611
Norwalk, Conn.	4,651	7,582
Norwich, Conn.	10,265	14,047
Ogden, Utah	.....	1,464
Ogdensburg, N. Y.	6,500	7,410
Omaha City, Nebr.	.....	1,888
Orange, N. J.	4,385	8,877
Oregon City, Oreg.	697	1,302
Oshkosh, Wisc.	.....	6,086
Oswego, N. Y.	12,205	16,817
Paterson, N. J.	11,334	19,588
Pekin, Ill.	1,678	3,467
Pembina, Minn.	.....	3,556
Pensacola, Fla.	2,164	4,680
Peoria, Ill.	5,095	14,045
Petersburg, Va.	14,010	18,266
Philadelphia, Pa.	340,045	562,529
Pittsburg, Pa.	46,601	49,217
Pittsfield, Mass.	5,872	8,045
Plymouth, Mass.	6,024	6,272
Portland, Me.	20,815	26,341
Portland, Oreg.	859	1,371
Portsmouth, N. H.	9,738	9,335
Portsmouth, Ohio	4,011	6,268
Portsmouth, Va.	8,122	9,502
Port Townsend, Wash.	.....	264
Pottsville, Pa.	7,515	9,444
Poughkeepsie, N. Y.	13,944	14,726
Prattville, Ala.	672	8,198
Providence, R. I.	41,513	50,666
Quincy, Ill.	6,902	13,682
Racine, Wisc.	5,107	7,822
Rahway, N. J.	3,306	7,130
Raleigh, N. Car.	4,518	4,780
Reading, Pa.	15,743	23,161
Richmond, Ind.	1,443	6,608
Richmond, Va.	27,570	37,910
Rochester, N. Y.	36,403	48,204
Rockford, Ill.	2,093	7,363
Rock Island, Ill.	1,711	5,130
Rockland, Me.	5,052	7,816
Rome, N. Y.	4,000	6,246
Roxbury, Mass.	18,364	25,137
Sacramento, Cal.	.....	13,788
Saco, Me.	5,798	6,223
St. Anthony, Minn.	656	3,258
St. Joseph, Mo.	5,000	8,932
St. Louis, Mo.	77,860	160,773
St. Paul, Minn.	1,388	10,401
Salem, Mass.	20,264	22,252
Salem, Oreg.	1,000	1,600
San Antonio, Tex.	3,488	8,274
San Francisco, Cal.	34,776	56,802
Sandusky, Ohio	5,087	8,408
Santa Fe, N. Mex.	4,846	4,635
Saratoga, N. Y.	4,658	6,521
Savannah, Ga.	15,312	22,292
Schenectady, N. Y.	8,921	9,579
Scranton, Pa.	.....	9,223
Springfield, Ill.	4,533	6,499
Springfield, Mass.	11,766	15,199
Springfield, Ohio	5,108	7,202
Stamford, Conn.	5,001	7,185
Staunton, Va.	2,500	14,124
Steubenville, Ohio	6,140	6,154
Stonington, Conn.	5,431	7,740
Syracuse, N. Y.	22,271	28,119
Taunton, Mass.	10,441	15,376
Terre Haute, Ind.	4,051	8,594
Thomaston, Me.	2,728	3,218
Toledo, Ohio	3,829	13,708
Trenton, N. J.	6,461	17,221
Troy, N. Y.	28,785	39,232
Tuscaloosa, Ala.	2,961	3,989
Utica, N. Y.	17,565	22,529
Vicksburg, Miss.	3,678	4,591
Virginia City, Nev.	.....	2,345
Washington, D. C.	40,001	61,122
Waterbury, Conn.	5,137	10,044
Watertown, Wisc.	1,451	5,302
Waynesboro', Va.	.....	13,626
West Troy, N. Y.	7,564	8,820
Wheeling, Va.	11,435	14,083
Wilmington, Del.	13,979	21,508
Wilmington, N. Car.	7,264	9,552
Worcester, Mass.	17,049	24,960
Xenia, Ohio	3,024	6,172
Yonkers, N. Y.	4,160	11,848
York, Pa.	6,863	8,805
Zanesville, Ohio	10,355	9,229

Railroad Earnings—April.

Railroads.	Miles of Road. 1862.	1863.	Gross Earnings. 1862.	1863.	Earn's p.mile. 1862.	1863.
Chicago, Burlington & Quincy	301	301	$159,056	$306,697	$528	$1,019
Chicago & Alton	281	281	72,196	127,205	257	453
Chicago & Rock Island	229	229	71,076	122,255	310	534
Chicago & Northwestern	213	242	54,178	100,904	254	417
Cleveland, Col. & Cincinnati	185	185	115,115	185,000	622	1,000
Cleveland & Toledo	173	173	87,915	117,908	508	681
Erie	633	633	626,070	938,453	990	1,482
Galena & Chicago	261	261	90,180	136,601	345	504
Hudson River	150	150	202,346	270,676	1,348	1,804
Illinois Central	708	708	191,643	267,643	271	378
Lacrosse & Milwaukee	200	200	48,766	107,754	244	538
Milwaukee & Prairie du Chien	234	234	61,759	88,177	264	377
Michigan Central	527	527	175,696	238,496	333	453
Mich. Southern & North. Ind.	329	329	193,120	267,693	598	814
New York & Harlem	154	154	94,957	118,075	617	769
Philadelphia & Reading	151	151	258,674	429,929	1,713	2,847
Pittsburg, Ft. Wayne & Chicago	467	467	282,696	454,357	605	904
Toledo & Wabash	244	244	85,582	132,110	351	541
Total (18 roads) in April	5,440	5,469	$2,871,029	$4,419,932	$528	$808
" " in March	5,440	5,469	2,885,957	4,278,496	530	782
" " in February	5,440	5,469	2,808,408	4,026,862	515	737
" " in January	5,440	5,469	3,158,043	4,068,709	580	744
Total 4 months	5,440	5,469	11,723,437	16,793,999	$2,154	$3,071

The increase of earnings, for 1863 over those for 1862, as shownin the total, is equal—in April to ..... 50.80 per cent.
—in March to ..... 48.25 " "
—in February to ..... 43.38 " "
—in January to ..... 28.81 " "
—and in the four months to ..... 42.57 " "

Commerce of New York--May, 1863.

The Custom House Tables of the trade of the port of New York present the usual comparative statements:

Imports.	May, 1861.	May, 1862.	May, 1863.
Entered for consumption	$2,889,588	$8,091,120	$7,980,281
Entered for warehouse	5,842,313	4,600,020	5,437,404
Free goods	2,730,561	1,446,093	710,021
Specie and bullion	3,486,812	110,388	197,217
Total imports	$14,949,281	$14,248,521	$14,324,928
Withdrawn from warehouse	$1,606,864	$3,730,282	$3,794,774
Cash duties	979,145	4,716,354	3,873,865
Exports.			
Domestic produce	$10,855,709	$9,837,693	$13,183,510
Foreign merchandise	747,896	829,768	703,591
Specie and bullion	128,900	5,164,636	2,115,679
Total exports	$11,732,595	$15,832,097	$16,002,780
Total exclusive of specie	11,603,695	10,667,461	$13,887,101

The following are the comparative tables of the trade of the port for the eleven months which have elapsed of the current fiscal year:—

Imports.	1860-'1.	1861-'2	1862-'3.
July	$24,881,649	$14,938,851	$20,353,202
August	25,938,854	8,885,928	14,304,843
September	16,260,450	7,305,461	18,147,917
October	16,787,242	8,523,741	13,413,906
November	15,421,156	9,639,912	10,309,398
December	21,253,033	9,616,021	13,073,618
January	26,827,411	12,620,831	15,739,576
February	16,341,697	13,872,140	12,027,846
March	18,204,351	18,719,866	18,930,895
April	14,886,393	13,252,382	17,385,315
May	14,949,281	14,248,521	14,324,923
Total 11 months	$211,751,517	$131,624,154	$168,010,439
Exports of Domestic Produce.			
July	$7,525,713	$9,552,789	$14,050,437
August	9,012,814	9,652,301	13,046,389
September	9,232,931	9,877,809	14,734,993
October	10,067,330	12,904,350	19,476,947
November	11,262,701	14,109,763	14,060,340
December	10,610,954	13,611,444	14,805,112
January	10,277,925	12,053,477	14,329,398
February	19,236,820	10,078,101	17,780,586
March	10,580,907	8,965,176	16,137,689
April	9,255,648	8,002,094	11,581,933
May	10,855,709	9,837,693	13,183,510
Total 11 months	$108,119,473	$118,715,097	$164,187,334
Exports of Specie			
July	$6,563,985	$11,020	$8,067,337
August	7,454,813	3,600	3,713,532
September	3,758,734	15,756	3,085,919
October	2,106,395	15,038	6,707,519
November	525,091	48,386	6,213,251
December	202,401	893,013	3,673,112
January	58,804	2,658,274	4,824,576
February	1,102,926	3,776,919	3,965,664
March	301,802	2,471,233	6,585,442
April	1,412,674	4,037,675	1,972,834
May	128,900	5,164,636	2,115,679
Total 11 months	$23,616,625	$19,095,069	$50,824,863

Exports of Breadstuffs.

Exports of breadstuffs from the United States since 1st September, 1862:

To Great Britain and Ireland.

	Flour, bbls.	Meal, bbls.	Wheat, bush.	Corn, bush.
New York ... June 2	785,015	1,064	14,515,985	6,249,096
New Orleans	.....	.....	.....	.....
Philadelphia. May 30	89,583	25	915,450	100,507
Baltimore ... " 30	36,402	.....	257,380	246,793
Boston ..... " 30	44,070	50	.....	16,087
Other ports .. " 29	97,691	.....	1,107,145	10,000
Total, 1862-'3	1,052,761	1,139	16,795,960	6,222,483
" 1861-'2	1,823,577	1,236	15,519,684	10,602,165
Increase	.....	....	1,276,276	.....
Decrease	770,816	97	.....	3,979,682
Total, 1860-'61	2,015,203	3,019	18,412,106	8,735,187
" 1859-'60	277,510	522	1,177,717	1,144,404

To the Continent.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Rye, bush.
New York, May 29	107,041	1,362,911	56,501	297,578
Other ports	8,358	.....	1,910	.....
Total, 1862-'63	115,399	1,362,911	58,411	297,578
" 1861-'62	588,245	7,108,097	300,055	1,349,589
" 1860-'61	51,155	1,086,699	44,065	70,861
" 1859-'60	36,643	5,739	19,358	.....

The Credit Mobilier of Paris.

In the Annual Report for 1862, the President says:

"After ten years existence, ten years passed in struggle and efforts to surmount obstacles of all descriptions, we may cast our eye upon the past with a look of tranquillity, and face the future with confidence and security.

"Stupendous works have been accomplished by us, both in France and in other countries; and none of our undertakings have remained unfinished. All are in a prosperous condition, or in a state of improvement.

"After having distributed dividends on an average of 16 per cent. during the last ten years, we can present a capital considerably improved and entirely at our command.

"Independently of the profits we are about to distribute, those which are already realized, or may be realized with facility, independently of those which we may be allowed to hope for from fresh operations, already promise us a perspective no less advantageous. We are in a position, in fact, to appropriate our means of action in harmony with the growing importance of our operations."

Synopsis of the "Credit Mobilier," 1863.

Assets.	Francs.	Dollars.
Stocks, shares and bonds	147,900,116	29,580,000
Bills receivable, discounted	11,887,212	2,377,440
Reports	17,478,037	3,495,600
Advances to various companies	17,441,942	3,488,360
The company's hotel & furniture	1,449,580	289,900
Cash in the bank, and dividends to be received	17,238,644	3,447,700
Total assets	213,395,535	42,679,000
Liabilities.	Francs.	Dollars.
Capital paid in	60,000,000	12,000,000
Accounts current and credits	101,811,890	20,362,350
Bills payable	16,824,300	3,364,850
Reserve fund	2,000,000	400,000
Balance of profit and loss account realized	18,559,623	3,711,900
Balance of profit and loss to be received	14,199,720	2,839,900
Total liabilities	213,395,535	42,679,000

The board proposed a dividend of 12 million francs to stockholders, (twenty per cent., or 100 francs per share,) and 1,333,333 to the directors, as a reward for their services.

National Stocks and Currency.

The following list embraces the stocks that are receivable as security for the new national currency:

$9,415,250 sixes of 1867	interest payable	January	and	July.
8,908,341 " 1868	"	"	"	"
7,022,000 fives of 1871	"	"	"	"
20,000,000 " 1874	"	"	"	"
68,417,000 sixes of 1881	"	"	"	"

Any amount of five-twenty sixes, interest payable May and November.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds / Coupon Bonds Under Act 31st December, 1848	8,908,342	6	1868	106
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	106¼
Registered Bonds / Coupon Bonds Under Act 14th June, 1858	20,000,000	5	1874	97
		5	1874	99
Registered Bonds / Coupon Bonds Under Act 22d June, 1860	7,022,000	5	1871	98⅝
		5	1871	99
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,028,600	6	1881	107¼
Registered Bonds / Coupon Bonds Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	104½
		6	1881	108¼
Treasury Bonds (coupon) / Treasury Bonds (coupon) Under Acts 17 J'y & 5 Aug '61	139,993,000	7.3	1864	106¼
		7.3	1864	106¼
Registered Bonds / Coupon Bonds Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	6	1882	100¾
		6	1882	100¾
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	51½
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju. & 5 Au. '61 & 17 Ma. '62 convert. into 20 / y'r b'ds due '81	14,913,315	---	Dom.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	10 d's	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	----	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,342	6	1 year	101
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,324,000	7	------	131
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112½
Georgia—Coupon Bonds	525,000	7	'62-'74	113
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107¼
" —University Fund Interest Bonds of 1861	660,000	6	1879	109½
" —War Fund Bonds of 1861	2,000,000	6	1879	102¾
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " not registered	1,525,658	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" —Canal Preferred Certificates	2,054,298	2½	18--	65
" — " " (special) Certificates	4,079,500	5	18--	----
—Deferred Certificates (State)	1,216,737	5	18--	----
—Deferred (special) Certificates (State)	1,242,500	5	18--	----
" Coupon (War Fund) Bonds S. F.	479,076	5	18--	----
Iowa—Inscribed Certificates	1,334,000	6	1881	99
" —War Loan: Coupon Bonds	200,000	7	1868	----
Kentucky—Coupon Bonds (State)	500,000	7	1876	----
" — " " (banks)	4,879,244	6	'68-'72	102
" —War Debt (loan from banks)	600,000	5	18--	----
" —Coupon Bonds (State)	1,515,000	5	1862	----
" — " " (bank)	2,064,300	6	Var.	72
" — " " (railroads)	5,393,533	6	Var.	----
Louisiana—War Debt: Bank Loans	2,447,000	6	Var.	----
Maine—Coupon Bonds	670,000	6	Var	67
" —War Loan of 1861	669,000	6	'63-'77	113
Maryland—Inscribed Certificates	800,000	6	1871	113
" — " " (sterling)	5,964,251	6	Var.	115
" —War Loan of 1862	8,857,222	5	Var.	99
" —Coupon Bonds	2,500,000	6	1881	104
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	6	1870	117
" — " " of 1861 (funding)	53,000	5	------	----
" — " " of 1861 "	247,000	5	'61-'72	134
" —Union Fund Loan of 1861	2,217,500	6	'68-'72	121
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,436	5	'71-'76	130
Michigan—Coupon Bonds	2,004,499	5	Var.	----
" — "	216,000	6	1863	101½
" —War Loan: Coupon Bonds 1861	565,500	6	1878	100
Minnesota—Coupon Bonds (State)	250,000	7	1881	106¼
" — " " (loans to Railroad Companies)	2,275,000	8	1867	104
" —War Loan of 1861	75,000	7	1883	----
Mississippi—Coupon Bonds	2,000,000	---	------	----
Missouri—Coupon Bonds	431,000	6	'41-'71	56
" — " "	100,000	6	'63-'83	69½
" — " " (loans to Railroads)	23,800,000	6	1862	70
" —War Loan 1861	725,000	6	'72-'86	90
New Jersey—Inscribed Certificates	164,750	---	------	----
" —War Loan of 1861	531,330	6	Var.	112
New York—Certificates		6	'65-'71	103
" — "		6	'61-'62	108
" — "		6	'64-'65	108
" — "		6	65-'66	112
" — "		6	'72-'75	121½
" — "		6	1874	128
" — "		5½	1865	----
" — "		5	'66-'74	110
" — "		5	1863	103½
" — "		4½	1864	----
" — "		7	1864	108½
" — "		7	1870	120
" —War Loan of 1861	9,129,555	6	18--	68
North Carolina—Coupon Bonds	4,095,300	6	1891	110
Ohio—Inscribed Certificates	1,016,000	5	1866	102
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	109¾
" — " "	2,400,000	6	1886	106
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	105
" —War Loan (1861)	1,212,089	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862	37,687,760	5	'61-'82	106
" —Inscribed Certificates		5	'61-'82	102½
" — " "	400,630	6	1879	110
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,806	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	62½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	108½
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	66½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	550,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	100
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108¼
" — " " (Bank Stock)	558,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	100
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	115
" —Coupon Bonds (Water)	6,228,787	5	Var.	115
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	100
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1884	114½
" — " " (Water Works)	1,133,000	7	18--	103
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	6	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	113
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " "	2,140,000	5	1887	113
" —Public Education Stock	150,000	5	1873	109
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1884	109
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	100
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	----
" — " " (Municipal)	1,136,200	6	'61-'80	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1893	----
" — " " " "	130,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	101
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	107½
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	101
" " 2d " "	3,980,670	6	1882	88
" " Improvement " "	586,500	6	1870	87
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	63
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,047,650	---	------	22½
Chicago and Alton, Preferred	2,464,336	7	------	90
Elmira & Williamsport, Preferred	600,000	---	------	54
Erie Preferred	8,535,700	---	------	102½
Housatonic Preferred	1,180,000	8	------	59½
Marietta & Cincinnati, 1st preferred	4,198,462	---	------	----
" " 2d "	3,123,914	---	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	114½
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110½
" " " 2d "	1,014,000	7	------	80
New York & Harlem, Preferred	1,500,000	---	------	97
Philadelphia & Reading, Preferred	1,851,800	7	------	----
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	71
Toledo & Wabash, Preferred	926,200	---	------	80½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,768	73,751	64,937	928,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	96,306	107,443	106,816	127,205	140,107	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	163,127	137,408	134,522	1,328,375
1863	139,686	126,521	119,836	122,255	144,397	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,560	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,178	84,552	104,382	93,022	62,263	101,060	125,695	107,735	91,263	979,107
1863	68,143	81,750	90,677	100,904	107,866	------	------	------	------	------	------	------	------
Cleveland ,Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,485	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	70,151	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,178,326
1863	145,950	147,487	164,845	117,908	100,225	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	526,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	835,453	829,734	946,041	938,453	838,867	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	166,157	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,060	193,951	169,549	220.370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246.283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,864	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	163,931	248,971	259,643	321,059	243,163	225.196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,180	236,637	181,084	191,648	206,246	209,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,243	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1.070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,883	63,771	1,095,046
1863	66,699	66,686	56,171	107,754	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	48,637	49,102	112,266	141,771	107,117	90,483	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,382	161,391	126,558	178,773	235,690	276,161	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,652,435
1863	248,784	230,508	254,208	267,693	263,981	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	103,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	342,073	245,857	226,432	238,495	236,453	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591.920	743.599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,458	780,736	523,047	7.154.622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562.076	696.175	927.036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1.102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105.478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	87,504	101,857	103,223	99.435	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	118,075	108,695	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241.695	264,622	283,646	288,619	245,977	2,735.395
1860	163,551	171,841	257,410	248,110	265,011	278.270	314,806	337,495	339,911	368,956	321,208	249,031	3,315.500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	254.456	276,209	291,763	278,219	2,905.839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	861,834	396,771	429,920	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,128	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	391,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46.095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,160	125,027	77,599	51,296	926.735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142.537	162,858	137,086	92,574	1.172.100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stookbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	104
" " " 1850	700,000	6	Jan. & July.	"	1880	104½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105¾
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	110¼
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	101
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	380,000	7	May & Nov.	" "		103¾
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	104
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	106
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	107½
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	104
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	" "	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	105¾
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	104½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	119
" " " inconvertible	2,690,000	8	" "	" "	1883	119
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	112

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		106
1st Mortgage (general)	3,800,000	7	" "	" "		87
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	96
2d Mortgage	2,000,000	6	" "	" "		61
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		99½
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	101
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	87
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	161,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	111
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	105
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1870	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	112½
2d Mortgage	2,516,500		March & Sept.	" "	1881	113
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	111
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	114
1st Mortgage (Extended)	871,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	112
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	90
Land Security	5,000,000	7	April & Oct.	" "	1881	78
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	---
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	120
Convertible	1,002,000	7	" "	" "	1867	120½
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	119
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			110
Income	281,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "		100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr.(Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Mus. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	106½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		35
2d Land Grant (Western Div.)	353,600	†	" "	"		35
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6			'64-'74	
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	115
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	103½
Extension Bonds	175,000	7	May & Nov.	" "	1890	108½
Long Dock Co. :						
Mortgage Bonds	500,000	7			1882	
Mortgages on Land	473,809	7				
Louisville and Frankfort :						
Louisville Loan	109,000	---			1881	
1st Mortgage	228,000	---			'63-'78	
Louisville and Nashville :						
State (Tenn.), 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
Mortgage Bonds	289,410	7			1891	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1883	115
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	106
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	104
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109½
2d General Mortgage	2,656,500	7	" "	" "	1877	111½
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				---
Milwaukee and Chicago :						
1st Mortgage	400,000	8				----
2d Mortgage	200,000	7				----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	106
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7				----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7				----
2d Mortgage (S. F.)	400,000	8				----
Oskaloosa Division	500,000	7				----
1st Land Grant	2,000,000	7				52
2d Land Grant	[illegible]	---				----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				---
Tennessee State Loan	674,860	6				----
Alabama State Loan	389,410	6				----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				----
Montgomery and West Point :						
Alabama State Loan	122,622	---				----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee :						
1st Mortgage	249,000	7				----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				----
Chat. and Clev. Subsc. (endors.)	231,000	---				----
*New Albany and Salem :						
Crawfordsville	175,000	7				----
1st Mortgage	500,000	10				----
1st Mortgage	2,235,000	6				----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	----
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	108
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	116
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	108
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	105
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	104½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	126½
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	112½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	109
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	105
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	103½
3d Mortgage	990,300	7	Jan. & July.	" "	1867	105
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1876	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	104
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	104
2d Mortgage	3,077,000	7†	" "	" "	1861	23
North Missouri:						
State Loan (30 years)	4,350,000	6			------	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	94½
Chattel Mortgage	360,000	10	" "	"	1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6			------	90
State Loan (S. W. Branch)	1,268,000	6			------	----
Construction	3,235,000	7			------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	113
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	106
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	110
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,586,500	6	" "	"	1886	110
" 1856, "	1,475,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143⅝
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6			------	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	109
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	84½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	68
2d Mortgage	937,500	7	" "	"	1863	16½
3d Mortgage	435,050	7	" "	"	1863	3½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---			------	
2d Mortgage	450,000	---			------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	106
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	83
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	107
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	107
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	92
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	92
Interest Bonds	245,700	7			------	94
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'90–'70	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	112½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	" "	"	1868	----
Company's, endorsed by State	150,000	6	" "	"	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings Gross.	Earnings Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee. Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,674	4,443,584	122.4	229,068	301,402	126,918	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11½	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	—
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H.	4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	76,526	—	686,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	2,000,000	—	5,672,381	117.4	.....	1,036,437	582,341	12	123
30 Nov. '62	69.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,064	158,927	—	90
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	160	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,456	195,000	75,894	619,112	32.0	.....	7,857	3,835	—	....
— — '62	59.9	—	5.0	...	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	266,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879 468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	160,621	1,473,140	71	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,704	—	69
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	—	114
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	30½
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	96
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580.000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	60	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	97½
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,000,500	—	36,071,630	708.8	2,561,192	3,446,827	1,870,723	4	104½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	.....	10,400,000	203.0	.....	1,117,693	568,020	—	45
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	133,009	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,382,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11.066	2,082,545	84.0	.....	331,813	165,939	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,506	2,188,881	108.0	303,161	297,968	121,416	—	....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	286.0	.....	645,827	371,402	—	....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,058,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	246,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
— — '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	214
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	20.0	.....	.....	.....	—	....
30 Jun. '61	29.0	—	....	—	}	}	}	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	736,312	13 0	oper.by	Cov. &	Lex.	—	....
30 Jun. '61	65.1	—	....	—	13	10	230	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	....
— — '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,250	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 484	—	....
1 Aug. '60	54.7	—	....	188.3	...	...	.....	*Pittsburgh, Shreveport & Texas*	1,902,691	*	—	1,220,015	900,000	109,494	1,710,819	58.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.														
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....		40,155	24,676	—	—
31 May, '61	55.0	—	—	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....		318,506	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....		707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....		30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,963		172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—		—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by		An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475		245,348	115,732	6	112
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....		55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....		26,386	.....	—	—
								MARYLAND.														
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....		3,922,203	2,305,788	6	81½
30 Sep. '60	30.0	—	—	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427		462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558		1,920,641	927,341	—	47½
								MASSACHUSETTS.														
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....		42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565		421,969	136,191	6½	107
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	616,761		835,137	378,123	7	126½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121		702,222	355,362	8	135
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	98,654	5,335,584	83.6	564,117		1,006,130	490,304	8	140½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219		102,627	50,053	2½	30½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018		268,152	133,854	6	—
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168		635,629	315,734	—	110
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482		55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542		580,580	254,146	6	114½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	28.4	33,739		38,588	4,619	3	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424		16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....		21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515		188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262		134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by		B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,289	—	293,701	550,000	175,672	1,019,373	25.0	53,624		44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	435	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,068	4,187,740	102.1	388,585		580,150	312,031	6	136½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960		43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064		327,457	161,357	8	132
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,508	226,900	464	471,170	ope	r. by B		and Lyll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218		64,425	20,484	—	17
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho		usatonic.	31,409	7	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210		134,018	23,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.		and B.	.....	—	40
30 Nov. '62	69.3	8.0	5.5	—	14	13	180	Vermont and Massachusetts	3,809,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242		216,065	115,241	—	37
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201		2,095,922	984,564	8	150½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248		200,744	92,979	5½	77
								MICHIGAN.														
1 Jun. '62	17.3	—	—	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped	by G	r. Tr'k R.	R. Co. of	Canada	—	—	—		—	—	—	—
30 Jun. '62	188.0	—	—	—	—	—	—	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,360	188.0	.....		340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
31 May, '62	284.8	—	23.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,871,173	329.3	1,338,658		2,361,241	1,212,088	3	111
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637		2,813,331	1,461,276	—	71
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
								MINNESOTA.														
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—		—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....		.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....		.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....		.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
								MISSISSIPPI.														
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,381,899	236.0	.....		584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....		176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....		250,047	121,659	—	.....
								MISSOURI.														
31 Dec. '62	37.0	—	2.8	51.0	—	—	—	*Cairo and Fulton*	1,213,457	*	—	500,000	650,000	—	—	37.0	.....		—	—	—	—
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,801	—	1,782,886	10,571,000	—	—	206.8	.....		438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	—	—	168.8	.....		444,460	182,895	—	—
31 Dec. '62	52.0	—	3.6	.....	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	—	52.0	.....		—	—	—	—
28 Feb. '62	189.0	—	14.4	93.3	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,000,000	402,193	19,550,960	189.7	417,357		457,184	103,205	—	—
28 Feb. '62	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	71,213	4,500,000	—	—	114.0	71,433		104,135	33,664	—	—
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,166	—	1,971,127	3,501,000	57,351	5,996,277	90.1	232,631		253,235	65,259	—	—
								NEW HAMPSHIRE.														
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con		n. River	1,690	—	—
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	5,219	1,800,000	1,050,000	—	2,850,000	93.5	.....		208,360	92,712	—	44½
30 Nov. '62	53.6	—	.....	—	11	11	50	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,733	63.6	263,324		298,056	104,643	—	40½
30 Nov. '62	28.1	—	2.5	—	4	4	25	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....		34,045	10,492	—	—
31 Mar. '62	34.5	—	—	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....		243,651	112,327	7	65
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con		25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....		15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas		tern Mass.		4	114½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	—	20.5	.....		26,120	12,857	—	—
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	—	ope	r. by C'd		162,428	74,385	7	116
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....		84,916	12,396	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	—	82.0	.....		312,171	128,652	4	69½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	500,000	750,000	277,210	—	24.7	.....		68,040	15,366	—	—
								NEW JERSEY.														
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....		259,921	113,533	—	—
31 Dec. '62	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	—	124.2	.....		3,040,148	1,728,548	10	170
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....		144,386	65,128	—	17
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204		1,397,587	774,341	10	177
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000		226,448	101,520	7	—
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349		1,111,087	652,124	10	—
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	—		90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er		ie R. R.	58,400	8	—
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er		ie R. R.	26,500	5½	—
31 Dec. '62	.....	—	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,558	1,250,000	143,608	2,597,161	—	[2 mos.		10,588	—	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....		239,889	124,742	6½	111
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,742	821,984	—	82,969		90,122	46,823	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*Italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	60,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r. by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	28.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,923	514,891	123,021	8	—
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,426	275,486	—	90
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	195
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	40.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '62	144.0	4.0	115.0	—	65	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	298.424	13,193,890	259.0	—	2,730,886	707,592	—	122
30 Sep. '61	94.0	6.5	—	—	16	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	35
30 Sep. '62	297.8	258.1	379.0	—	229	231	2,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,535	654.9	5,36-,772	9,356,828	3,749,077	6½	119
31 Dec. '62	460.0	97.0	302.0	—	226	101	3,279	Erie	39,021,792	*	—	19,978,200	20,131,500	—	41,623,172	633.0	4,835,359	8,400,334	1,636,351	—	94
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,789	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	85
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	.....	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	.....	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	.....	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush (guar.)	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	.....	6	65½
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	33,318	66,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,805	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,438	353,441	164,672	6	94
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572	—	—
— — '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	—
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,150,470	1,045,000	51,300	2,934,599	171.9	.....	439,458	219,638	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,880	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '61	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	.....	404,593	168,653	—	—
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	17
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,818,784	198.3	.....	646,205	329,714	7½	125
31 Dec. '60	30.0	—	.....	69.1	.....	.....	.....	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	610,000	—	6,454 130	191.2	926,628	1,724,917	1,033,637	20	161
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,222	67.0	248,387	375 209	228,651	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	200
30 Nov. '62	101.	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	84
31 May '62	109.3	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	108½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	99
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	150
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	801,316	5,586,705	144.0	365,470	400,188	222,961	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	—
— — '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	145
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '62	192.8	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,345,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '62	158.9	52.0	.....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	—
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 968	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,163	*	14,038	2,335,550	6,211,618	198,590	8,785,378	250.0	1,614,932	1,938,202	950,462	—	74
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	.....	—	—	—	.....	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	73
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115.752	3,749,752	146.0	549,045	275,880	.....	—	7½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	968,900	270,500	56,545	1,384,456	74.5	.....	255,560	73,235	8	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,506,362	753,463	6	165
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	36
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	228,530	33,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	—
31 Oct. '62	31.3	19.2	8.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,630	289,153	2,026,144	50.5	150,984	196,084	164,134	—	22½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,469,000	31,547	3,927,386	76.0	367,230	522,927	460,516	8	80
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	126,316	68,801	—	49½
31 Oct. '62	524.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	8½	64
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 234	397,186	218,960	—	144
31 Oct. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	17,641,048	4,165,804	—	13,274,600	9,527,400	43,000	.....	441.4	5,036,609	10,143,739	5,987,134	6	61
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27 519	—	218,000	575,000	176,000	930,000	31.0	58,218	57,416	20,861	—	—
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	286,289	—	1,243,500	488,900	—	1,852,696	24.0	229,938	262,333	129,742	6	59½
31 Oct. '62	190.0	—	10.5	98.0	18	1	285	Phila. and (Sunbury) Erie	12,129,667	*	—	4,824,459	6,981,000	157,789	12,129,567	190.0	218,574	418,472	180,909	—	34
30 Nov. '62	147.6	5.5	147.6	—	143	67	7,300	Philadelphia and Reading	21,079,088	3,481,451	555,316	11,548,579	12,034,100	94,446	25,628,146	358.0	2,644,746	3,911,880	2,066,776	—	63

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
31 Oct. '62	28.2	—	1 9	—	—	—	—	PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	95.9	—	34.8	—	37	110	630	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	—
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Phila., Wilmington and Balt.	6,979 924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	.69
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,601,853	72.0	194,000	129,918	50,379	—	—
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	9,451,676	468.3	2,694,467	3,745,311	1,802,895	—	70½
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill and Susquehanna	1,197,774	*	—	1,289,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—
31 Oct. '62	28.0	—	6.2	—	5	1	439	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	—	oper. by	Ph. & R	eading.	5	—
31 Oct. '62	29.6	—	2.5	—	4	4	101	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	—	57,928	159,534	99,060	—	40
31 Dec. '62	26.4	—	3.0	—	5	11	23	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
								Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	6
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	302,600	311,370	140,707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,917	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,636	6	----
— — '58	40.3	—	----	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	—	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	—	North-Eastern	2,011,652	*	—	986,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	—	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,636,096	873,527	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	88,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	---	---	---	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	750 0	---	---	---	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,608	----------	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	26	25	541	Rutland and Burlington	3,987,708	558,275	—	2,233,376	3,183,038	963,019	----------	119.6	394,393	322,829	61,180	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	718,418	191,466	—	----
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----------	4	155
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	89.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	----
30 Sep. '58	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	11
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '58	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,366,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	261	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,285,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,786	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	---	---	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	5	10	—	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	----------	1,108,354	436,089	—	50½
— — '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	----------	----------	346,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	229,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '62	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	235,420	55,496	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	2,196,810	533,990	—	----
31 July, '62	229.0	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	26,104,725	357.0	----------	1,221,145	585,885	1½	----
— — '62	24.0	—	----	—	2	2	82	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,560,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	----	—	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	----------	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	----	—	20	15	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	—	—	11	22	120	Panama	8,000,000	*	635,058	5,000,000	3,376,000	—	10,768,723	48.7	----------	1,743,294	1,018,444	12	180

New York Stock Exchange.

Actual Sale Prices for the week ending June 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
STATE STOCKS:—						
California 7s	----	----	----	131	----	
Illinois War Loan	103	----	----	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	68½	68	69½	70½	68½	69½
Do. iss. to H. & St. J. R.	----	----	----	----	----	----
North Carolina 6s	60	----	----	68½	----	68
Ohio 6s, 1881	----	----	----	110	----	----
Tennessee 6s, 1890	62½	63½	----	----	62½	62½
Virginia 6s	----	----	66	65½	66½	66½
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago & Alton	70	71	71½	71½	69	----
" " pref.	91	89	90	----	----	----
Chicago, Burl. & Q.	115	----	----	----	114	----
Chic. & Northwest'n.	31½	30	31	31	30	30½
Chicago & Rock Isl.	98½	96½	96½	97½	96	96
Clev., Col. and Cin.	160	----	161	----	----	----
Clev. and Pittsburg	89	87½	86½	87	83	84
Clev. and Toledo	106	113	113	110	108½	108½
Del., Lack. & West.	----	----	----	----	----	----
Galena and Chicago	103½	100	99½	99½	97½	97½
Hudson River	127½	124½	124½	124½	122	122
Illinois Centr. (scrip)	104½	102	103	103½	102	101½
Michigan Central	115½	114½	115½	112x	110½	111
M. S. and N. I.	74	71½	72	73	71½	71
M. S. & N. I. guar'd.	114½	114	114	115	114	114½
Mil. and P. du Chien	45½	----	----	48	47½	50½
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	----	80	----	----
New York Central	119½	118½	119	119½	119½	119
Erie	94½	93	94	95½	94½	94
Erie pref.	104	103½	103	103½	102½	102½
Norwich & Worcest'r	----	----	----	----	----	90
N. York & Harlem	93	89½	89	90	97	85
N. Y. & H. "pref."	101½	98	95	----	----	95
Panama	----	----	----	----	----	----
Phila. and Reading	107	105	107	105	103	104
Pitts. Ft. W. & Chicago	73	71½	72	72	70½	70½
St. L., Alton & T. H.	45	44	44	46½	45	----
" " " pref.	71	----	71	71	----	----
Toledo & Wabash	----	----	72	74½	74	----
" " Pref.	----	----	----	----	----	80½
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	108	----	----	----	----	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chic. & N. W. 1st M.	86	86	87½	----	87	----
" " 2d M.	58½	58½	58½	62	61	61
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	96	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	----	----	----	87	----	----
Cl. & Tol. S. F. 7 p. c.	----	----	110	----	----	111
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	----
Chi. & R. I. 1st M. '70-'112	----	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-5.	----	----	----	----	----	----
" 2 M. 8 p. c. '81	----	----	113	----	----	----
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	----
" 2 M. 7p. c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	78	----	----	78	----	----
Hods. R. 1 M. 7p. c. '60	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7p. c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central bonds	119	----	----	----	119	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	----	----	106	----	----
Mich. Cen. S F. 8 pc. '82	----	----	----	----	----	----
" conv. 8 p. c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	109½	----	----	109½
" " 2 M.	----	----	102	----	----	101½
N. J. Central 1st M.	----	----	----	----	105	----
" " 2d M.	----	----	----	----	----	----
N. Y. Central 7s, 1864-104½	----	----	----	----	----	----
" 7s, S. F. 1876	116	----	----	----	----	----
" 7s, conv. 1876	----	----	----	----	----	----
" 6s, S. F. 1883	107	----	----	----	108	108
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	----	112	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7 p. c. '83	----	----	----	----	----	----
" 4 M. 7 p. c. '80	----	----	----	109	----	----
" 5 M. 7 p. c. '88	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p. c. '73	----	----	112	----	112	----
" 2 M. 7 p. c. '64	----	----	----	----	----	----
" 3 M. 7 p. c. '67	105	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	109	----	----	----	----	----
" " " 2d M.	104	104	----	----	103	----
" " " 3d M.	----	----	84½	----	----	----
St. L., Alt. & T. H. 1 M.	----	----	----	----	----	----
" " 2 M. pref.	91½	92	92	----	92	----
" Inc. b'ds.	82	83	----	----	----	----
Toledo & Wab. 1 M.	----	----	----	----	107	107
" " 2 M.	----	92	----	----	92	----
" " Int. b'ds.	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	140	140	----	----	----	140
Penn'a Coal Co.	136	----	----	----	----	----
Pacific Mail S.S. Co.	182	----	180½	180½	181	

New York Stock Exchange.

Actual Sale Prices for the week ending June 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	98	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	98½	99½	99	----	99	----
U. S. 5s, 1865	----	106½	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	104½	104½	----
U. S. 6s, 1881, cou.	108	108½	108½	108½	108½	----
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	103	103	----	----	----	----
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	101½	----	----	----	101
U. S. 6s, " new	----	98½	98½	98½	99	98½
U. S. 6s, 5-20s, coupon	----	----	----	----	----	----
Treasury 7 3-10 Notes	106½	107½	106½	106½	106½	106½
U. S. Demand Notes	----	----	----	----	----	----
American Gold	141½	141½	142½	144½	147½	145½

Boston Stock Exchange.

Actual Sale Prices for the week ending June 17.

	Th.11.	F.12.	Sat.14.	M.15.	Tu.16.	W.17.
Boston and Lowell	107	----	----	----	----	----
Boston and Maine	----	----	----	127	----	----
Boston and Providence	----	----	136	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	100	110	----	----	----
Eastern, N. H.	----	114½	----	----	----	----
Fitchburg	114½	116	114½	----	----	----
Manchester & Lawr'ce	----	----	116	----	----	----
Michigan Central	117	----	117	----	112	----
Northern, N. H.	69	69	----	----	69	69½
Old Colony and Fall R.	136	----	----	----	138	138½
Ph., Wil. & Baltimore	70½	71½	71	70½	69½	69
Portl'd, Saco & Ports.	----	----	----	112	----	----
Vermont & Canada	155	153	----	155	----	----
Vermont & Mass.	36½	36½	37	37½	37½	37
Western	150½	----	----	----	----	----
Cambridge (Horse)	----	124	----	123	----	----
Metropolitan "	----	----	----	----	----	----
Middlesex "	109½	----	110	----	----	----
Central Copper Co.	----	48	----	----	48½	48
Franklin Copper Co.	57½	57	56½	55½	56½	55½
Isle Royale "	----	22	120	20	----	----
National "	----	----	----	----	----	----
Minnesota "	101	----	102½	102	----	----
Pewabic "	66	----	65½	64½	64½	64
Pittsburg "	----	----	----	----	----	----
Quincy "	88	88	88	88	88	87½
Rockland "	----	23½	----	22	21½	21½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 16.

	W.10.	Th.11.	F.12	Sat.13.	M.15.	Tu.16.
Beaver Meadow	----	----	74	77½	74	73
Cattawissa	----	7½	7½	----	----	7½
" preferred	23½	23	23½	----	23	22½
Camden & Amboy	----	----	----	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	108	----	----	----	107½	107½
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	104	104	104	----	----	104
Elmira & W'msport	36	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	78	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" " 6s	108	108½	----	----	----	----
" " scrip	----	----	----	44	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	49	49	----	49	----	----
" " 7s	----	----	----	----	----	38
Long Island	----	----	38	35	----	----
" " 6s	----	----	----	----	----	----
Minehill	65	65	65	65	----	64
North Pennsylvania	14½	15	15½	16½	15	14½
" " 6s	95	94½	94½	----	94½	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	65½	65½	66	66	64½	61
" 1st m.	----	----	----	----	----	113
" 2d m.	108	108½	----	----	----	----
Penn. State, 5s	102	103½	103	----	----	102½
" " 5s, coupon	----	----	105	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	105	----	105	----	104	105
" " new	----	----	108	108	108½	----
Philad., Germ. & Nor.	59	59½	59½	59½	59½	----
Phila. & Reading	51½	53½	53½	52½	53½	51½
" " 6s, '86	107	107½	110	----	110	----
" " 6s, '70	106½	106½	----	----	----	106
Philadelphia & Erie	25	25	25	----	24½	24
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	109	----
Sunbury and Erie, 7s	----	----	----	----	111	----
Arch street, (Horse)	25½	----	----	25	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	29	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	12½	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	16	----	16½	16½	----	16½
13th & 15th sts., "	----	----	----	----	----	----
West Philad., "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 15.

	Tu.9.	W.10.	Th.11.	F.12.	Sat.13.	M.15.
Baltimore City 6s, 1875	107½	----	----	----	----	----
" " 1886	----	----	----	----	107½	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	107	----	----	----
Balt. and Ohio	83	83	83½	----	----	81½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	104	104	----
Northern Central	----	----	42½	43	----	----
" " b'ds, '85	----	----	----	----	----	103½
" " " '95	----	----	----	----	----	----

American Railroad Journal.

Saturday, June 20, 1863.

Stock Exchange and Money Market.

Another remarkable change in the aspect of our public affairs has occurred within the past week, and had its full effect on many departments of business. The management of the war has a direct bearing on the transactions of men; prices rise and fall, bargains are made under the stimulus of the hour, victory or defeat determine the price of gold or exchange, and the market, which is the concentration of individual opinion into mass and mobility reels like a vessel in a storm at sea. Beyond these immediate influences which operate directly on the street, there are others of a more quiet and philosophic character, which are absolutely necessary to be considered, if we would look into the financial future. And the most important of these is the consideration of the actual amount of talent which is now in charge of the Government of this country and its great and wondrous resources. If ever it required the aid of its ablest men in its service, it does so now, and if the President would be instructed by his friends as well as his opponents, he would not delay for a single instant to call to his aid the best intellect of the country. Imbecility and incapacity can no longer be tolerated in the public service.

It is pleasing to know, however, that the enterprise and spirit of the people continue to withstand every depressing circumstance. As the pressure increases, the mercury of the popular feeling rises. During the present flurry, there has been no diminution of public confidence in the national securities. The last accounts from abroad show a fresh demand, and rise in them even in the London market, and large amounts are being absorbed on the continent. This is the news brought by the Scotia, and it is also stated that this vessel brought out large orders at par for the 6 per cent. coupon Stocks, payable in 1881, and the 5's of 1874.

One of the great enterprises of the day is the construction of the Eastern division of the Union Pacific Railway. Four thousand tons of American railway iron are advertised for, and the organization, under new auspices, of that portion of the route hitherto known as the Leavenworth, Pawnee and Western Railroad, is proving to be as efficient and very much of the same character as that which has marked the career of the Atlantic and Great Western. The office of the company is about to be removed to this city, for the greater facility of transacting its business. Some inquiry has been made as to the purposes, ulterior at least, of the new management. We believe we are in a position to give an explanation. It is well-known that a considerable portion of the Western Division of the Pacific Railway has been laid out

graded, and put under contract; that large pecuniary aid has been given it in California from public and private sources; and that in fact there is but the Central division which remains in an uncertain condition. The corporators have done nothing since their first and only meeting at Chicago to forward the project. Indeed the committee charged with the duty of pushing forward the organization to its legal termination, has taken no action that we have heard of. At a private meeting held some weeks since in this city, from which some of the earliest and most active of its friends were excluded, some apparently showy resolutions were passed, though really amounting to nothing; and we understand another meeting of the same sort is to be held for the purpose of taking up the tangled skein where it had been dropped, and reeling it off into something more shapely. But a very curious state of things has arisen which is worthy of notice, since it is likely to solve the whole problem in an easy and simple manner. The original act of Congress contains some provisions which have only recently been understood. It would appear from various sections of the act, that any of the Eastern companies connecting with the 100th parallel westward, and the Central Pacific Railroad of California which terminates at the Western boundary of Nevada, have themselves full power to construct the intermediate central division of the line. The 9th section states that the Kansas Company may proceed westward to the 100th parallel, and the California Company may proceed eastward to the Eastern boundary of that State. The 10th section after prescribing how many miles shall be annually constructed by these companies, proceeds in these words: "And after completing their roads respectively, *said companies, or either of them* may unite upon equal terms with the first named company in constructing so much of said railroad and telegraph line and branch railroads, and telegraph lines in this act hereinafter mentioned *through the territories from the State of California to the Missouri River, as shall then remain to be constructed* on the same terms and conditions as prescribed in this act to the Union Pacific Railroad Company."

So that these two companies now at work on the Western and Eastern divisions have full power to unite and construct the Central division on their own motion, and without any further legislation on the subject, and even without calling for a dollar's subscription. All the powers, rights, advantages and privileges of the original Union Pacific Railroad Company fall at once into these two companies, upon their uniting and agreeing to assume them. That this opinion is not our own merely, is evident from the fact that the Attorney-General of the United States after a careful examination of the act of Congress has so construed it.

We may therefore congratulate the people of the East and West, that the construction of this great work is secured beyond a peradventure, and that the two companies already named will proceed with as little delay as practicable to undertake the construction of the remaining Central division. Every day seems to diminish the real or supposed difficulties in the way. Just as the great range of the Rocky Mountains has been found to be rather an elevation of plateaus and table land, than a succession of ragged peaks, so the obstacles of constructing a route across them have sunk into comparative trifles, easily overcome by the most moderate skill in engineering.

In the construction of the Eastern division, no call has been made on the Money Market for assistance. Actual capital has thus far done its own work, just as it did in the Atlantic and Great Western, when 200 miles of a six feet gauge were built in seven months, and not a dollar of stock was forced upon the New York market. The public then may feel assured no further call on them in aid of the Pacific road will be necessary, and any movement in that shape may be set down to speculation with motives which require no explanation.

The Share Market was slightly effected by unfavorable rumors from the seat of war. The shares of the leading railways were lower, but the decline was not serious. The earnings are enormous, and the profits continue large. By reference to our Table of Earnings it will be seen that for May, as far as heard from, they are largely in excess of the earnings for May, 1862. For instance: the gain in Chicago and Rock Island has been $55,235; in Chicago and Northwestern, $23,-314; in Cleveland and Toledo, $30,074; in Erie, $251,451; in Galena and Chicago, $57,963; in Hudson River, $49,329; in Illinois Central, $107,-920; in Michigan Southern, $63,155; in Michigan Central, $50,414; in Harlem, $14,414; and in Pittsburg, Fort Wayne and Chicago, $141,730. From January to May, inclusive, the gain has been: in Chicago and Rock Island, $205,388; in Chicago and Northwestern, $155,653; in Cleveland and Toledo, $220,443; in Galena and Chicago, $197,651; in Hudson River, $470,600; in Illinois Central, $378,096; in Michigan Southern, $396,-848; in Michigan Central, $295,856; in Harlem, $131,451; in Pittsburg, Fort Wayne and Chicago, $624,206; and in Erie, $1,236,364. The earnings of the latter road have been in the past five months $4,388,548, against $3,152,184 in the first five months of 1862. The average gain per month has been $244,273. At this rate of increase, the earnings for the year 1863 will exceed *eleven millions of dollars.*

Gold is not in much demand for export, and very little has been recently shipped from this port. The amounts hitherto brought here from California, are principally taken by the British steamers from Aspinwall to England, and furnish a large basis against which to draw without risk of capture.

The rate of gold in this market on the 10th inst., was 140½; during the week following it fluctuated between that figure and 142½. On Tuesday it rose to 148½, and on Wednesday, there being no demand for export, it fell to 145½-⅜. Exchange was dull at 158 to 159. It is considered that the stamp duty on gold contracts, prevents transactions where the rise is small, as it swallows up the profit in such cases. The conversions of United States currency into the new loan of 1882 are large, $1,236,580 being paid in on Wednesday in this city. The receipts at the Treasurer's office were also large, viz., $5,625,295 73, and the balance on that day was $24,466,097 62.

The Stockholders of the Cleveland, Columbus and Cincinnati Railroad, and of the Cleveland, Painesville and Ashtabula Railroad have voted unanimously in favor of the consolidation and division of the earnings of the roads as proposed by the Directors.

The Galena and Chicago Union Railroad Company have declared a dividend of three per cent, free from Government tax, payable at the office of the Company in Chicago on the 15th of July.

The Michigan Central Railroad Company have declared a dividend of six dollars per share, free of government tax, payable July 1.

The Providence and Worcester, Boston and Worcester, and Western Railroad Companies have each declared a semi-annual dividend of four per cent., free from government tax, but subject to the state tax on non-resident stockholders of one-fifteenth thereof, payable July 1.

The Cleveland and Pittsburgh Railroad is now under tne direction of the officers of the Company, and all persons having claims against the Company, are requested to present them at the office in Clevelanc.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Goshen Branch bonds, 105; Cincinnati, Hamilton and Dayton, 125; Illinois Central full stock, 96; do., cancelled bonds scrip, 80; Canton Co., 27½; Citizens Gas Co., Brooklyn, 125@126; Cumberland Coal pref., 24; Quicksilver, 42; Central American Transit Co., 40½; American Coal Co., 60; Miss. and Mo., 21½; do., L. G. bonds, 52; Ohio and Miss. Certificates, 35; Wyoming V. Coal Co., 73¾; Connecticut 6s, 1871, 112; Vt. 6s, 1871, 108½; N. J. 6s, 112; Ohio 6s, 1886, 106; Illinois coupon bonds, 1877, 107¼; Hartford City 6s, 1876, 113; Portland 6s, 1877, 108½; Chicago 7s, sewerage, 1884, 114½; do., Municipal 6s, 100; do., 6s, Water Loan, 103; Chicago and Milwaukee 1st mort., 7s, 1874, 99½; Gt. Western of Illinois 1st mort.. 10s, 1868, 110; Toledo, Logansport and Burlington bonds, 1884, 80½; Chicago, Burlington and Quincy 1st mort., 119; Illinois sterling bonds, £168 16s., seven coupons attached £13 10s. each, $4.50 per pound sterling.

Boston.—Vermont Central, 38c.; do., 1st mort., 75; do., 2d mort., 20; Northern (Ogdensburg) 25c.; do., 2d mort., 25@28; Rutland 1st mort., 65@68; do., 2d mort., 15@16¼; do., 3d mort., 4½; Troy and Greenbush guar., 7s, 52½; Concord, 65; Cheshire, 40½; South Shore, 15@17; Western R. R. 6s, 106; Mad River and Lake Erie R. R. 7s, 1866, 51¼; Malden and Melrose, 22½; Rhode Island 6s, 111; Vermont 6s, 1871, 112½; Connecticut 6s, 1881, 112¼; Maine 6s, 1883, 112½; New Hampshire 6s, 1874, 108¼; Bath 6s, 103¾; Newburyport 5s, 100⅞; Portland 6s, 104¼; Hartford 6s, (Fishkill R. R. Loan,) 104¾; Chelsea City coupon 5s, 100; Acton Mining Co., 5; Albany and Boston, 11; Pontiac, 7; Copper Falls, 10½; Hancock, 10¼; Huron, 18; Manhattan, 5; Petherick, 2⅞; South Side, 2⅜; Toltec, 2½; Mesnard, 12½; Phœnix, 7; Quartz Hill, 16¼.

Philadelphia.—Sch. Nav., 11; do., pref., 24¾; do., 6s, 1882, 88; do., 1876, 70½; do., 1872, 101; Union Canal, 1½; do., pref., 8¾; Susq. Canal, 14; do., 6s, 63; Del. Div., 44; Chesapeake and Delaware, 60; do., 6s, 101; Morris Canal, 70; do., pref., 140; Wyoming Canal, 95; Chester Valley 7s, 40; Camden and Atlantic, pref., 17; Ph. Germ. and Nor. 6s, 118; Tioga 7s, 103;

Lehigh River, R. R., 18; City 6s, 105; City 5s, 96⅛; Ridge Avenue, 19; 17th and 19th streets, 13½.

Baltimore.—N. W. Va. 11; do., 2d mort., 102¼; do., 3d mort., 25; West Md. bonds, 84½; Central Ohio 4th mort., 40. The quotations are: Balt. and Ohio, 81½@82½; do., 6s, 1867, 105; do., 1875, 105¾; do., 1880, 104½; do., 1885, 103¾@104; Northern Central, 40@41¼; do., bonds, 1885, 103½@104; N. W. Va., 10; do., 1st mort., 104@105; do., 2d mort., 102¼; do., 3d mort., 22@26; Central Ohio 2d mort., 103@105¾; do., 4th mort., 40@45; do., income 1857–'60, 26@30; Western Md., bonds, 84@86; do., guar., 105½; Maryland 6s, Ins., 114½; do., 1890, 115¾; Baltimore 6s, 1875, 108@108½; do., 1886, 109; do., 1890, new, 107½; do., old, 107½@109; do., coupon, 108½; do., 5s, 1838–'70, 90@95.

Chicago and Northwestern Railroad.

The following gentlemen have been elected directors of this Co. for the current year: Wm. B. Ogden, President, Chicago; J. A. Wood, Janesville, Wis.; Geo. L. Dunlap, Chicago; H. Smith, Appleton, Wis.; M. C. Darling, Fon du Lac, Wis.; A. B. Pritchard, Watertown, Wis.; J. J. R. Pease, Janesville, Wis.; Wm. A. Booth, Lowell Holbrook, C. S. Seyton, H. H. Booth, New York; S. M. Bartholomew, Conn.

Chicago and Milwaukee Railway.

The Chicago and Milwaukee and the Milwaukee and Chicago Railroads completed their amalgamation last week, under the new corporate name of Chicago and Milwaukee Railway Company. The election for directors of the new company will take place at Chicago on the 23d instant.

Farm Mortgages in Wisconsin.

The Supreme Court of Wisconsin has lately affirmed the validity of all the farm mortgages of the State. These are mortgages given to the Milwaukee and Mississippi Railroad and other similar corporations. The issue involved several millions of dollars, and the decision is one of vital interest to thousands of the citizens of the State.

Oil Creek Railroad.

The work upon the road is being pushed forward rapidly and will soon be completed through from Corry to Oil City. The officers of this company are: President, Thomas Struthers; Superintendent, W. S. Streator; Secretary, John E. McPherson; Auditor, W. K. Witter; Chief Engineer, Samuel M. Lawrence. They are all gentlemen of well-known reputation and are eminently qualified to fill the respective positions to which they were elected.—*Titusville Rep.*

Chicago and Rock Island Railroad.

The annual meeting of the stockholders of this company was held in Chicago on the 5th inst., at which the following gentlemen were elected directors for the ensuing year: Thos. C. Durant, David Dows, Chas. W. Durant, Clark Durant, E. W. Dunham, Francis H. Tows, Thomas T. Sturgis, Geo. T. M. Davis, Harvey Kennedy, New-York; Robert A. Forsyth, Newburgh, N. Y.; B. P. Learned, Albany N. Y.; John F. Tracy, Chicago, Ill.; E. Cook, Davenport, Iowa.

At a subsequent meeting of the board, the following officers were elected: President, Chas. W. Durant; Vice-President and General Superintendent, John F. Tracy; Secretary, Francis H. Tows; Treasurer, E. W. Dunham.

Rome, Watertown and Ogdensburgh R. R.

At a meeting of the Company held at Watertown on the 4th inst., the following gentlemen were elected Directors: Wm. C. Pierrepont, Pierrepont Manor; Charles E. Bill, New York; Samuel F. Phelps, New York; John Ferguson, New York; Marcellus Massey, New York; Edward Strong, New York; A. Alexander, jr., Springfield Mass.; Calvert Comstock, Albany; David Utley, Rome; Solon D. Hungerford, Adams; William Lord, Brownville; Talcott H. Camp, Watertown; Willard Ives, Watertown.

At a subsequent meeting of the Directors, Wm. C. Pierrepont was re-elected President, and R. C. Hungerford, Treasurer.

Scioto and Hocking Valley Railroad.

The Scioto and Hocking Valley Railroad has been sold at auction in pursuance of the order from the Court of Common Pleas of Perry County, Ohio. The sum bid was $411,100, two-thirds of the appraisement. The purchasers were E. P. Mason, I. Hartshorn, and T. J. Stead, representing the second mortgage holders, and as trustees of the new company.

Atlantic and Great Western Railway.

We understand, on what we consider good authority, that a railroad arrangement of the greatest importance to our citizens and the public generally has been perfected. It is reported that the Atlantic and Great Western Railway Company have leased the Cleveland and Mahoning Railroad for a term of ninety-nine years, guaranteeing a rate of interest to the stockholders of the latter company that will probably give a handsome dividend. The line is to be completed forthwith to the Old River Bed, where the depot buildings will be erected and a junction effected with the Cleveland and Toledo Railroad.—*Cleveland Herald.*

Important Patent Decision.

It has heretofore been the practice of the Patent Office to refuse to entertain an application for reissue on behalf of an assignee or assignees, unless he or they owned the entire interest of the patentee. But this has been reversed by the Board of Examiners-in-Chief, who have decided that any assignee of an exclusive territorial right under a patent, is entitled to surrender and take out a reissue, which will be operative to the extent of the territory embraced in his grant.

Albany and Susquehanna Railroad.

We learn that the work on this road has been let from East Worcester to Oneonta, to two responsible firms, who will push it to early completion.

Junction Railroad.

The work upon the Junction Railroad is being puched forward, a force being employed on it along its entire length. The road is a little over four and half miles long, extending from Gray's Ferry to Belmont. There will be two tracks of 4 feet 8½ inches gauge. Probably no road in the country of a similar length has required so much culverting and tunnelling and bridging as the Junction Road will. There will be six iron bridges, eight culverts, and seven hundred and fifty feet of tunnelling. North of Market street bridge most of the grading has been done, and a handsome and substantial iron bridge has been constructed over Thirty-fifth street, near the stand-pipe. The excavation south of the Market street bridge, has been brought up to the vicinity of Walnut street, near where the tunnelling will be begun and come out north of the bridge. At Gray's Ferry workmen are engaged in blasting a considerable depth, having to be reached through solid rock. Preparations have been made for the building of an immense depot on the north side of Market street, below Thirty-second. The old buildings have been removed from the site, and the new structure will soon be commenced.—*Phila. Ledger.*

Buffalo and Lake Huron Railway.

The half-yearly meeting of this Company was held on Thursday, May 14, at the London Tavern:

Mr. Philip Rawson, the chairman, presided.

Mr. Short, the secretary read the notice convening the meeting, and the following report was taken as read:

REPORT OF THE DIRECTORS IN ENGLAND.

The accounts submitted herewith, for the half-year ending 31st January, 1863, show the results of the Company's working as under—

Net revenue		£16,537	18 9
Renewal of rails	£1,593 5 8		
Hire of cars	875 6 10		
Depreciation of currency	538 16 10		
		3,007	9 4
Leaving the amount of		£13,530	9 5

to meet the interest payable on the Company's mortgage debt, and other interest charges.

The outlay for works on capital account during the half-year has been restricted to the more pressing repuirements of the Company's business; such works only as were imperatively required having been undertaken. There are many points, however, at which increased accomodation to the traffic is needful, and the board propose to supply it as soon as convenient. The charges applicable to this account for the half-year are as follows:

Loss on revenue account for the half-year ending July 31, 1862, after providing for interest on mortgage and chattel bonds, &c. $52,671 29=	£10,822	17	4
Payments on account of Goderich Habor Extension which includes $11,008 40 instalments on Goderich harbor purchase, $25,025 20.	5,142	2	7
Payments on account of works on line, station buildings $4,122 37.	847	1	2
Payments on account of Buffalo Extension and Fort Erie New Works, including $1,310 for dredging Erie Canal at Black Rock Swing Bridge, required by the Commissioners $1,868 18	383	17	6
Proportion of direction salaries, office expenses, including $1,703 paid to Mr. Evans on account of expenses to Canada $2,450 59	503	10	11
Paid for right of way $1,245 73	255	19	6
Sundries $1,436 39	295	3	0

During the half-year a balance of $9,360 due by the Brantford Car Company, and $1,000 on account of property sold in Buffalo, has been received and credited in the accounts. The amount standing at the credit of general balance account, namely, $3,538 16=£727 0s. 8d., as having been paid to steam-boats on account of guarantee, still remains unadjusted. The credit balance, under the head of "Sundry floating accounts with stations," as per general balance sheet, viz., £16,907 9s. 10d., includes Buffalo outstanding, viz., £12,523 8s. 6., but about two-thirds of the last-named amount is estimated as being due to other Companies in settlement of current accounts, and is payable in American currency, on which no loss will be sustained. Although the depreciation in American currency has fluctuated between 15 and 60 per cent. during the past half-year, yet so far as this Company's losses have been realised, about £500 will cover the whole amount, exclusive of any enhanced cost of stores purchased in Buffalo, as will be seen on reference to the revenue accounts; any additional cost, however, of stores, the board believe to be small compared with the cost of converting American into Canadian currency.

The Revenue for the half-year ending 31st January amounted to £47,359 11s. 11d.; and the expenditure for the same period, including exceptional charges, before referred to, of £3,007 9s. 4d. £33,829 2s. 6d.; leaving a surplus of £13,530 9s. 5d.; to meet interest on chattel bonds £1,541 4s.; ditto

loans £678 18s. 11d.; ditto mortgage bonds paid up to date £13,451 18s. 9d.; total 16,672 1s. 8d.; leaving a deficiency on revenue, after paying expenses and providing for interest on bonds, &c., to date of £3,141 12s. 3d. The per centage of working expenses, as compared with the gross receipts, amounts to 71 against 75 per cent. for the corresponding half-year; and the per centage, less renewals, amounts to 65 against 73 per cent. for the same period. The revenue for the half-year ending 31st January, 1862, amounted to £50,021; this half-year it amounts to £47,359 11s. 11d.; decrease £2,166 8s. 1d. The aggregate expenditure for half-year ending 31st January, 1862, amounted to £37,775 1s. 3d.; this half-year it amounts to £33,129 2s. 6d.; decrease £3,945 18s.. 9d. In order to institute a comparison of the cost of maintenance for the past half-year, as compared with previous half-year years, the following figures are subjoined:—

Average Cost per Mile per Annum.

Jan. 1860	Jan. 1861.	Jan. 1862.	Jan. 1863.
£90 0 9	£82 4 0	£87 0 0	£80 0 0*

* Includes repair of iron.

The following table will show the revenue and expenses yearly, from 31st January, 1860, inclusive:—

Revenue:	Jan. 31, 1860.	Jan. 31, 1861.	Jan. 31, 1862.	Jan. 31. 1863.
Passengers	£11,092	£11,262	£12,342	£13,379
Freight	23,762	23,949	36,177	33,105
Mails	496	496	496	496
Expresses and parcels	225	581	550	587
Sundries	260	308	456	792
Total	35,836	36,597	50,021	47,360
Expenses:				
Maintenance	7,243	6,391	7,002	4,826
Locomotive exp.	5,880	6,168	9,244	7,129
Transport'n do..	4,794	5,048	7,035	7,518
General charges.	3,388	3,107	4,178	3,696
Working Niagara ferry	2,047	1,368	1,893	1,603
Sundries as per abstract	5,016	4,631	5,739	5,402
Total	27,755	27,296	36,051	30,822

The following table will further show the comparative results for the same period, in an abstract form:

	1860.	1861.	1862.	1863.
Revenue	£35,836	£36,597	£50,021	£47,360
Expenses	29,755	27,296	37,775	30,822
	£6,081	9,300	12,246	16,538
Aver. p. mile p. wk..	£8 11s.	£8 14s.	£12	£11 6s.
Aver. weekly traffic.	1,378	1,408	1,924	1,821
Clear av. w'kly profit	234	358	471	636
Per centage of exp. on gross receipts.	83	75	75	71

Locomotive exp:	Jan. 31. 1861.	Jan. 31. 1862.	Jan. 31. 1863.
Miles run	175,510	270,607	219,577
	dols.	dols.	dols.
Loco. & car exp'nses.	38,114.42	58,790.00	44,168.41
Cost per mile run...	10½d.	10½d.	10d.

The marked decrease on the gross expenditure for the past half-year, as compared with the previous half-year, arises chiefly on the maintenance and locomotive expenses, as will be seen on glancing over the above tables, and is the result of certain economical charges consequent in the first instance on the contract for maintenance having passed into the Company's hands on the 31st October last, and the reduced cost at which the road has since been maintained: and in the next place to the saving effected in the locomotive department by the reduction of mileage and wages paid to the mechanical staff, and the reduced cost of fuel.

The balance of wood on hand from last half-year was 11,164 cords, purchased during half-year 767 cords, total 11,931 cords, consumption 5,400 cords. The average cost per cord of the stock on hand amounts to $1.57. The cost per cord as charged to the mechanical department, including hauling, cutting, delivering and management amounts to 2.70, being lower than any rate heretofore charged; satisfactory arrangements have been made for maintaining the supply.

WORKS OF CONSTRUCTION.

Goderich Extension and Harbor.—The works on hand at the close of last half-year have, with the exception of the exterior of the North Pier been completed; the works at the North Pier will be now pushed forward as the material is on the ground.

Main Line.—The new car shop has been completed at a cost of $5,857 68th-100; it is built of brick, with a slate roof, and is 60 feet wide by 200 long in clear.

Extension of Sidings.—A total extension of 5,613 lineal feet of track has been made during the half-year by constructing and extending the sidings at Seaforth, Fort Erie, Mitchell, Richwood, Tavistock, and Brantford.

From the lateness of the season when these sidings were commenced, they have not yet been ballasted, but are in other respects complete. A new freight shed, having two floors, each 60 feet wide by 96 feet long, and having a capacity of 11,500 square feet, has been built at the Company's freight depot at Buffalo, and a small building has been erected at the Black Rock Ferry Works, for the use and shelter of employes on duty there in rough weather.

Maintenance of Way and Buildings.—During the months of August, September, and October the works of the road between Fort Erie and Goderich were kept in repair by the late maintenance contractor. During the months of November, December, and January, they have been carried out by the Company through the engineer department. The total length of roadway now under maintenance by the Company, inclusive of the Goderich Extension and the Buffalo Ferry and Extension Works, is 162 miles. The total extent of track in sidings is 9 36th-100 miles, in addition to the above. The roadway, buildings, bridges, docks and ferry works, are all reported to be in good working condition. Considerable repairs have been effected during the past three months on the side fences, and contracts are in hand for the delivery of a large amount of fence rails for reconstruction of snake or rail fencing.

Sleepers.—A supply of 59,000 are now under contract, a large portion of which are already delivered and distributed along the roadway to be used as soon as the frost leaves the ground.

Renewals of Iron.—Three hundred tons of worn iron was sent to the Buffalo rolling mills in December and January, and will be ready for use in March. 2,721 rails have been repaired and replaced in the track, on these there were 4,192 flanges and 9,201 feet of surface repaired. Although the iron on the Buffalo and Lake Huron Railway has worn remarkably well, it is desirable to procure a reserve supply of new iron, in order to facilitate repairs and renewals as they become necessary.

Goderich Harbor.—In addition to the 400 feet extension of pier-work now under contract and in hand at the North Pier, it is very desirable to extend the South Pier to the same extent, to prevent the entrance shoaling.

FINANCE.

During the half-year the Directors have paid off £21,800, and on February 22nd, £7,200 of the £35,000 chattel mortgage bonds outstanding on the 31st July last, leaving £6,000 only unredeemed. The Directors have deemed it expedient to apply to Parliament during the present Session for powers to enlarge the capital of the Company, of which they might avail themselves should the necessity arise.

The result of the half-years working has been prejudicially affected (as will be seen by reference to the general manager's report), by causes which have influenced the position and prospects of this railway in common with others. The termination of the American troubles, and an improved value of the currency, would enable the commercial community of the district to again avail themselves of the option of markets, of which they are now practically deprived; while the through traffic to Lake Ontario is capable of a large increase, provided the traffic arrangements now made with the Great Western are fully carried out. The return of trade to its accustomed channels on the American Continent would also no doubt operate to the advantage of this Company, and assist in realising the expectations of increasing traffic.

The capital account shows that £1,477,050 had been received, and £1,441,818 expended, leaving a balance of £35,232.

Directors.—President—Philip Rawson, Esq., Liverpool; Vice-President—Robert S. Carter, Esq., Brantford, C. W. English Board—Charles Langton, Esq., Liverpool; Charles Holland, Esq., Liverpool; Maxwell Hyslop, Esq; Liverpool; Alexander MacEwen, Esq., Glosgow. Canadian Board—Allen Cleghorn, Esq., Brantford C. W.; A. Digby, Esq., M.D., Brantford, C. W. General Manager—Robert S. Carter, Brantford.

The Pacific Railroad.

NEW YORK, APRIL 15, 1863.

Gentlemen:—Understanding that you take an interest in the proposed Pacific Railroad, I proffer you the results of some personal observations thereon. I traveled leisurely across the continent in 1859, making inquiries and observations with regard to the feasibility and the importance of this great enterprise. I first traversed the State of Kansas, then struck west to Denver and the just-discovered gold region of the Rocky Mountains; thence skirted the eastern base of those mountains for two hundred miles to reach the Overland Mail Route at Fort Laramie, on the North Platte; then followed up that stream and its northern affluent, the Sweetwater, through the South Pass to the west side of those mountains; thence followed the usual emigrant trail across Green River to Fort Bridger and Salt Lake; thence proceeded by Camp Floyd and the now shortened or Simpson Route for some three hundred miles; then bore up northward and struck the old emigrant trail down the Humboldt at Gravelly Ford, following the Humboldt to its sink; thence crossed the forty miles of barren sand that lies between that sink and that of the Carson; thence up the Carson by Virginia City and Genoa to the foot of the Sierra Nevada; thence across, by the most traveled route, to Placerville, California, and so to Sacramento City and San Francisco. I traveled very extensively in California, mainly through its central region, so that not many who lived years there have seen more of the Golden State than I have. Here is a summary of what I have to say of the Pacific Railroad:

From the Missouri at the mouth of the Kansas to the base of the Rocky Mountains is some 600 miles in a straight line. I presume the railroad will not strike those mountains in much less than 700 miles. Thus far, I believe a railroad can be graded, bridged and timbered as cheaply as almost anywhere on earth. The streams to be crossed are few and small; the ground rolls gently and moderately; water is abundant, and timber easily procurable from the intervales or bottoms of the streams for a good part of the distance, and from the Rocky Mountains (by floating it down the Platte) for the residue. The valley of the Platte lies high, so that few streams enter that river, especially from the south. And I am confident that, if a railroad were built from the Missouri to the Rocky Mountains, and there stopped, it would be well sustained by the local business alone. It is the cost of transporting provisions, machinery, implements, &c., that now cripples and restricts the working of the gold mines in those mountains; the cost of gold—that is, the cost of whatever must be consumed in obtaining gold—governing the production of this article, like every other. Were a railroad this day running to the Rocky Mountains, their product of gold would be quadrupled annually for many years ensuing. And every pound of gold produced would give

at least a ton of freight to this railroad. Were but one million persons engaged in successful mining in those mountains, a double track railroad would find profitable employment in carrying passengers thither and back, and in supplying the omnivorous wants of the miners.

The passage of the Rocky Mountains presents no serious difficulties. By the route I traveled, the aggregate of excavation, embankment and bridging, need not exceed that on the Massachusetts Western, or the eastern half of the Erie Railroad. The thirty or forty miles directly through the South Pass may be graded and bridged far more easily and cheaply than the Delaware section of the Erie road. But I believe a more direct and shorter route will be chosen—probably that known as "The Cherokee Trail," up the Cache-le-Poudre River, or that farther north, by what is known as "The Cheyenne Pass." Neither, as I am advised, present any formidable obstacles.

The hardest part of the road to grade and bridge lies between Green River—say 50 to 100 miles west of the western base of the Rocky Mountains—and Salt Lake, over or around the Uintah Mountains. The elevation above the sea-level here reaches from 5,000 to 8,000 feet—that of Salt Lake (the lowest point) being 4,900. Timber may be floated down from the Rocky Mountains so far as Green River; beyond that, for some 200 to 300 miles, the supply is scarce and capricious, while the rivers or canons are frequent and steep-banked. Green River, where I crossed it, lies in a deep valley, perhaps two or three miles wide; but I am assured it narrows to a mere chasm as you descend the stream, so that a bridge may be thrown over it, without difficulty, at a dozen different points near where I think it should be crossed, or on a due line from Denver to Salt Lake. I should deem it of paramount importance to avoid a descent nearly to the surface of this mountain-fed stream, as its spring freshets must naturally be heavy, and the cost of traction in the re-ascent to the general level of the country quite considerable. It may be advisable to turn the Uintah range by following down Bear or Weber River to the north shore of Salt Lake; but I think the valley of that lake should be approached by way of the Timpanagos and Lake Utah, and that the railroad should pass southward of Salt Lake—probably near Camp Floyd.

From Camp Floyd to the Humboldt, the general valley level is broken by numerous mountains, generally of moderate elevation, but having an average southwest and northeast direction, that will require careful surveys to ascertain the most practicable route, and may render considerable detours expedient. The timber here is mainly a Bunch Cedar (red) on the mountains; rather small for ties, but which will answer. There is also considerable "Mountain Pine," so called, but I know little of it, and am not favorably impressed with its qualities. In a few deep canons there is a very excellent pine of a different species—"Indian Pine," it is called—which is good for almost any purpose. I only observed it in a very few places, and cannot say that it is abundant.

The valley of the Humboldt is some 2,000 feet (I judge) lower than much of the country east and south of it, and much care will probably be required in selecting the place of descent into that valley. It may be, however, that a route may be followed that avoids the Humboldt altogether, like the trail known as Simpson's, keeping considerably south of the river, and so shortening the road materially. Simpson's route is a good hundred miles shorter from Salt Lake to Carson Valley than any can be that includes the whole or a portion of the valley of the Humboldt; but that valley presents no engineering difficulties, and may be traversed by a railroad as easily as New Jersey, or Southern New York. There is very little timber on the Humboldt; but I believe a supply may be obtained in the Goose-creek Mountains at its head, and readily floated down and taken out as required. The Humboldt, though 350 miles long, is but a decent mill stream, save in spring, and has just about the same amount of water from near its head to the lake into which it falls, whence a swollen stream slowly glides away, to be lost in the "sink" aforesaid.

From the Humboldt to the Carson (40 miles) is a mere desert or sand plain, as easily traversed by a railroad as Long Island.

Up the Carson (80 miles) the grading will be easy; and abundance of excellent timber may easily be floated down from the Sierra Nevada.

There is no difficulty as to water anywhere. In Western Utah, it is sometimes deficient on the surface; but, as in all mountainous regions, wells sunk in the valleys anywhere yield an ample supply of the fluid at moderate depths. Artesian wells are always practicable in such countries, if the trouble of raising water to the surface by pumps be objected to.

Coal has recently been found at two or three places in Utah, near Salt Lake; as also in Colorado, near Denver. It will doubtless be found in many of the valleys of the entire region traversed by this road.

As to minerals, gold is now found on both sides of the Rocky Mountains, as also in their ravines, for at least a hundred miles north and south of any possible route of the Pacific road, and every month is signalized by new discoveries. I am confident that much of Utah is gold-bearing, as Colorado, not only along the eastern base of the Sierra, but for a considerable distance up the Humboldt, is already proved to be. When I passed down the Humboldt, less than four years ago, no one dreamed of prospecting its desolate bluffs; now, many excellent lodes have been found therein, and the search has but begun. "Ruby Valley," half way between Salt Lake and the Carson, is doubtless so named because of precious stones casually picked up therein; and the hill I climbed, on the north side of the South Pass, like many others I noted in the Rocky Mountains, abounded in fragments of quartz, which is the usual if not uniform matrix of the precious metals.

The soil of the valleys of Colorado, Utah, and Nevada (which this road traverses) is generally good—often excellent. It is too commonly sterile for lack of summer rains, but yields abundantly the earlier fruits and vegetables of the temperate zone, when duly moistened by irrigation. Salt Lake City is located on a swale or gentle slope which was a desert until irrigated; it now grows trees luxuriantly, is filled with bounteous gardens and fruit orchards, while the wheat of the valley is marvelously prolific. A little stream running down between two mountains, by whose springs it is fed, may be easily trained to irrigate and render fruitful a large section of the valley at their foot. Carson Valley will yet be irrigated by dams thrown across the river, and will then have the most thrifty agriculture and horticulture of any valley on the globe. The meat and much of the bread required by the rapidly increasing population of the present territories will mainly be carried up to them from the fertile valleys of the Mississippi and Missouri; but their vegetables, and fodder and fruits will, in time, be grown on their own soil, as they easily may be.

Finally: I believe the appropriations so generously made by Congress for the construction of the Pacific Railroad will nearly or quite defray the necessary cost of its construction; and I am confident that its business and receipts will pay a fair interest on its total cost from the outset, and be doubled every seven years of the twenty-one following its completion. The Pacific Railroad is, therefore, not only the grandest and noblest enterprise of our age, but is morally certain to prove the most beneficent and the most remunerative.

Yours,
HORACE GREELEY,
154 Nassau street.

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FOR SALE.

1,250 TONS 64 lbs. AMERICAN RAIL, best quality. Apply to GEO. T. M. DAVIS,
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PACIFIC RAILWAY.

THE undersigned will receive proposals to furnish four thousand (4,000) tons of railway iron (or any part thereof) for the track of the first section of the Union Pacific Railway, Eastern Division. The iron to be of American manufacture, of the best quality, and to be delivered either at Leavenworth or Kansas City. Communications for further information to be addressed to the undersigned or to SAMUEL HALLETT & Co., 58 Beaver st., New York. Terms, cash on delivery.

J. C. FREMONT,
Pres't Union Pacific Railway, E. D.
NEW YORK, June 9, 1863.

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2 Second Hand LOCOMOTIVES.
10 GRAVEL CARS..... $165

ONE ENGINE, 18 tons; Cylinder, 14×20; 5½ ft. wheels with crank. Price..... $6,000.
One Engine, 20 tons; Cylinder, 15×20; 5 ft. wheels; fitted for coal or wood. Just put in good order, with new Boiler. Price..... $7,000.
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CHANGE OF TIME.

SUMMER ARRANGEMENT, commencing MONDAY, May 18, 1863, Trains will leave Twenty-sixth street Depot:

For Albany—10.30 A. M., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and all stations north to Chatham, Chatham Centre, Kinderhook, and Schodack, connecting with New York Central R. R. for all points west, and with the Northern R. R. for Saratoga and all points north.

For Croton Falls—8.15 A. M., stopping at all stations.

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 P. M., stopping at all stations.

For White Plains, 6.15 P. M., from White Street Depot.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

For Williamsbridge—8.15, 10 A. M. 2.30, 4.10, 5, 6.15 and 8.30 P. M., stopping at all stations.

RETURNING WILL LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls, also Bedford, at White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—5 P. M., stopping at all stations.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M., stopping at all stations.

Williamsbridge—5.30 A. M. stopping at all stations.

JOHN BURCHILL, Superintendent.

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THIS is a kind of Elastic Mastic, a thick coating of which is applied to the top of the Car, and into it a heavy Burlap or Barging is imbedded and thoroughly painted, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by several New England Roads and Car builders. Directions and particulars sent when requested. This Mastic and Burlaps for sale by

WILLIAMS & PAGE,
67 Water street,
March, 1863. Boston.

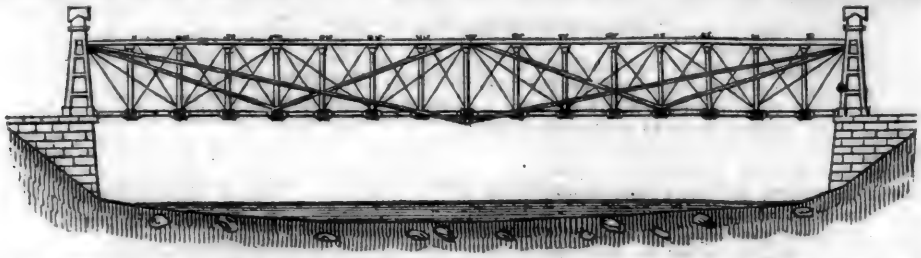
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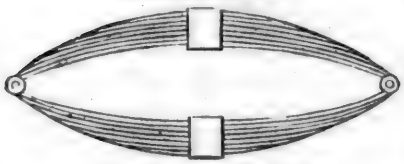
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New York, February 14, 1863.

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Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 23, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

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Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

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DAVID UPTON,
Master Mechanic, Western Division.

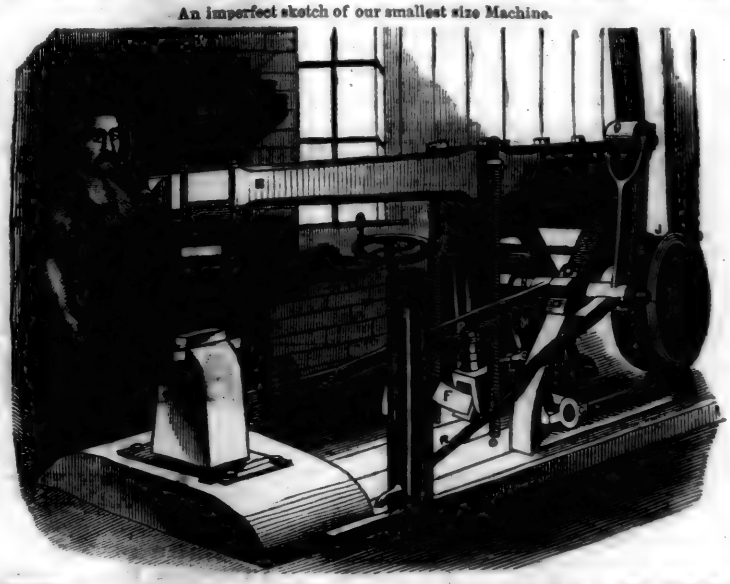
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Civil Engineer.

EDITED BY CHARLES W. HACKLEY,

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STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XIX., No. 26.] SATURDAY, JUNE 27, 1863. [WHOLE No. 1,419, VOL. XXXVI.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*

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American Railroad Journal.

New York, Saturday, June 27, 1863.

Construction of Railways.

It is the opinion of many intelligent and experienced persons, long familiar with railways, that we are yet to witness great improvements in their construction. For example, it is well known that the rails themselves are yet laid down in such a manner, that they are full of depressions from a perfectly level line, so that a train is constantly ascending and descending elevators as it passes from one tie to another, owing to the nature of the soil beneath, or the inequality of the bearing surface of the ties themselves. So too the dust which infests the passenger cars, and gets into the machinery wearing it out and causing the necessity of large waste of oil in removing friction in the parts in motion, flies up from the ends of the ties in consequence of the weight of the trains pressing upon these ends and forcing it out in puffs.

The attention of a self made and practical engineer, who has for five years been engaged on the Western Railroad, has been mainly directed to this subject, and that gentleman, Mr. Anthony resident at Greenbush opposite Albany, has recently called on us and explained his plans for remedying the difficulties complained of, exhibiting neat and careful drawings made by himself illustrating his proposed improvements. They appear to be equal to the emergency, and we take pleasure, without his knowledge of the fact, to allude to them briefly in our columns.

His first idea is to make his ties all of equal size and bearing. Next, instead of stretching a single tie across and under the track, to cut them in two equal parts, so that the pressure of each rail may be in the centre of the tie. Next, to lay a longitudinal sill in pieces of about the same size and bearing, in the centre of the track to which iron connecting rods are braced, to hold the rails firmly in their position. Then to attach to each chain a wedge with an india rubber covering, which in case of the sinking of a tie, may be driven in without disturbing it, so that a perfect level may always be kept in the rail by a few blows of a hammer. He also proposes to alter the neck of the rail or that part which supports the running surface by decreasing its width, and reducing its weight without diminishing its strength. He believes that by these changes he can secure a perfect level in the track, and prevent the ties from yielding at their extremities, and throwing up the dust when a train passes over them. We confess we were pleased with the simplicity and apparent adequateness of his plans to overcome these difficulties. Mr. Anthony proposes to publish a pamphlet with plates to convey a full idea of these improvements, and to bring them before the public in an intelligible shape.

No subject has received more attention from Railway Engineers than that of procuring the most perfect bearing underneath the rails. The mode originally adopted, was that of placing stone blocks about two feet in the side and one foot in depth, on which a cast iron chair was scarcely fastened and on this the rail was placed. This was the manner in which the Albany and Schenectedy railway was constructed. But experience showed that the immobility of the blocks and the rigidity of their resistance reacted on the cars and the machinery of the locomotives, and rapidly loosened and destroyed them. Wooden transverse sleepers were then adopted, and have been generally used. Latterly sleepers of cast iron have been tried abroad on a large scale, but we have not learned with what ultimate success. The brittleness of the material would seem to be a great objection. The plan of wooden ties now universally adopted in this country is liable to the objection taken by Mr. Anthony, since the rail gradually works into vertical curves, becomes elongated and uneven, and presents a continual resistance to the passage of the trains; a resistance as formidable in their sum total, as a heavy continuous grade. If Mr. Anthony then can overcome this by his change in the form and length of his ties, their uniform bearing surface, their receiving the weight of the trains in the centre of that surface instead of the ends, and preserving a perfect level in the rails themselves, he will have achieved a very great success, which will be felt in the working of our railways, and economise the repairs of the track and machinery to a very sensible extent. We repeat therefore our wish that he may be able to bring his improvements to the notice of railway managers, and that they may have a fair trial. As a number of new Companies are about to commence operations, would it not be well for these to give their attention early to this subject.

We had nearly forgotten to state that Mr. Anthony's plan is admirably adapted to the reconstruction of old roads, as the ties though worn out in their use, may be relaid in the manner proposed.

Stock Dividends Regarded as Income.

The Commissioner of Internal Revenue has decided that where a corporation makes a "stock dividend," if it be an actual or substantial capitalization of profits realized, the amount of stock apportioned to each stockholder is to be returned to him as income. If the issue of new stock be wholly or chiefly speculative, the amount received by each stockholder is returnable as income at the market value on the day of issue.

Also, that where the owners of a manufactory, or the directors or stockholders of a manufacturing or other corporation, have not divided profits realized, but have added them to contingent fund and expended them in improving old or erecting new buildings, or otherwise enlarging their property, they will be required to return their proportion of profits as income—such use of profits being equivalent to using them for purposes of capital without the ordinary course of declaring dividends and adding to capital stock. Undistributed earnings, when applied to contingent fund in ordinary course of business, and to an or-

dinary percentage are not returnable by stockholders as income.

Philadelphia and Reading Railroad.

The gross receipts of this company from the transportation of passenger, freight, coal, etc., for the fiscal year ending November 30, 1862, were:

From 396,466, equal to 150,970 through passengers		$403,563 77
From 451,732.9 tons merchandize		523,416 16
" freight on 2,810,990 tons coal		2,879,419 55
" U. S. mail		19,618 00
" miscellaneous		85,812 74
		$3,911,830 22
Working expenses, viz:		
Fuel— 6,338 cords wood	$26,258 24	
44,754 tons coal	109,646 25	
Oil — 43,598 galls., waste etc	45,631 97	
Wages of train hands, etc.	193,356 71	
Hauling & assorting cars at Schuylkill Haven, Richmond and Port Carbon	54,159 21	
Other running expenses	21,982 45	
Repairs of 143 engines	132,405 72	
" 6,173 coal cars	127,388 67	
" 1,127 mdze "	42,104 67	
" 67 pass. "	19,018 10	
Work at depots, etc	8,659 56	
Depot expenses	63,446 32	
Salaries, office exp., etc.	133,683 71	
Repairs of road	162,966 46	
" bridges	8,334 94	
" buildings	11,101 89	
" machinery	25,825 90	
Richmond wharves	18,894 85	
Watching bridges, etc	17,872 84	
Sundries	11,937 74	
Drawbacks & allowances.	124,047 08	
Rents and ground rents	107,828 35	
State, Co. and City taxes.	9,582 38	
Interest, damages, etc	16,568 22	
Rent of cars	744 40	
Insurance	13,846 53	
U. S. tax	29,289 98	
		1,536,583 14
Net profit for the year		$2,375.247 08
Interest on bonded debt:		
Coupons due April 1, 1862 on 1850 and 1870 bonds	$46,554 00	
Coupons due July 1, 1862, on 1867, 1871, 1880 and 1886 bonds	265,849 00	
Coupons due Oct. 1, 1862 on 1850 & 1870 bonds.	93,108 00	
Coupons due Jan. 1, 1863, on 1867, 1871, 1880, & 1886 bonds	255,189 00	
Coupons due April 1, '63, on 1850 & 1870 bonds.	46,269 00	
Interest on bonds and mortgages	35,412 00	
	$742,381 00	
Renewal fund	279,472 27	
		1,021,853 27
Dividend fund for the year		$1,353,393 81
Disposed of as follows:		
Sinking funds	$386,580 90	
State tax on capital	28,374 71	
Dividend on pref. stock	108,626 00	
Accrued interest for 1862, on reserved dividends preferred stock	17,826 56	
		551,408 17
Balance of dividend fund, 1862		$811,985 64
Add balance dividend fund, 1861		178,970 57
Total reserved fund		$990,956 21

The increase in passenger travel has been equal to 10,519 through passengers. The increase in receipts therefrom is $64,659 08. The number of tons of merchandize transported is 126,775 more than in 1861; and the increase in receipts therefrom, $117,094 94. The coal tonnage shows an increase of 671,455 tons, with an increase in receipts of $768,376 16. The total increase in gross earnings over those of the preceding year was $1,005,991 49; and in the net profits, $751,541 78.

The amount to credit of reserved fund, Nov. 30, 1861, was $780,742 40; from which has been deducted: sundry drawbacks on traffic for that year $18,451 58; credit due to sinking funds, $27,373 31; difference between the par and estimated value of stocks and bonds held by the company, and debts considered doubtful, $555,-946 94—leaving the balance, as above, $178,970 57. The total reserved fund now stands at $990,-956 21.

After deducting all expenses, including renewal fund, and interest on the bonds, the net profits are $1,353,393 81—which is equal to 11.72 per cent. on all the outstanding stock, common and preferred. A dividend of 7 per cent. in cash on the preferred stock was declared and paid on the 15th of January. The scrip issued for the arrears of dividends due on this stock, amounting with interest, to $450,642 72, fell due on the 31st of December. Of this, $358,702 08 were purchased during the year, and the remainder, $91,940 64, was paid at maturity. Bonds of the company to the amount of $373,500 have been purchased during the year for the sinking funds. The sum of $284,323 35 was expended in the purchase of new cars and engines; and $347,990 in the construction of the Mahanoy and Broad Mountain Railroad, for which the bonds and stock of that company are held. The charges to construction or capital account during the year has been $401,-774 59. A dividend of 7 per cent. in stock was declared payable to the common stockholders on the 16th of February.

The equipment of the road consists of 143 locomotives, of which 120 are first class, 16 second class, 4 third class and 3 fourth class; 47 passenger, 12 baggage, and 8 mail and express cars, all 8-wheel; 3 iron and 1,437 wooden 8-wheel coal cars, 2,939 iron and 1,794 wooden 4-wheel coal cars—making a total of 7,613. Of the 1,127 cars for freight, etc., 546 are 8-wheel and 571, 4-wheel.

In addition to the above, the company own 5 small passenger cars, 12 stationary engines, 13 steam and water power engines, 8 snow plows, 1 dredging machine, 23 carts, wagons, drays, etc., and 60 horses for hauling in Philadelphia, Richmond and elsewhere.

The rolling stock has been increased during the year, by the addition of coal cars equal to 1,165 4-wheel cars; freight cars equal to 115 4-wheel cars; passenger cars by 2 8-wheel cars. Nine locomotives, 58 coal cars, 37 freight cars, and 3 passenger cars have been rebuilt during the year —the whole cost of which has been charged to transportation expenses. The expenses of this department have increased $105,262 12 beyond that of 1861. Of this increase, the sum of $73,-264 50 represents the additional cost of furnishing motive power on and working six lateral railroads in the Schuylkill coal region, the expenses of which have been charged to this department from the following dates:

Schuylkill Valley	September	1, 1862.
Mill Creek	"	"
Swatara	April	1, 1862.
Mount Carbon	May	16, "
Mahanoy and Broad Mountain	July	1, "
Union Canal Railroad	"	25, "

The increased business in coal, merchandize and passengers will fully account for the balance of excess of expenses for 1862.

A further reduction has been effected in the *cost* of carrying coal, which, with the large average load hauled, proves extraordinary efficiency in the locomotive department—the heavy business of the year having been done, and additional power supplied to four of the lateral roads above named, with a force of engines less than that of the previous year. The general merchandize of the road has also been moved at a lower cost than ever before, and the through passengers at less than for twelve years previously. The gross tonnage, 8,260,953 tons (exclusive of weight of engines and cars,) is the heaviest ever carried over the road, each item—coal, merchandize and passengers—being in excess of any previous year. The Superintendent, in his report says:

The great freshet of June 4th, which left the road almost uninjured, was followed by an immediate and heavy demand for our rolling stock.

In such an efficient condition was this found, that our coal trade, which, previous to that date, had been about 42,000 tons per week, increased to 71,579 tons, and has since that time averaged about 57,000 tons per week.

The trade of the Schuylkill Valley and its tributaries has been largely developed, during the past year, by the starting of several furnaces, and the activity of iron and other branches of manufacture. Of pig iron 60,879 tons, manufactured iron 25,139 tons, iron ore 90,964 tons, lumber 28,-967 tons, grain 38,331 tons, and of flour 24,949 tons have been transported in 1862, each largely in excess of any former year.

A large portion of this increased trade has been derived from the Lebanon Valley Branch Railroad, which continues to yield very satisfactory results. Its gross tonnage for the year was 593,-717 tons, and the whole number of passengers carried 194,340. Its income, exclusively off its own line, was $570,204 90, and expenses $169,661 16, leaving a net revenue of $400,543 74; to which may be added the receipts on the Reading Railroad off that portion of the business passed over the latter, $326,392 36.

During the five days following the June freshet, which damaged the Swatara bridge on the Pennsylvania Railroad, the through passenger and freight business of that company were passed, at their request, between Harrisburg and Philadelphia, over the Lebanon Valley and main roads.

The business of the Lebanon Valley Railroad (in one month 63,466 tons) has approached the capacity of a single track railroad consistent with safety and regularity.

The double track about being completed between Harrisburg and Hummelstown, and that contemplated between Myerstown and Lebanon, will materially facilitate its operations.

It is satisfactory to state that from the time locomotives first commenced running on this branch, in January, 1857, no trains moving in opposite directions have ever come in collision.

The extra passenger train between Port Clinton and Reading was discontinued on November 29th, 1862, the Catawissa night train, with which it connected, having been then taken off.

The number of miles run by engines over the main line in transportation department the past year was 1,479,421; in roadway department, 47,-056; in renewal, etc., department, 14,284—total Reading Railroad, 1,540,761; total Lebanon Valley Railroad, 314,645; total Chester Valley Rail-

road, 33,725; on lateral roads in coal region, 199,035—total, 2,088,166. Miles run in 1861, 1,695,927—increase, 392,239.

The total tonnage for the year, on main and branch roads, including weight of passengers, in tons of 2,000 lbs., was 3,260,953. The total number of tons hauled one mile, including cars, but exclusive of engine and tender, was 559,944,544. The average weight of loaded coal trains down was 787.2; do., empty coal trains up, 275.4; do., passenger trains, 59.4.

The total number of miles run by all engines, owned and used by the company, from May, 1838, to November 30, 1862, was 28,547,670. Total number of tons hauled one mile between same dates, 6,898,358,553. The total amount of coal transported from commencement to date of the report was 29,694,421 tons. The total tonnage of the road was 40,258,152.

The total number of passengers carried during the year was 396,466; number of miles traveled by same, 13,889,489—equal to 150,970 through passengers carried over the whole road. The total number of passengers carried to date of the report, including Philadelphia Branch road, 4,842,732.

The Philadelphia Branch road, between Philadelphia and Schuylkill Viaduct, is three miles long. The tonnage was 6,079; number of passengers, 19,891; total receipts, $3,423 14.

The last yearly statement of the roadway department of the service, included the repairs of the Mill Creek and Schuylkill Valley Railroads for four months; the present cover one year's expenses on those roads, and also six months on the Mount Carbon and the Swatara, and four months on the Union Railroad. It also includes an expenditure of $9,329 72, chiefly on the laterals, in repairing the damage done by the freshet in June last. Notwithstanding these extraordinary expenses, and the increase in tonnage over the previous year, the total roadway expenses only exceed those of 1861 by $10,460 77, and the cost of renewals of rails is less by $23,336 25, than it was in the previous year. The extent of railway in the charge of this department, November 30th, 1862, exclusive of the Schuylkill and Susquehanna and the Lorberry, which are not included in the accounts, is as follows:

	Miles of Main Track and Branches.	Miles of Sidings.	Total Miles.
Philadelphia and Reading	198.00	59.09	257.09
Willow street	3.50	0.54	4.04
Mt. Carbon & Pt. Carbon	5.00	6.85	11.85
Mt. Carbon (6 months)	7.83	2.00	9.83
Lebanon Valley Branch	70.98	8.19	79.17
Chester Valley Branch	21.50	1.80	23.30
Schuylkill Valley Branch	25.23	1.05	26.28
Mill Creek Branch	13.78	1.52	15.30
Union Branch (4 months)	3.50	0.41	3.91
Swatara Branch (6 m'ths)	6.00	0.68	6.68
	355.32	82.13	437.45

Making due allowance for the time the Mount Carbon, Union and Swatara roads have been operated by this company, the cost of repairs per mile of track has been $599 33, against $642 79 in 1861; and on the aggregate tonnage it has been 8.45 cents per ton against 10.49 cents in 1861.

The cost of renewing rails has been 2.56 cents per ton carried 100 miles, which is less than it has been for the previous eight years, and there has been one rail removed from the track for every 210 tons carried.

The following is an abstract from the General Account of the Company, November 30, 1862:

Cost of road		$14,449,398 39
" depots		477,699 22
" engines and cars		3,481,451 10
Real estate		1,490,764 90
Telegraph stock		20,680 00
Lebanon Valley Branch		4,561,225 83
Willow street Railroad		100,000 00
Pottsville Water Co. stock		24,304 65
Pottstown Gas Co. stock		3,000 00
Schuylkill and Susquehanna, and Allentown companies stock		517,865 33
		$25,126,389 42
Added in 1862:		
Lebanon Valley Branch	$37,772 74	
Real estate	2,241 00	
Engines and cars	284,323 35	
Propellers and barges	13,940 00	
Shamokin Valley and Pottsville R. R. purchase	50,000 00	
Schuylkill and Susquehanna railroad stock	13,447 50	
Telegraph stock	50 00	
		401,774 59
		$25,528,164 01
Capital stock, common		$9,997,129 51
" preferred		1,551,800 00
Loans, viz:		
5 per ct. £ bonds, 1836–'67 unconv.		408,000 00
5 " £ " 1836–'80 "		192,000 00
6 " $ " 1849–'70 "		3,084,600 00
6 " $ " 1861–'71 "		273,000 00
6 " £ " 1843–'80 "		976,800 00
6 " $ " 1843–'80 "		554,500 00
6 " $ " 1844–'80 "		863,000 00
6 " $ " 1848–'80 "		124,000 00
6 " $ " 1849–'80 "		83,000 00
6 " $ " 1857–'86 conv		3,417,000 00
7 " $ " 1856–'86 "		1,570,000 00
Bonds and mort. on real estate		590,200 00
Reserved fund:		
Sinking fund stock Nov. 30, 1861		484,211 71
Add bonds payable in 1871, 1880 and 1886, converted		65,000 00
Sinking fund bonds purchased and held by the Co		308,500 00
Balance of dividend fund, 1861		178,970 57
" " 1862		811,985 64
Balance to debts and assets account		94,466 58
		$25,528,164 01

The assets and liabilities of the company, December 1, 1862, were as follows:

ASSETS.

Balance of capital accounts		$94,466 58
Freight and toll bills receivable in December, 1862	$198,848 20	
Cash	188,877 39	
Bills receivable	23,040 39	
	$410,765 98	
Less wages, material bills, drawbacks and connecting roads	176,851 51	
		233,914 47
Stocks and bonds held by the Co		657,129 72
Materials on hand, current business of the road, and payments made on account of 1863		357,244 79
Debts due to the company		95,124 88
		$1,437,880 44

LIABILITIES.

Debts due by the company	$253,630 19
Coupons to Jan. 1, 1863, inclusive	301,458 00
Interest on real estate bonds	13,080 58
Deferred dividends to preferred stockholders, with accrued interest to Jan. 1, 1863, remaining unpaid	91,940 64
Dividend on preferred stock for '62	108,626 00
Sinking funds	491,458 04
Balance of renewal fund	177,686 99
	$1,437,880 44

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Railroad Company, held January 12, 1863, the following gentlemen were unanimously elected officers for 1863:

President.—CHARLES E. SMITH.

Managers.—Asa Whitney, S. M. Felton, H. Pratt McKean, Wm. Sellers, John H. Towne, A. E. Borie.

Treasurer.—SAMUEL BRADFORD.

Secretary.—WILLIAM H. WEBB.

Trade and Navigation of Canada.

From the annual tables of the trade and navigation of the province for 1862, we learn that the value of goods paying specific duty (declared free by a change in the tariff on 9th June) amounted to $38,021. Of these, goods to the amount of $14,369 were imported from Great Britain, of $444 from North America, and of $23,203 from the United States; the total amount of duty collected on goods of this class being $10,202. Goods paying specific and ad valorem duties—total value, $5,202,510; imported from Great Britain, $1,879,252; from North America, $245,797; from the West Indies, $37,188; from the United States, $2,297,495; from other foreign countries, $742,778; total duty collected, $1,022,142. Goods paying 100 per cent. ad valorem—total value, $87,561; imported from Great Britain, $57,409; from North America, $5,507; from the West Indies, $1,263; from the United States, $3,258; from other foreign countries, $20,124; total duty collected, $71,568. Goods paying 40 per cent. ad valorem—total value, $39,030; imported from Great Britain, $5,978; from North America, $12; from the United States, $28,459; from other foreign countries, $4,581; total duty, $15,585. Goods paying 30 per cent. ad valorem—total value, $487,804; imported from Great Britain, $112,725; from North America, $8,661; from the United States, $273,180; from other foreign countries, $93,238; total duty, $138,975. Goods paying 25 per cent.—total value, $203,423; imported from Great Britain, $117,692; from North America, $1,340; from the United States, $81,588; from other foreign countries, $2,803; total duty, $42,605. Goods paying 20 per cent. ad valorem—total value, $16,038,785; imported from Great Britain, $12,244,900; from North America, $22,155; from the United States, $3,129,270; from other countries, $642,460; total duty, $3,165,071. Goods paying 15 per cent. ad valorem—total value, $2,540; imported from Great Britain, $422; from the United States, $2,118; total duty, $381. Goods paying 10 per cent. ad valorem—total value, $1,870,084; imported from Great Britain, $1,556,387; from North America, $499; from the United States, $283,595; from other foreign countries, $29,603; total duty, $186,215. Free Goods—Coin and bullion—total value, $2,619,694; imported from Great Britain, $89,397; from the

United States, $2,530,297. Other free goods, total value, $22,004,569; imported from Great Britain, $5,100,781; from North America, $251,054; from the West Indies, $400; from the United States, $16,514,077; from other foreign countries, $138,257. Grand totals—value, $48,594,021; imported from Great Britain, $21,197,312; from British North America, $535,469; from the West Indies, $38,851; from the United States, $25,166,542; from other foreign countries, $1,673,844; total duty collected, $4,652,748. Foreign reprints of British copyright works—total value, $6,612, all imported from the United States. The duties represent the actual amounts received at all the ports in the province and include fractions, but not the duties on the goods imported into the free ports. The values include goods imported into the free ports of Gaspe and Sault Ste. Marie. A comparative statement, showing in contrast the quantities and values of the principal articles of British and foreign merchandise entered for consumption in Canada during the years 1860, 1861, and 1862, exhibits an increase in the value of the goods imported in the latter years, but a decrease in the amount of duty. The total value in 1860 was $34,447,935; duty collected, $4,758,465; value in 1861, $43,054,836; duty, $4,768,182; value in 1862, $48,600,633; duty, $4,652,748.

The total value of goods imported from the West Indies was $315,012; of these the value of goods imported direct from the West Indies *via* the St. Lawrence amounted to $95,027; through the United States, $176,195; through Nova Scotia, New Brunswick, Newfoundland, or Prince Edward's Island, $43,790. A comparative statement of the quantity and value of the principal articles imported into Canada from sea, *via* the St. Lawrence, during the years 1861 and 1862 shows the value of such in 1861 to have been $17,249,055, and in 1862, $18,091,317. The total value of goods enumerated in the Reciprocity Treaty, being the growth and produce of the United States and imported into Canada in 1861 and 1862, was in 1861 $9,980,937, and in 1862 $44,430,626. The total value of goods imported *via* the St. Lawrence from Nova Scotia in 1862, was $376,915; from New Brunswick, $56,203; from Prince Edward's Island, $3,630; from Newfoundland, $98,721; total value, $535,469. Another statement exhibits in contrast the value and amount of duties collected on goods entered for consumption in Canada during the years 1859, 1860, 1861, and 1862 respectively:—Imported from Great Britain, 1859, $14,386,084; 1860, $15,859,890; 1861, $20,986,937; 1862, $21,179,312. From North American colonies, in 1859, $381,755; 1860, $393,864; 1861, $499,187; 1862, $535,460. From the West Indies, 1859, $533; 1860, $15,802; 1861, $371; 1862, $38,851. From the United States, 1859, $17,592,916; 1860, $17,273,029; 1861, $21,063,388; 1862, $25,173,157. From other foreign countries, 1859, $793,873; 1860, $905,260; 1861, $1,098,963; 1862, $1,673,844. The grand totals are as follows:—1859, $33,555,161; 1860, $34,447,935; 1861, $43,054,836; 1862, $48,600,633. The duty collected was, in 1859, $4,437,846; 1860, $4,758,465; 1861, $4,768,192; 1862, $4,652,748.

Produce of the mines, $703,906; of the fisheries, $703,896; of the forest, $9,482,896; animals and their products, $3,923,590; agricultural products, $15,041,002; manufactures, $415,827; coin and bullion, $178,997; other articles, $242,002. The total value of the exports was $30,690,617, of which there was exported to Great Britain to the value of $14,235,989; British North America, $826,871; West Indies, $13,775; United States, $15,003,730; other foreign countries, $550,252. Then there were 28 vessels built in Quebec during the year—35,534 tons at $42 per ton, $988,328, which increases the total value of the exports as reported to $31,679,045. The value of exports from Quebec was $6,813,154; from Montreal, $8,765,594; from Gaspe and outports, $691,075; from Rimouski, $40,988; from Isle Verte, $31,591. Total from seaports, $16,342,402; inland ports as reported, $15,336,643; estimated amount not reported at inland ports, $1,917,080; grand total of exports, $33,596,125. The total value of the exports in 1861 was $34,361,890. The total value of the exports seaward *via* the St. Lawrence was in 1861 $21,113,255; 1862, $19,619,769. The total value of imports and exports *via* the St. Lawrenec in 1861 was $39,773,790 and in 1862 $38,690,514. The value of the exports to Great Britain and foreign countries in 1862 was $33,596,125; value of imports, $48,600,635. Tonnage of British vessels entered inwards, 2,611,708; cleared outwards, 2,603,384. Tonnage of foreign vessels entered inwards 2,403,917; cleared outwards, 2,255,634. Total entered inwards, 5,022,025; cleared outwards, 4,859,018. The value of the exports in 1861 was $36,614,195; 1862, $33,596,125. Imports, 1861, $43,054,836; 1862, $48,600,633. Total imports and exports—1861, $79,669,031; 1862, $82,196,758. Increase in 1862, $2,527,726, or 3 1-6th per cent. The value of the exports of the domestic produce and manufactures, the value of goods entered for consumption, and the amount of duties collected at the port of Montreal during the years 1859, 1860, 1861, and 1862 is shown to be as follows:—1859—exports, $3,044,762; imports, $15,553,571; duty, $2,336,239. 1860—exports, $6,020,715; imports, $15,334,010; duty, $2,453,853. 1861—exports, $10,415,738; imports, $16,197,574; duty, $2,393,086. In 1862—exports, $8,765,594; imports, $20,183,836; duty, $2,490,557. In 1858 the net revenue of Customs' duties was $3,026,294; 1859, $4,123,511; 1860, $4,405,104; 1861, $4,411,160; 1862, $4,272,780.

We next come to the free ports of Gaspe and Sault Ste. Marie. The value of the trade of Gaspe with foreign ports in 1861 was imports, $374,729; in 1862, $429,189; increase in 1862, $45,451. Exports, 1861, $630,477; 1862, $691,075; increase in 1862, $60,498. Sault Ste. Marie, 1861, imports, $92,704; 1862, $90,420; decrease in 1862, $2,284. Exports, 1861, $235,516; 1862, $305,858; increase in 1862, $70,342. Then, without going into the trade with other ports, the total trade in 1862 was as follows:—Gaspe—imports, $144,819; exports, $58,269. Sault Ste. Marie—imports, $280. exports, $70,321. The amount of duties from distilleries was in 1860 $200,497; 1861, $235,213; 1862, $372,833. Ditto from breweries, 1860, $43,931; 1861, $50,734; 1862, $108,014. Total excise revenue, 1860, $244,428; 1861, $295,947; 1862, $480,848, that of the latter year being nearly double, it will be noticed, of that of 1860. In 1860 the total quantity of grain, &c., and for distilling and brewing, was 1,661,912 bushels; in 1861, 1,803,883; and in 1862, 1,830,219. The total number of vessels that arrived from sea with cargoes or in ballast at the ports of Quebec, Montreal, Gaspe and outports, New Carlisle, Isle Verte, and Rimouski, in 1862 was 2,187, the tonnage being 922,439. The number of departures was 2,127; tonnage, 906,847. The following figures represent the intercourse (exclusive of ferriage) between the United States and Canada in 1863:—Canadian steam and sail, 3,584,127; American steam and sail, 4,468,230.

Albany and Susquehanna Railroad.

AN ACT to facilitate the construction of the Albany and Susquhanna Railroad. Passed April 3, 1863; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:—

SECTION 1. Whenever the Albany and Susquehanna Railroad Company shall duly prove to the Comptroller of this State, that they have expended at least one million of dollars, in the construction and equipment of said road, and in good faith put the same into operation forty miles from the city of Albany, through a portion of the county of Schnectady, to the town of Cobleskill, in the county of Schoharie, the Treasurer of the State is hereby authorized and required to pay to the treasurer of the said company the sum of two hundred and fifty thousand dollars: and it is further provided, that whenever the said company shall in like manner prove to the Comptroller of this State, that they have in good faith put the said road in operation another forty miles, to the town of Oneonta, in the county of Otsego, in all eighty miles from the city of Albany, the Treasurer of the State is hereby authorized and required to pay to the treasurer of the said company the further sum of two hundred and fifty thousand dollars: which several sums are hereby appropriated (for public purposes,) to aid in the construction of the said Albany and Susquehanna railroad.

SEC. 2. There shall be imposed, for each of the fiscal years commencing on the first day of October, one thousand eight hundred and sixty-three, and one thousand eight hundred and sixty-four, a State tax of three sixteenths of a mill, in each year, on each dollar of the valuation of the real and personal property of this State, to be assessed, levied and collected in the usual manner prescribed by law, for raising State taxes, to be paid by the several county Treasurers into the Treasury of this State, and to be held by the State Treasurer for the special purpose designated by this act.

SEC. 3. The Comptroller of this State is hereby authorized and required to draw his warrant upon the Treasurer thereof, for the said several sums hereby appropriated, to be paid as aforesaid, whenever the said conditions shall have been complied with on the part of said company (provided, however, that the last mentioned sum of two hundred and fifty thousand dollars shall not be payable during the next fiscal year;) but in case the said company shall fail to comply with the said conditions within two years next after the passage of this act, the said moneys shall be applied to and for the uses of the general fund of this State; and if there shall be an overplus, after paying the said sums hereby appropriated, the same shall in like manner be applied to the general fund. The said moneys thus received by the said company, to be applied and used in the construction and equipment of said railroad, and for no other purpose whatever.

☞ A fine large Union depot is immediately to be erected at Erie, Pa. It will be built jointly by the Cleveland and Erie, the Erie and Pittsburg, the Philadelphia and Erie, and the Buffalo and Erie Railroad Companies. It is to be of brick, 350 feet in length, with offices, baggage rooms, eating-house, and everything demanded by the immense railroad business centering there. The track is also to be extended to the harbor, for the convenience of transferring heavy freight.

Indiana Central Railroad.

The earnings of this road for the year ending December 31, 1862, were:

From passengers		$184,525 88
" freights		231,361 22
" mails and express		16,487 48
" indidentals		9,518 15
		$442,892 73

Disbursed as follows:

Repairs of engines & cars	$53,296 45	
Pay of train hands	30,391 13	
Station expenses	40,347 27	
Wood and oil	39,242 66	
Loss and damage	2,809 15	
Tax on passenger receipts	1,893 97	
Other expenses	4,370 24	
		172,350 87
		$270,541 86
Sales of land, rents, etc.		11,065 41
		$281,607 27

From which deduct:—

Repairs of road	$41,638 80	
Salaries of officers, etc	5,600 00	
Interest on 7 per ct. bonds	42,000 00	
Interest on 10 per ct. bonds	65,450 00	
Interest on unfunded debt	3,250 75	
Unfunded debts	27,286 00	
10 per cent bonds	7,000 00	
Dayton and Western R. R.	67,794 44	
Taxes, commissions, etc	5,817 50	
Sleeping cars	2,050 00	
Right of way, etc.	765 42	
		268,753 91
Balance		$12,953 91

The earnings for 1861, were $398,490 30—showing an increase in 1862 of $44,402 40, a little over 11 per cent. The report says:

The Richmond and Covington Railroad Company, of Ohio, are engaged in constructing a line of railway from the eastern terminus of our present line to a point on the Columbus, Piqua and Indiana Railroad, near Covington and about nine miles west of Piqua, in which our Company and each of the others will have a very large mutual and very probably an actual interest, and which will form an uninterrupted line between the Capitals of Indiana and Ohio, of about the same length of the present line via Dayton and Xenia, and at Columbus we will come in contact with the lines centreing there, and which lines will have equal interests in reciprocating business and interchange of car service with us that they have with other lines; and for the first time it will open an unbroken east and west line across the centre of Ohio and Indiana, with a community of interests in an east and west business. It will also form what is believed to be the shortest and best rail routes to Lake Erie at Toledo and Sandusky, and will also have a connection with Cleveland, via Milford Centre, only a few miles longer than the shortest route to that city, and one that we are persuaded must be highly prized and very valuable to the Cleveland, Columbus and Cincinnati Railroad Company, and their eastern connections.

In this connection it is proper to say that under a notice served on us by the Board of Directors of the Dayton and Western Railroad Company, our operating of their line will cease with the 10th day of March, 1863.

Travel has not increased on our line in proportion to the increase in freights, though the latter half of the year it was moderately fair. Over three-fifths of it, however, was purely local to our line.

Freights have been so abundant and pressing that we have been able with our limited car facilities to take only a comparatively small proportion of the through freights offered us, and our local shippers have suffered for want of cars.

Our road-bed has been kept in good condition the past year, and the line has been faithfully, promptly and safely operated, with very trivial losses from accidents.

We have made many valuable improvements in our trestle bridges, and culverts of a durable character, and it is our policy as well as our true interest, so fast as we can afford the means and as our culverts and stock-pits, need repairs, to make them with stone and of a permanent character.

We have continued to fence the more exposed portions of our line, thereby adding to the safety of our trains and diminishing the losses arising from killing live stock.

We have had about ninety-six tons of our rails re-rolled and replaced in the track, at an expense of twenty-one, twenty-three, and twenty-five dollars per ton, varying as the value of iron and materials have advanced, through the year.

We have continued to use, in our repairs of track, the improved, heavy, solid-lipped chair, and are satisfied that the durability has fully repaid the additional cost. Scarce one of them has ever broken since we have commenced their use.

Our interest has been promptly paid, and our unfunded debt almost entirely discharged, and we hope in a few months to say it is entirely wiped out.

The tendency of our freight and travel, is, between East and West, on our own parallel, and impediments that have arisen between our line and those leading to Cincinnati, have taught the dealers and people on it to look eastward for their markets for their surplus productions, and their interest in selling in those markets and purchasing their supplies from first hands, thus saving in freights and commissions, and profits to intermediate dealers.

Our hopes have been long deferred in regard to receiving profits on investments in our line. But it is some consolation to know that if we have been over-sanguine we do not stand alone in that particular. Our stock, though not marketable at satisfactory prices, has never been so low as that of several now strong companies were before they looked up, and some of which have passed all points from ten cents on the dollar to fifty per cent. premium. We cannot but hope that we have passed the lowest point of depression, and that the future indicates improvements in our business, and an advance in the value of our investment.

The number of way passengers carried was 125,230; through passengers, 26,665—total, 151,895. Passengers carried east, 77,902; do west, 73,993.

The equipment consists of 19 locomotives; 17 passenger, 6 baggage, and 266 freight and construction cars.

General Balance Sheet.

Construction		$1,667,039 03
Equipment		274,081 00
Bills receivable		19,456 85
Remittances		25,938 35
Fuel and materials		29,640 02
Union track and depot at Indianapolis		26,640 73
Real estate unsold		59,964 78
		$2,102,760 76
Capital stock		$611,050 00
7 per cent 1st mort. bonds		600,000 00
10 per cent 2d mort. bonds		634,000 00
10 per cent income bonds		20,500 00
Bills payable		15,900 00
Excess over liabilities		221,310 76
		$2,102,760 76

President—John S. Newman, Indianapolis.

Directors—Samuel Hannah, John S. Newman, H. G. Carey, John T. White, Williams Petty, Joseph W. Jackson, David Commons, William S. T. Morton.

Secretary and Treasurer—Samuel Hannah, Indianapolis.

Superintendent—H. G. Carey, Indianapolis.

Common Carriers.—Accidents upon River Navigation.

THE PHRASE "UNAVOIDABLE DANGERS OF THE RIVER NAVIGATION" CONSTRUED. A CARRIER TO AVAIL HIMSELF OF THIS EXCEPTION IN A BILL OF LADING MUST SHOW THAT THERE IS NO DEFAULT ON HIS PART.

The plaintiffs S. B. & C. Hays were partners, and shipped on the steamboat "Nat Holmes" at the port of Wheeling, Virginia and bound for St. Louis, Missouri, two carriages, which the defendants, who were common carriers and owners of the steamboat, contracted to deliver safely and in good order, "the unavoidable dangers of the river navigation and fire excepted." While descending the Ohio river (then at high water), near Aurora, Indiana, the "Nat Holmes"—being in the proper place, having given the usual signals, and using all possible means to avoid the collison—was run into by the steamboat "David Gibson" ascending the river, was immediately sunk, and the carriages were lost. The plaintiffs brought this action, to recover the value of the lost carriages, against the owners of the "Nat Holmes." A trial was had in the District Court of Allegheny county, Pennsylvania, and the jury found in favor of the plaintiffs for the sum of $489 15, subject to the opinion of the court upon the following question of law: "Whether under the said recited exception in the bill of lading, and upon the above recited facts, the plaintiffs are entitled to recover?" The court below then entered judgment for the defendants; and the plaintiffs carried the case to the Supreme Court, which now affirms the decision of the court below; and holds that the loss was covered by the exception in the bill of lading; that "unavoidable accidents or dangers" in a bill of lading mean such accidents as are unavoidable by the carrier; but a carrier, in order to avail himself of the exception to his liability must prove the existence of the danger, and also show, by clear and conclusive testimony, that there was no default on his part. The following is taken from the opinion of the court rendered at the decision of the case.

Lowrie, C. J.—By a collision between two steamboats on the Ohio river one of them sunk, without any carelessness on its part, and by reason of carelessness on the part of the other; are the owners of the sunk boat liable, as carriers, for goods lost by the accident, under a bill of laiding that contains the exception of "the unavoidable dangers of the river navigation?"

The counsel have thought it necessary to discuss the question, whether or not this exception in the contract in any degree varies the liability of the carriers from what it would be at common law, or without the exception; and they have discussed it with great ability and research. With their assistance, we find that this question has been very often considered, and that it cannot yet be regarded as finally settled either way. Courts, judges, and writers on law, have expressed the opinion that the exception of unavoidable accidents is exactly equivalent to the exception of the common law, "act of God or public enemies."

* * * * *

A careful study of these cases exhibits a degree of confusion of thought, in the judicial administration of this class of cases, that must while it lasts, breed much discord in decisions. Some treat the phases, inevitable accident, perils of the

sea, navigation or road, as entirely equivalent to the phrase, act of God, as used by lawyers and judges, and others treat them as expressing different ideas. Again, some treat them as identical terms, for the purpose of making inevitable accident mean act of God, in the sense of a sudden and violent act of nature, as lightning, tempests &c., while others make them equivalent for the purpose of making act of God mean any accident which the carrier cannot, by proper care, foresight, and skill, avoid. And many of them overlook entirely the common custom of merchants, which is the common law in such matters, that all bills of lading, and all the printed forms of them contain the exception against losses by inevitable accident, perils or dangers of the sea or road. No man expects any other form unless when he especially contracts for it; and therefore no man is in danger of being caught up by the technical phrase, act of God, unless when he has failed to sign the usual bill of lading. If he signs the bill he is held according to the usual custom of commerce, he ought to be held no otherwise when he fails to sign it. Surely all this ought to lead us to suspect that there has been some mistake of the meaning of the term act of God, since it has led to such a conflict of decisions with each other, and especially with the well known usages of commerce. * * * * * * *

We can never administer rights of contract justly by arbitrarily infusing into them terms which are never intended by the parties, which are not sanctioned by the actual customs of the people, and which are not involved in the very nature of the relation created by the contract. It is by a proper administration of the remedy that we secure the rights intended to be contracted for; and the main principle of the remedy is that, from the very nature of the relation, the burden of proof of a loss by inevitable accident is thrown upon the carrier. He must prove not only an accident which the law admits as inevitable in its character, but also that he was guilty of no fault in falling into the danger, or in his efforts to extricate himself from it. Pertinent to this subject we have some very wise remarks of Sir William Scott in the case of the Generous, which we may be allowed to quote. The law itself and the administration of it must yield to that to which everything else must bend—necessity, the law in its most positive and peremptory injunctions is understood to disclaim as it does in its general aphorisms, all intention of compelling men to impossibilities, and the administration of laws must adopt that general exception in the consideration of all particular cases. In the performance of that duty it has three points to which its attention must be directed. In the first place it must see that the nature of the necessity (or accident) pleaded be such as the law itself would respect, for there may be a necessity which it would not. A necessity created by a man's own act, with a fair previous knowledge of the consequences that would follow, and under circumstances which he then had the power of controlling, is of that nature. Secondly, that the party who was so placed used all practicable endeavors to surmount the difficulties which already formed that necessity, and which on fair trial, he found insurmountable. I do not mean all the endeavors which the wit of man, as it exists in the actual understanding might suggest; but such as might reasonably be expected from a fair degree of discretion and an ordinary knowledge of business. Thirdly, that all this shall appear by distinct and unsuspected testimony; for the positive injunctions of the law (or terms of the contract), if proved to be violated can give way to nothing but the clearest proof of the necessity that compelled the violation."

Theft from a carrier or robbery of him, while he is within the protection of the state is not an excuse which the law respects, for by the very nature of his contract the carrier, by himself or his agents, is bound to be always with the goods during their carriage, and the law presumes and must in all ordinary cases presume, that, if he is watchful the ordinary police of the state will be entirely adequate for his protection. It is therefore because he is presumed, and almost conclusively presumed to be in fault in such cases, that he is held liable; and not because he has a remedy over against the wrong doer, or the township or hundred. He is not liable when he is robbed by pirates on the high seas or the public enemies, because against these he has no police protection and there is no presumption of fault on his part. It is important to have a clear idea of this. The carrier is bound to carry safely, and if he fail to do so, the burden of proof of a valid excuse is cost upon him. If he show a cause which the law admits to be sufficiently serious to be called inevitable, he has nearly prepared the way for showing that he used all possible care. At this stage of the case the law does not presume any fault on his part; but simply demands that he shall complete his excuse by showing that, in the midst of the danger, he exerted all the skill and the care he could to avoid it. If this be made out then he stands entirely without fault before the law, having performed his whole duty under his contract, as it is interpreted by the law, according to the custom of merchants and carriers.

Now if instead of charging him because his excuse leaves him still in fault, we charge him because he has a remedy over, then we should have to inquire of the fact, has he such a remedy as can be of any avail to him. He has none, of course, in a case of inevitable collision, without fault on either side. He may have none where the other vessel is sunk by the accident. He may have none if the collision happened off the coast of Africa, or his vessel be seized by order of some foreign government. He can have none that is available, if the opposite parties to the collision are irresponsible. Surely we have no evidence in commercial customs that a carrier insures against such accidents, and for such a reason, and if such were the reason, then there is no insurance, when both colliding vessels are free from fault, for then neither has a remedy. And certainly the law cannot impose such a liability for such a reason; for one state cannot make laws for another state as it would do by saying that the injured vessel shall have its remedy against the wrong doer wherever he may be found. If the law imposes the insurance, "independent of the contract," instead of enforcing the terms which are involved in it, then the insurance cannot reach beyond the state which imposes it, for no state enforces the mere law of another state, while all civilized states do enforce contracts made abroad, according as those contracts were understood in the place where they were made. We might easily carry out these views so as to show that the defendants, being without fault in this collision, are not liable; but we prefer not to do it. We rather wish that what we have said, may be useful in leading to an investigation that will expose in a conclusive way, the fundamental mistake which has led to so much discordance as prevails in the decisions of courts, and between many of them and the actual customs of trade. We can decide this case well on other grounds. We are quite satisfied that the weight of authority and of reason, shows that the ordinary exceptions in bills of lading of unavoidable accidents, have a much larger sphere than that which is attributed to the term act of God, by the very strict interpretation of some writers and judges; while for the present we think that the expression has been unduly narrowed. There are cases where there is no bill of lading, or where the ordinary exceptions of perils of the sea does not appear, and where the innocent carrier is held liable; or where both were innocent and both liable. These cases must proceed upon the notion that there is an insurance against collision, and other analagous accidents, where at least, the usual exceptions are not provided. There are cases where there is the exception of perils of the sea; where both were innocent in the collision, and yet were held liable. These cases must proceed upon the notion that there is a warranty against collision, even when the usual exception is expressed. But several cases decide, and almost all careful text-writers agree, that the carrier who is not in fault in the collision is not liable under a bill of lading containing the usual exceptions.

Whatever may be said, therefore, respecting the meaning of the phrase, act of God, we think it can have no application in a case where the parties have expressly provided a different rule of liability, by expressing themselves in terms that cannot reasonably be interpreted in the narrow sense often attributed to that phrase. When they provide that they shall not be liable for the unavoidable dangers of the navigation, they mean dangers that are unavoidable by *them*, supposing that they have exercised all the precaution care and skill that the law usually demands of common carriers. They mean that they shall be answerable as insurers against accidents which the law respects as inevitable; but that, if they prove such an accident falling on them without any previous fault of theirs, and that they had a proper vessel and crew, and did all in their power to extricate themselves from the danger, they shall be as free from liability as they are from fault. We think, therefore, that this case was rightly decided.

Judgment affirmed.

Rensselaer and Saratoga Railroad.

We learn from the Cohoes *Cataract* that the Albany division of the Rensselaer and Saratoga railroad is being put in capital trim for the summer business. New ties have been put down nearly the whole distance between Albany and Cohoes, and everything that can contribute to the comfort and convenience of the traveling public has been added to render the road complete in all its parts. Under the admirable management of Supt. White, and the general efficiency of all the officers connected with the road, it is fast growing in popular favor.

Railroad Earnings--Monthly.

The earnings of the Erie Railway for May, 1863, were $838,866 65
May, 1862 ..... 587,416 22

Increase $251,450 43

The earnings of the B. N. Y. and E. R. R. are not included in the above statement.

The earnings of the European and North American Railway for May, 1862 and 1863, have been as follows:

	1863.	1862.
Passengers	$4,823 13	$4,573 81
Freight	5,277 30	5,553 62
Mails & sundries	1,057 97	525 34
Total	$11,158 40	$10,652 77
Increase, 1863		$505 63

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of May ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From freights	$282,062 19	$180,558 18
" passengers	118,360 96	78,251 43
" express matter.	2,757 50	2,700 00
" mails	7,825 00	7,825 00
" rent of railway.	7,083 33	7,083 33
" miscellaneous..	650 84	590 66
Total	$418,739 82	$277,008 60
Increase		$141,731 22
Earnings from Jan. 1 to May 31	$2,047,639 34	$1,423,159 88
Increase for 5 months		$624,479 46

Increase for May, 51.2 per cent.; increase to May 31, 43⅞ per cent.

The business of the Illinois Central Railroad in May was:

LAND DEPARTMENT.

Acres construction lands sold	12,127.60 for	$128,538 31
Acres interest fund lands sold	3,958.48 "	34,393 63
Acres free land sold	4,745.44 "	58,482 41
Total sales during the month of May, 1863	20,831.52 "	$221,414 35
To which add town lot sales		1,925 48
Total of all		$223,339 83
Acres sold since Jan'y 1, 1863	84,130.22 for	$895,128 80
Acres sold previously, net sales	1,198,326.00 "	15,139,473 89
Total	1,282,456.22 "	$16,034,602 66
Construction bonds cancelled previous to May 31, 1863		$2,408,000 00
Cash collected in May		110,936 84

TRAFFIC DEPARTMENT.

Receipts from passengers	$102,893 83
" freight	194,913 85
" mails	6,358 33
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in May, 1863	$314,166 01
" " 1862	206,245 70

The earnings of the Housatonic Railroad for May, 1863, were $24,567 07
" 1862 ..... 21,293 82

Increase $3,273 25

The earnings of the Norwich and Worcester Railroad in May, 1863, were $29,408 72
May, 1862 ..... 27,097 90

Increase $2,310 82

The earnings of the Long Island Railroad Company for May, 1863, were:

Passengers $21,938 23
Freight 15,172 12

Total $37,110 35
May, 1862 ..... 21,860 06

Increase $15,250 29

The business of the Philadelphia and Reading Railroad Company for the month of May, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal.	$394,869 07	$189,356 82
Do. merchandise.	57,498 30	44,701 31
Do. travel, etc. ..	53,149 55	49,938 24
	$505,516 92	$283,996 37
Transport'tion, roadway, dumpage, renewal fund, and all charges	248,320 03	147,412 24
Net profit for the m'th	$257,196 89	$136,584 13
Do. previous 5 mos..	960,796 34	589,262 62
Total net profit for 5 months	$1,217,993 23	$725,846 75

The earnings of the La Crosse and Milwaukee Railroad for May, 1863, were $147,499 45
Do., 1862 ..... 125,999 19

Increase $21,500 26
Earnings for the first 5 months of 1863. $451,174 13
" " " 1862. 334,518 29

Increase $116,655 84

The receipts of the Harlem Railroad for May, 1863, were $108,605 19
May, 1862 ..... 94,156 67

Increase $14,448 52

The earnings of the Cleveland and Toledo Railroad in May, 1863, were $100,255
May, 1862 70,151

Increase $30,104

The earnings of the Toledo and Wabash Railway Company for the month of May were:

	1863.	1862.
Passengers	$27,357 55	$16,374 02
Freight	106,914 25	90,471 42
Total	$134,271 80	$106,845 44
Increase		$27,426 36

The Chicago and Rock Island Railroad earned in May, 1863 ..... $144,397
May, 1862 89,172

Increase $55,225

The earnings of the Chicago and Northwestern Railroad for May, 1863, were as follows:

Passengers	$35,756 93
Freight	68,605 99
Mail	2,033 33
Express	1,411 67
Miscellaneous	58 33
Total	$107,866 25
May, 1862	84,552 26
Increase, 27½ per cent.	$23,313 99

The earnings of the Michigan Central Railroad for May, 1863, were $186,039 00
1862 ..... 236,453 00

Increase $50,417 00
The first half of the fiscal year gives .. $1,457,945
Same period last year 1,103,507

Increase $354,358

The earnings of the Galena and Chicago Union Railroad for May, 1863, were $166,156 88
March, 1862 ..... 158,194 03

Increase $7,952 85

Corrected earnings for the previous month, $136,601 18.

The earnings of the Hudson River Railroad for May, 1863, were $241,771 50
May, 1862 ..... 192,442 41

Increase $49,329 10

The earnings of the Michigan Southern Railroad for May, 1863, were $263,981 00
May, 1862 ..... 200,826 00

Increase $63,155 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for May, 1863, were:

Passengers	$38,362 95
Freight	70,847 92
Miscellaneous	4,587 56
Total	$113,798 43
May, 1862	68,194 34
Increase	$45,604 39

The aggregate receipts for five months, since January 1st, are $577,624.

The earnings of the Panama road have been:

March	$159,774 04
April	163,770 14

The aggregate for the first four months of the year is $616,196 49.

The earnings of the Milwaukee and Prairie du Chien R. R. in May, have been as follows:

	1863.	1862.
Freight	$81,273 39	$109,603 23
Passengers	21,601 33	16,371 73
Mails and rents	4,092 12	4,243 05
Total	$106,966 84	$130,218 01
Decrease	$23,251 17	
Total for five months	$383,330 87	$385,797 51
Decrease do.	$2,466 64	

☞ A railroad convention was held at Hastings, Barry county, Michigan, on the 18th inst., to adopt measures for the construction of a steam or horse railroad to connect that place with some point on the Central or Detroit and Milwaukee railroads.

☞ A section of the first railroad built on the Island of Sicily, has just been opened. It extends from Palermo, on the northern shore, to Bagheria, nine miles, and when completed will cross the Island. A great illumination was made on the occasion of its opening, which promises to annex Sicily a second time to continental Italy.

☞ The Detroit *Tribune* says that the Amherst, Lansing and Traverse Bay Railroad is being rapidly graded between Owosso and Saginaw, and the Port Huron road will be built to Flint this season without doubt.

☞ Preparations are nearly completed to commence the grading of the Milwaukee & Northern Illinois Railroad, beginning at Milwaukee.

☞ The Amboy, Lansing and Traverse Bay Railroad is being rapidly graded between Owosso and Saginaw.

☞ The Passumpsic River Railroad, from Barton to Newport, is nearly completed.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103¼
Registered Bonds / Coupon Bonds... Under Act 31st December, 1848	8,908,842	6	1868	106
		6	1868	103½
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	107½
Registered Bonds / Coupon Bonds... Under Act 14th June, 1858	20,000,000	5	1874	97
		5	1874	100
Registered Bonds / Coupon Bonds... Under Act 22d June, 1860	7,022,000	5	1871	98¾
		5	1871	99
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	107½
Registered Bonds / Coupon Bonds... Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	109¾
		6	1881	109¾
Treasury Bonds (coupon) / Treasury Bonds (coupon) Under Acts 17 J'y & 5 Aug '61	139,993,000	7.3	1864	106½
		7.3	1864	106½
Registered Bonds / Coupon Bonds... Under Act 25th February, 1862; redeemable at pleasure after 5 years...	25,050,850	6	1882	101
		6	1882	101
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	143
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju & 5 Au.'61 & 17 Ma.'62 convert. into 20 / y'r b'ds due '81	14,913,315	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	101
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	130
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112½
Georgia—Coupon Bonds	525,000	7	'62-'74	112
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'00-'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	109¼
" —War Fund Bonds of 1861	2,000,000	6	1879	103½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	65
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	102
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,398,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	65
Maine—Coupon Bonds	649,000	6	'63-'77	114
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,904,251	6	Var.	115
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds		6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,000	5	'61-'72	134
" — " " of 1861 "	247,000	6	'62-'72	128
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	130
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000			
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	68½
" — " "	100,000	6	1862	70
" — " " (loans to Railroads)	23,800,000	6	'72-'86	87
" —War Loan 1861	725,000			
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates		6	'61-'62	108
" —		6	'64-'65	108
" — " State Loan $6,756,654		6	65-'68	112
" — " Railroad Loan 339,000		6	'72-'75	121¼
" — " Canal Debt—(old) 9,789,025		6	1874	128
" — " " " —(new) 13,200,000		5½	1865	----
" — " " " —(misc.) 642,585		5	'66-'74	110
" — " " " —(floating) 2,500,000		5	1863	103½
" — "		4½	1864	----
" — "		7	1864	108½
" —War Loan of 1861		7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	69
Ohio—Inscribed Certificates	4,095,309	6	1881	109
" — " "	1,015,000	5	1865	110
" — " "	2,135,331	6	1870	108
" — " "	1,600,000	6	1875	109¾
" — " "	2,400,000	6	1886	106
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	105
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates (1st January, 1862	37,687,760	5	'61-'82	105
		5	'61-'82	102¾
	400,630	6	1879	110
	388,200	4½	'63-'82	----
	100,000	4	1877	----
—War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
—Coupon Bonds (sterling)	484,444	5	1868	----
— " " (R. R.)	1,310,000	6	1877	----
	100,000	5½	1863	----
Rhode Island—War Loan (1861)	1,125,000	5	Var.	----
Tennessee—Coupon Bonds (banks)	2,063,606	5	Var.	----
" — " " (internal improvement)	12,193,000	6	Var.	62
" — " " (R. R.)		6	1881	----
" —War Loan (1861)	175,000	6	1871	108½
Vermont—Inscribed Certificates		---	18--	----
" —War Loan (1861)	404,000	5	Var.	----
Virginia—Inscribed Certificates	18,264,642	6	Var.	----
" — " " (Sinking Fund)	12,824,500	6	'85-'93	85½
" —Coupon Bonds (Sinking Fund)	1,865,000	5	1892	----
" — " " (sterling)	100,000	6	Var.	----
Wisconsin—Inscribed Certificates	1,000,000	5	'77-'86	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)				
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	109
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108¾
" — " " (Bank Stock)	553,986	6	1870	108
" — " " (Improvement Stock)	4,963,215	6	1890	109
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	115
" —Coupon Bonds (Water)	6,228,787	5	Var.	115
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	100
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1884	111½
" — " " (Water Works)	1,133,000	7	18--	103
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	5	1876	107
" — " " " "	2,140,000	5	1887	118
" —Public Education Stock	150,000	5	1873	109
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1884	109
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	100
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	95
" — " " (Municipal)	1,136,200	6	'61-'80	89¾
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1893	----
" " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	98½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	108
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	101
" " 2d " " "	3,980,670	6	1882	85
" " Improvement " "	586,500	6	1870	87
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	60
" " Preferred Interest Bonds	227,589	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,047,650	---	------	22½
Chicago and Alton, Preferred	2,464,336	7	------	90
Elmira & Williamsport, Preferred	500,000	---	------	54
Erie Preferred	8,535,700	---	------	103½
Housatonic Preferred	1,180,000	8	------	59½
Marietta & Cincinnati, 1st preferred	4,198,462	---	------	----
" " 2d "	3,123,914	---	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	118½
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110½
" " " 2d "	1,014,000	7	------	83
New York & Harlem, Preferred	1,500,000	---	------	92
Philadelphia & Reading, Preferred	1,451,800	7	------	----
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	74
Toledo & Wabash, Preferred	926,200	---	------	80½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	59,409	76,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,598	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	151,723	230,022	225,596	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	151,814	169,100	149,186	169,465	188,478	224,225	226,009	240,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,964	229,789	2,507,224
1863	242,720	204,587	260,269	306,697	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,754	55,122	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,643
1861	81,591	76,621	78,361	65,358	75,250	63,761	73,474	156,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,186	81,994	90,625	95,090	128,191	132,639	119,469	115,301	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,223	120,053	126,090	100,440	82,262	984,577
1860	72,834	66,703	77,408	89,170	101,272	100,403	82,895	139,049	134,500	145,326	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	143,127	137,408	134,522	1,328,375
1863	139,686	126,521	119,836	122,255	144,397	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,556	51,340	55,891	55,063	42,361	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,286	55,199	850,658
1862	46,605	49,103	59,249	54,178	84,552	104,382	93,022	62,293	101,060	125,095	107,735	91,263	979,107
1863	68,143	81,750	90,677	100,904	107,866	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,796	135,050	140,561	104,916	1,256,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,581	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	100,263	88,468	103,175	87,915	70,151	75,626	69,938	79,655	100,072	113,730	124,639	160,710	1,178,326
1863	145,950	147,487	164,845	117,908	100,225	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389373	375,250	456,226	436,899	392,203	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,661,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,275,424
1861	404,507	391,932	458,560	547,154	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,264,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	963,859	8,400,334
1863	835,453	829,754	946,041	938,453	838,867	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,269,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	241,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	148,194	225,048	190,456	129,019	188,370	265,575	158,530	142,532	1,777,541
1863	132,517	121,161	129,226	136,601	166,157	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	222,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	192,951	169,549	220,370	2,075,892
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,239	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	141,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,464,848
1861	321,844	279,268	229,354	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	238,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,326	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,675	137,187	164,809	122,863	63,771	1,095,046
1863	75,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,895	1,163,794
1863	67,130	76,132	44,925	88,177	106,967	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	243,851	273,722	203,492	134,972	2,008,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,205	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,652,435
1863	248,784	230,508	254,203	267,693	263,981	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,853	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,989	872,985	7,996,763
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	118,075	108,605	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,227	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	253,917	270,051	289,987	265,358	214,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,567	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,908	286,844	231,253	191,138	2,235,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,640	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,286	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,547	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				----
Mortgage	109,500	7				----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	----
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	----
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	----
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5			1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	103½
" " " 1850	700,000	6	Jan. & July.	"	1880	104½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	380,000	7	May & Nov.	" "	----	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	140,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	----	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	104
Mortgage	800,000	6	"	New York.	1863	----
Mortgage	1,700,000	6	"	"	1875	103
Sterling (£210,000)	1,008,000	5	"	London.	1864	----
Sterling (£225,000)	1,080,000	6	"	"	1864	----
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	108
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of Georgia:						
Mortgage	86,067	7			1863	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	111
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1885	103
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				----
2d Mortgage	1,000,000	7				----
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	104½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	122
" " " inconvertible	2,680,000	8	" "	" "	1883	122
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	922,000	4½	July.	Fr'nkfort o. M.	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	----
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	----
" " " Plain	28,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	----
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	113
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.	----	108
1st Mortgage (general)	3,600,000	7	" "	" "	----	85
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	96
2d Mortgage	2,000,000	6	" "	" "	----	59½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	----	99½
Green Bay Extension Bonds	300,000	7	" "	" "	----	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7			----	----
3d Mortgage	158,000	7			----	----
Income	250,500	7			----	----
Tunnel Right	1,000,000	7			----	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244.200	7			1864	100
3d Mortgage	658,200	8			1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	99
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	84
River Line bonds	20,000	7			1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	----
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	----
C. and T. Income (convertible)	256,000	7	" "		1864	----
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	112
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	116,900	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	----
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage	----------	7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	105
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000	---	April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	112
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage (convertible)	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8				----
Dubuque and Pasilio:						
New Construction	800,000	---				----
Dubuque Western:						
1st Mortgage	344,000	†				----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	96
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	111
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---				----
Endorsed by State of Tennessee	150,000	---				----
Mortgage (ordinary)	790,688	---				----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---				----
Endorsed by State of Tenness.	200,000	---				----
1st Mortgage (after State)	100,000	---				----
Redeemable in Stock	66,950	---				----
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,855.000	7			1891	----
Free Land, 2d Mortgage	1,500,000	8			1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7			1891	----
Free Land, 2d Mortgage	----------	8			1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	114
1st Mortgage (Extended)	871,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	112
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	109
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	78
Convertible Bonds	1,360,000	7	Jan & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	118½
Convertible	1,002,000	7	" "	" "	1867	127
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	---
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	120
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	---
2d Mortgage	578,000	10	" "	----------	------	110
Income	281,500	---	----------	----------	---	---
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	------	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----	----
3d Mortgage	600,000	7	----------	----------	----	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Lee County, 20 years	150,000	8	----------	----------	------	----
Keokuk, Mt. Pleas't and Mo.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
Henry and Louisa Company's	50,000	8	----------	----------	------	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	41
2d Land Grant (Western Div.)	353,600	†	" "	"	------	41
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Farm Mortgage	1,087,700	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----------	----------	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	115
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New Yark.	1870	103½
Extension Bonds	175,000	7	May & Nov.	" "	1890	108
Long Dock Co.:						
Mortgage Bonds	500,000	7	----------	----------	1882	----
Mortgages on Land	473,809	7	----------	----------	----	----
Louisville and Frankfort:						
Louisville Loan	109,000	---	----------	----------	1881	----
1st Mortgage	228,000	---	----------	----------	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	----------	----------	----	----
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	----	----
Mortgage	24,000	7	----------	----------	----	----
Mortgage	10,000	6	----------	----------	----	----
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7	----------	----------	1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----	---
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	118
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	121
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109½
2d General Mortgage	2,656,500	7	" "	" "	1877	101½
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----------	----------	----	---
Milwaukee and Chicago:						
1st Mortgage	400,000	8	----------	----------	----	---
2d Mortgage	200,000	7	----------	----------	----	---
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----------	----------	----	10
2d Mortgage	600,000	8	----------	----------	----	---
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	107
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	----	---
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----	---
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	----------	----	---
2d Mortgage (S. F.)	400,000	8	----------	----------	----	---
Oskaloosa Division	500,000	7	----------	----------	----	---
1st Land Grant	2,000,000	7	----------	----------	----	53
2d Land Grant	700,000	---	----------	----------	----	---
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	----	---
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----	---
Tennessee State Loan	674,880	6	----------	----------	----	---
Alabama State Loan	389,410	6	----------	----------	----	---
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----	---
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----	---
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----	---
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----	---
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----	---
***New Albany and Salem:**						
Crawfordsville	175,000	7	----------	----------	----	---
1st Mortgage	500,000	10	----------	----------	----	---
1st Mortgage	2,235,000	6	----------	----------	----	---
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1860	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	----------	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	---
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	----	---
New Orleans City Subscription	1,500,000	5	----------	----------	----	---
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	---
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	108
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	117
Stock Exchange (S. F.) Bonds	683,000	6	May & Nov.	" "	1883	108
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	108
Real Estate Bonds	252,975	6	" "	" "	1883	105
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	101½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	122
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	110½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	115
3d Mortgage	6,000,000	7	" "	" "	1883	112½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	108½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	103
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	103½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	106
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1876	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	103½
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	104
2d Mortgage	3,077,000	7†	" "	" "	1861	26
North Missouri:						
State Loan (30 years)	4,350,000	6	----	----	----	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	95
Chattel Mortgage	360,000	10	" "	"	1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	----	----	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	----	----	----	90
State Loan (S. W. Branch)	1,268,000	6	----	----	----	----
Construction	3,235,000	7	----	----	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	114½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	109
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Conpon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Conpon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	----
" 1849, "	3,103,600	6	April & Oct.	"	1870	103
" 1861, "	436,000	6	Jan. & July.	"	1871	106½
" 1843, "	1,548,300	6	" "	"	1880	102
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,586,500	6	" "	"	1886	109½
" 1856, "	1,475,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	----	----	----	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	84½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†	----	----	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Conpon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	66
2d Mortgage	937,500	7	" "	"	1863	14½
3d Mortgage	435,050	7	" "	"	1863	3½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----	----	1856	----
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1860	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	122,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	110½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	105
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91
" " " (series D)	1,400,000	7	May & Nov	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	81
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	107
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	107
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	93
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	93
Interest Bonds	245,700	7	----	----	----	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	74½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	18
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	112½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's, endorsed by State	150,000	6	----	----	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotive with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	....	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,406	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,252	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	...	...	....	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
— — '—	—	—	—	301.4	...	...	....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	.....	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11¼	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,776	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	176	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	868	New York and New Haven	4,643,649	710,403	—	3,000,000	2,000,000	—	5,672,381	117.4	.....	1,036,437	582,341	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	92
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	34.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	...	...	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	....	Brunswick and Florida	755,000	*	—	151,887	.....	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	—	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	69½
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	—	113
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,045	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,826	—	31
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	98
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	580,000	.....	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,641	834,605	6	97½
31 May, '61	175.0	—	....	—	...	...	....	Great Western	5,022,926	*	—	1,600,000	2 391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,000,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	104½
— — —	—	—	—	81.6	...	...	....	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	148.0	—	....	—	...	...	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	....	129.0	...	...	....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	....	—	...	...	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	...	...	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
— — —	1.0	—	....	—	...	...	....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,693	568,020	—	50
								INDIANA.													
— — —	108.0	—	....	—	...	...	....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	....	—	...	...	....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,939	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,563,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	....	—	...	...	....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,999	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	...	...	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,404	—	....
— — '58	74.0	—	....	—	...	...	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,058,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
— — —	—	—	—	438.0	...	...	....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
— — '62	135.0	95.0	....	312.0	...	...	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	25
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	118.0	...	...	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	...	...	....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	}	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	}				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,651	65.1	244,775	245,911	98,679	4	90
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,289	9,455,250	269 0	613,905	716,478	371,122	—	....
— — '59	18.8	—	....	70.2	...	...	....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	...	...	....	Clinton and Port Hudson	750,966	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
— — —	27.0	—	....	—	...	...	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,250	—	3,242,318	566,000	389,297	5,365,320	80.0	180,204	481,922	228,649	—	....
31 Mar. '61	208.0	—	....	205.0	45	87	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	3,663,000	1,160,737	—	.....	208.0	.....	1,282,624	556 434	—	....
1 Aug. '60	38.7	....	....	185.8	...	...	....	*Vicksburgh, Shreveport & Texas*	1,452,491	*	—	1,263,015	243,000	193,454	1,710,919	86.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,668	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	—	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,600,000	51.3	169,475	245,348	115,732	6	112
31 May,'59	37.0	—	—	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	—
31 May,'61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	77
30 Sep. '60	30.0	—	.....	—	7	35	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	40½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,909	136,191	6½	107
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	125
30 Nov. '62	47.0	7.0	32.5	—	25	40	208	Boston and Providence	2,962,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	135
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	136
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,554	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	30½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	—
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	106½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	111
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	259,772	28.4	33,739	38,588	4,619	6	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	500,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	176,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	54	485	Old Colony and Fall River	3,008,445	364,503	—	3,015,100	350,500	184,058	4,187,740	102.1	388,585	580,150	312,631	6	134½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	18	18	352	Providence and Worcester	1,409,086	282,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	132
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	15
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	36
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,096,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	145½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	77
								MICHIGAN.													
1 Jun '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May,'62	284.8	—	23.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	111½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,658,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	73
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	750,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Dec. '62	206.8	—	3.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,922,801	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '62	189.0	—	14.4	93.3	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,000,000	402,193	19,550,960	189.7	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	71,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	258,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. 62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	44½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	42
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	—	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	65
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	4	109½
31 Jan '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,985	7	113
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	68½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	170
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,837,396	*	—	1,000,553	1,037,376	117,098	2,155,024	60.2	.....	144,386	65,128	—	17
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687.204	1,397,587	774,341	10	177
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204.200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. .62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	58,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	26,500	5½	.....
31 Dec. '62	.....	—	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600.000	—	1,907.750	24.0	.....	239,889	124.742	6½	111
31 Dec. 62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	561,893	212,500	31,743	821,984	—	82,969	90,122	46,323	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075					—	----
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Re	ns. & S	arat.	—	----
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	100
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	ope	by Ti	oga.	44,100	—	----
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	524	230,036	5.4	454,073	52,327	16,231	3	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14 5	803,720	127,745	10,867	—	----
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,232,506	28.3	2,631,216	491,629	118,590	8	90
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	195
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	550,000	2,426,714	135,547	3,084,852	176 0	609,076	823,426	276,486	—	----
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,928,960	88.0	437,522	1,307,921	636,570	11	----
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	----	—	----
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	----
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	----	30,000	6	140
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,792	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,582,369	863,973	2,993,542	—	39
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,865	1,363,931	—	3,758,466	9,363,750	288,424	15,420,640	148.0	1,152,545	2,637,529	1,209,953	—	122
30 Sep. '62	98.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2	96½
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,583	—	41,866,835	654.9	5,308,772	9,356,828	3,749,077	04	----
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,996,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	89½
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,755	—	----
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,450	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	----	276,276	66,945	6½	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	----
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	----	—	----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	----	243,066	51,499	—	----
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	388,033	88,289	10	----
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,445	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	----	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	----
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,692,708	104,321	—	1,170,000	400,000	—	1,707,029	8.0	2,000,000	580,736	62,976	12	55½
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,168	134,958	—	----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	464,800	—	—	325,000	180,000	—	462,500	----	oper. by	Vt. Co.	----	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	----	oper. by	the 4	Comp'e.	—	----
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,887	—	94
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----	103,953	35,572	—	----
-- -- '58	223.0	—	—	—	—	—	----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	----	----	----	—	----
-- -- '59	97.0	—	—	—	—	—	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	----	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----	469,458	219,688	—	----
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	325,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
-- -- '58	—	—	—	—	—	—	----	Atlantic and Great Western	631,231	—	—	866,939	—	77,294	—	—	—	—	—	—	----
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	----	404,533	168,652	—	----
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	100,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	----	699,716	230,551	—	17
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	----	646,205	329,714	7½	125
31 Dec. '60	30.0	—	—	69.1	—	—	----	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	----	----	----	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	----
31 Dec. '62	135.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,033,637	20	160
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	289,789	23,340	1,036,045	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	80
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	784,991	10	200
30 Nov. '62	101.	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,694	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	----	1,486,317	552,800	—	85½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,350,595	148,060	7,628,820	188.6	610,292	1,003,637	543,488	3	114
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,695	*	—	369,673	575,250	632,486	----	61.5	75,120	68,128	19,765	—	----
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----	72.0	144,000	84,000	17,760	—	99
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	150
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,951	—	----
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	----	36.6	----	62,025	3,565	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,858	152,694	----	45.0	----	128,170	33,412	—	----
-- -- '59	36.0	—	----	84.0	—	—	----	Fremont and Indiana	----	----	----	----	----	----	1,358,867	----	----	----	----	—	----
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----	47.0	----	69,352	----	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118.865	50,000	3,965	----	13.0	24,000	31,120	10,460	—	----
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,320,991	682,114	8	145
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	----	434.290	99,554	—	----
30 Apr. '62	192.8	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	----	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----	125.0	----	----	----	—	----
30 Jun. '62	163.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,163	107,035	—	----
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,779	1,313,800	105,610	2,608,237	125.0	214,404	229.395	82 968	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	----	55.6	70,000	110,200	58,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	----	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----	----	—	----
31 Dec. '62	242.4	—	----	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	76½
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	----	----	----	----	378,455	58,811	----	45.0	----	108,924	55,029	—	1
31 Oct. '62	88.0	—	----	—	—	—	----	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	----	----	----	—	----
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	74
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115.752	3,749,752	146.0	549,045	275,880	----	—	7½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	----	255,560	73,235	8	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,598,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	165
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	180,602	173,393	98,654	—	----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	36
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	33,826	10	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	----	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	----
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	22½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,355	76.0	387,230	822,927	460,616	8	80
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	126,316	68,801	—	49
31 Oct. '62	124.5	105.5	62.5	—	—	—	----	Mine Hill and Schuylk. Haven	3,252 295	*	—	3,250,000	—	—	3,252 265	130.0	----	451,918	174,455	8½	65
30 Nov. '62	55.6	13.2	8.8	—	13	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,009	6,447,780	66.4	263 334	397,186	218,960	—	14½
31 Oct. '62	356.6	55.8	318.0	—	253	157	3,871	Pennsylvania	17,641,048	4,165,804	—	13,274,600	9,527,400	43,000	----	441.4	5,036,609	10,143,739	5,987,124	6	68
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27 519	—	218,000	575,000	175,000	980,000	31.0	58,218	57,416	20,861	—	----
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	256,282	—	1,242,500	433,900	—	1,852,690	24.0	229,926	282,883	129 748	8	55
31 Oct. '62	100.0	—	10.5	98.0	15	1	286	Phila. and (Sunbury) Erie	12,199,887	*	—	4,832,489	8,081,500	149,750	12,128,567	128.0	818,874	1,15,472	158 209	—	23½
30 Nov. '61	147.4	5.0	137.0	—	149	87	7,800	Philadelphia and Reading	21,070,888	3,431,441	869,388	11,343,320	12,858,100	94,449	28,295,145	295.0	3,011,296	4,231,296	1,731,774	—	11

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased. etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
31 Oct. '62	28.2	—	1 9	—	—	—	—	PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	95.9	—	34.8	—	37	110	630	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	—
31 Oct. '62	59.5	—	6.4	89.5	10	14	65	Phila., Wilmington and Balt.	6,979 924	744,425	351,129	5,820,500	2,579,000	—	9,508,408	200.5	582,615	2,250,862	1,080,995	9	64½
31 Oct. '62	468.3	—	59.7	—	121	61	1,312	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,858	72.0	194,060	129,918	50,379	—	—
31 Dec. '62	54.0	1.1	5.5	—	7	4	66	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,461,676	468.3	2,694,467	3,745,311	1,802,895	—	69½
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,018	9,338	—	—
31 Oct. '62	28.0	—	6.2	—	5	1	439	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	.....	oper. by	Ph. & R	eading.	5	—
31 Oct. '62	29.6	—	2.5	—	4	4	101	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	.....	57,928	159,534	99,160	—	40
31 Oct. '62	26.4	—	3.0	—	5	11	23	Tioga	719,914	77,999	—	97,560	396,500	65,826	797,913	29.6	81,934	134,788	97,892	9	43
31 Dec. '62								Westchester and Philadelphia	1,387,074	*	—	685,401	953,205	8,000	1,644,639	28.4	105,800	141,101	79,544	—	6
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	105	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	258,800	—	.....	62.0	302,600	311,370	140,707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	457,117	8,500	—	.....	13.6	23,954	25,594	6,739	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	15	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	841,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	986,743	980,410	108,172	2,067,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	62	59	790		South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	530,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	—
1859.....	59.0	—	40.1	7	5		119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,050,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859.....	—	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '58	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '58	28.0	—	.....	756 0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,608	.....	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	26	25	541	Rutland and Burlington	3,987,708	558,275	—	2,233,376	3,183,038	663,019	.....	119.6	394,393	322,829	61,180	—	—
31 Aug. '62	62.5	—	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	—	—	.....	62.5	138,299	140,886	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679.677	713,418	191,466	—	—
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	.....	4	155
30 Jun '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	—
30 Jun '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	83,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	15	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,763	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.0	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	50,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '62	55.0	—	2.0	124.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	.....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	56½
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '61	104.0	—	.....	33 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 July '62	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	235,420	55,495	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	.....
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	.....
31 Dec. '62	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	2,196,810	533,990	—	.....
31 July, '62	229.0	128.0	.....	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	26,104,725	357.0	.....	1,221,145	585,885	1½	.....
— — '62	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	.....
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
— — '62	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	.....
31 Dec. '62	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	750,000	.....	.....	25.0	.....	100,000	19,575	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,888	—	1,380,000	13,100	136,000	1,709,232	60.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec '62	48.7	—	.....	—	11	22	120	Panama	8,000,000	*	615,668	8,000,000	2,375,000	—	10,768,728	48.7	.....	1,743,294	1,013,444	13	190

New York Stock Exchange.

Actual Sale Prices for the week ending June 24.

	Th.18.	F.19.	Sat.20.	M.22	Tu.23	W 24.
State Stocks:—						
California 7s	----	----	130	----	----	----
Illinois War Loan	----	----	----	103½	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	104	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	65
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	69¾	69¼	70	69½	68¾	68¾
Do. iss. to H.&St.J.R.	87	----	----	----	87	----
North Carolina 6s	68	----	----	69	----	----
Ohio 6s, 1881	109	----	----	----	----	----
Tennessee 6s, 1890	----	62½	63	62	62½	62
Virginia 6s	66	----	----	----	65½	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	69¾
" " pref.	89½	----	89	----	----	92
Chicago, Burl. & Q.	114	113	----	----	----	----
Chic. & Northwest'n.	30¾	29½	28¾	29¼	30½	31
Chicago & Rock Isl.	95¾	95	94¾	94¾	97	98
Clev., Col. and Cin.	----	----	----	160	----	----
Clev. and Pittsburg.	83¾	82¾	82¾	82	85½	85¼
Clev. and Toledo	109	107	107	108½	113¼	114
Del., Lack. & West.	----	----	----	----	----	----
Galena and Chicago.	96¼	95	95	95	96	97¼
Hudson River	120	124½	123	129	135	140
Illinois Centr. (scrip)	101¼	101¼	101	101¼	103	104¼
Michigan Central	110	----	108½	109	110½	111½
M. S. and N. I.	70	69½	69¼	70	72	73
M. S. & N. I. guar'd.	114	113¾	115	116	118¾	118¼
Mil. and P. du Chien	56	51	51	52	56	56¼
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	82	83	----	----	----
New York Central	118	118	118¾	118¾	120	122
Erie	----	93¼	93¾	94¼	95¾	96¼
Erie pref.	102¼	102¼	102¼	102¼	103	103⅜
Norwich & Worcest'r	91	93	----	91½	92	92
N. York & Harlem	79	80¼	78	79¼	83	82½
N. Y. & H. "pref."	92	91	----	----	----	92
Panama	----	----	----	188	190	----
Phila. and Reading	104	102¼	----	103¾	104	105¼
Pitts. Ft. W. & Chicago	70	68	66¼	65¼	68	69¼
St. L., Alton & T. H.	43¼	42	42¼	----	44¾	50
" " " pref.	----	----	66	67¼	66¾	74
Toledo & Wabash	73	----	----	----	82	76¼
" " Pref.	----	----	----	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	108	----	----	----	----	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chic. & N. W. 1st M.	87¼	87¼	85¼	85	85	----
" " 2d M.	60	----	----	60	59¼	----
" " S. F.	----	----	----	105	----	108
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	96
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	99	----	----	----	----	----
" 4 M.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p. c.	----	----	----	----	112	112
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	----
Chi. & R. I. 1st M. '70	----	----	----	113	----	----
D. L. & W. 1 M. 8p. '71-5	----	----	----	----	----	----
" 2 M. 8p. c. '81	----	----	114	----	----	----
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	----
" 2 M. 7p. c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	79	78	----	----	----	78
Huds. R. 1 M. 7p. c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7p. c. '75	----	----	----	----	----	118¼
" conv. bonds	----	----	----	----	----	----
Illinois Central bonds	119	----	120	----	----	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	----	----	----	107	----
Mich. Cen. S F. 8 pc. '82	----	----	----	122	122	121
" conv. 8 p. c. '69	----	----	----	----	118	----
M. S. & N. I. 1 M. S. F.	109¼	----	----	----	----	109¼
" " 2 M.	101¼	----	100	----	101	101¼
N. J. Central 1st M.	111	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. Central 7s, 1864-1	101¾	----	101¼	----	101¼	101¼
" 7s, S. F. 1876	----	----	----	----	----	----
" 7s, conv. 1876	----	----	----	----	----	----
" 6s, S. F. 1883	107	----	----	----	108	108
N. Y. & E. 1 M. 7p. c. '67	110¼	----	----	----	----	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7p. c. '83	112¼	----	----	----	----	----
" 4 M. 7p. c. '80	109	109	108¼	----	----	----
" 5 M. 7p. c. '88	----	----	----	103	----	----
N. Y. & H. 1 M. 7p. c. '73	----	----	----	----	----	----
" 2 M. 7p. c. '64	----	----	----	----	----	----
" 3 M. 7p. c. '67	105	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	110	----	----	----	108	----
" " " 2d M.	----	----	----	----	102	102
" " " 3d M.	----	----	----	----	----	----
St. L., Alt. & T. H. 1 M.	105	----	----	----	----	----
" " 2 M. pref.	93	92	----	92	----	----
" " Inc. b'ds	----	----	----	81	----	----
Toledo & Wab. 1 M.	----	----	----	107	----	----
" " 2 M.	93	92	92	----	92	93
" " Int. b'ds	----	----	----	----	----	----
Miscellaneous:—						
Del. & Hud. Canal	----	----	----	140	140¼	----
Penn'a Coal Co.	----	----	----	----	----	----
Pacific Mail S.S. Co.	179¼	175	175	176¼	177	184¼

New York Stock Exchange.

Actual Sale Prices for the week ending June 24.

	Th.18.	F.19	Sat. 20.	M.22.	Tu.23.	W.24.
Federal Stocks:—						
U. S. 5s, 1871, reg	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	99	99	----	100	100	----
U. S. 5s, 1865	----	----	----	----	107¼	----
U. S. 6s, 1881, reg.	104	----	----	----	104	104
U. S. 6s, 1881, cou.	108⅞	108⅛	----	109¼	109⅞	109⅛
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	103½	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	110	109½	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	103½	----
U. S. 6s, 1 year certif.	101	----	101¼	101	----	----
U. S. 6s, " " new	98⅛	98⅛	98⅜	98⅛	----	98⅛
U. S. 6s, 5-20s, coupon	----	----	----	----	----	101
Treasury 7 3-10 Notes	106	106¼	107¼	107½	106¼	106¼
U. S. Demand Notes	143	----	----	----	----	----
American Gold	143¾	143¼	143¼	143¾	143¾	143¼

Boston Stock Exchange.

Actual Sale Prices for the week ending June 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Boston and Lowell	----	107	----	----	----	----
Boston and Maine	----	127	----	123½	124	125
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	----	136	----	----
Connecticut River	107½	----	----	----	----	105½
Eastern, Mass.	110½	110	107x	----	106	106½
Eastern, N. H.	109⅝	----	----	----	----	----
Fitchburg	113½	----	111	111½	111	----
Manchester & Lawr'ce	----	----	113	----	----	----
Michigan Central	110⅛	----	----	----	----	----
Northern, N. H.	----	----	----	----	68½	----
Old Colony and Fall R.	137½	134½x	----	----	----	----
Ph., Wil. & Baltimore	69⅛	69¼	70½	69⅛	----	----
Ports'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	36	35	34	34½	36	36
Western	145½	----	----	----	----	----
Cambridge (Horse)	----	----	123	124	----	125
Metropolitan "	----	73½	----	----	74	----
Middlesex "	110½	----	109½	----	----	110
Central Copper Co.	48	----	----	----	45	----
Franklin Copper Co.	54	52½	51½	52½	52⅝	54
Isle Royale "	18	----	18	18½	20½	21
National "	----	----	----	----	----	----
Minnesota "	----	102½	100	100½	101	102
Pewabic "	63	62½	63	63⅞	65½	66
Pittsburg "	----	----	80	81	82	83
Quincy "	87	85½	86½	89	90	90½
Rockland "	20½	20	19½	19⅞	20	20⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.
Beaver Meadow	----	----	----	74	74	----
Cattawissa	----	----	----	----	----	----
" preferred	22¾	22⅞	22¾	----	----	22¼
Camden & Amboy	----	----	----	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	108	108	108
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	104	----
Elmira & W'msport	----	----	----	----	----	36
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	66	----	----	66	----
Lehigh Navigation	58	----	58½	----	----	----
" " 6s	----	----	----	----	----	----
" " scrip	44	44	44	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	49	49	49	49	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	39	----	----
" " 6s	----	----	----	----	----	----
Minehill	64	----	64½	----	65	----
North Pennsylvania	14¼	14½	----	----	----	----
" " 6s	----	95	95	----	----	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	65	65	64½	63	----	----
" 1st m.	----	----	113¾	----	----	114¼
" 2d m.	108	----	----	----	----	109
Penn. State, 5s	102½	102½	102½	102	----	102¾
" " 6s, coupon	105	----	----	105	105	----
" " 6s, "	110	110	110	----	----	----
Philadelphia City, 6s	105	105	105	----	----	105
" new	----	108½	108¼	108¼	----	108¼
Philad., Germ. & Nor.	----	----	----	----	59	----
Phila. & Reading	52	52	51½	51½	51¼	51½
" " 6s, '86	110	110	----	----	110	109½
" " 6s, '70	106½	----	----	106½	----	106¾
Philadelphia & Erie	24½	24¼	24¾	----	----	24½
" " 6s	106	106	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	110⅛
Arch street, (Horse)	----	----	26	----	----	26
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	12
Race and Vine, "	----	----	----	----	----	79
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	16½	16½	----	16½	16½	16½
15th & 16th sts., "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 22.

	Tu.16.	W.17.	Th.18.	F.19.	Sat.20.	M.22.
Baltimore City 6s, 1875	108½	108¼	----	----	----	----
" " 1886	105	106	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	107½	107½	----	----	----	107
Balt. and Ohio	81½	82	82	79	80	77
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	100⅜	----	----	----	----	----
" " " '95	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 9th June:

Maryland 6s	74	to	76
United States 5s, 1874	61	"	63
Virginia State 6s	49	"	51
Do. 6 per cent.	43	"	44
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	75½	"	76¼
Do., Pennsylvania do. do.	71½	"	72½
Erie shares, $100 (all paid)	59	"	60
Do., 7s, preference	62	"	64
Do., 7s, 1st mort., 1867	73	"	78
Do., 7s, 2d mort., 1859	73	"	78
Do., 7s, 3d mort., 1883	70	"	72
Do., 7s, 4th mort. x. c.	66	"	68
Do., 7s, 5th mort.	64	"	66
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	73	"	75
Do. do. $100 shares, $90 paid, dis.	32	"	31
Do. do. $100 shares, all paid	59½	"	60½
Michigan Central 8s, Convertible, 1869	73	"	78
Do. do. S. F. 1st mort., do., '52. x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	65	"	70
Do. do. do. $100 shares.	--	"	--
New York Central 6s, S. F., 1883	65	"	70
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	70	"	75
Do. do. $100 shares	70	"	75
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	65	"	70
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	39	"	41
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, June 27, 1863.

Stock Exchange and Money Market.

The money market, though as yet the current rate of interest is 7 per cent, is pronounced much easier, as large amounts have come in from the country for employment. It is a curious circumstance, that when money is sought for in large quantities for any purpose, borrowers come to the city to obtain it; but when it bears a high interest in the city, the country is sure to bring in large and continuous supplies. We presume this circumstance is in part explained by another; that finance is a constant subject for study in commercial circles where capital most abounds; that its laws and relations are consequently better understood; the profits of good investments are quicker earned and more rapidly realised, so that New York having all these advantages, naturally commands the confidence, as it stimulates the desire for gain, which exists in remoter places. Almost every Bank, Broker, and private operator in the country has some trusted correspondent in New York, whose advice and opinions are eagerly taken in money matters. Not only this, but there are a keen set of operators in all our most thriving cities and villages, all through the North and West, who indulge in what are technically called in Wall street, "flyers" and are continually venturing in railway stocks, and gold.

Thus we have often seen long and friendly letters from persons at a distance, to their bankers in this city, the main point of which lay in a P. S. "By the bye look sharp after my little venture in the ——— Railway."

The financial condition of the country is in reality sound, for production is going on with an enormous force. Our agricultural resources are expanding year by year with unceasing activity. The Great West promises larger crops than were ever before known; the railway interest is becoming more stable every hour, new lines of communication are projected and being carried forward with a rapidity quite unprecedented. Improvements in water communication between the Lakes and the Ocean are put forward with great confidence, and now within a few days past we have been assured that the project of making a ship canal between the St. Lawrence and the Hudson, is about to receive the attention of the City of Troy, where we believe it originated many years ago. A letter now before us from the Mayor of that city, gives us reason to expect that it will come formally under the notice of its Common Council at its next meeting. If we are to have ship canals, this is an opportunity not to be passed by, as the commerce of the whole Lake countries, and that of Canada can be diverted to this city by the construction of two short works; that is to say by the enlargement of the Chambly and Champlain canals, offering every facility for enlargement at small expense. We have in a former number briefly advocated this measure, and in reply to a letter to Major Gen. Wool alluded to on that occasion received the following note:

NEW YORK June 18, 1863.

DEAR SIR:—Owing to my absence from the city I did not receive your favor of the 10th until to day. If I had received your letter at Troy, I could have furnished you with all proceedings of a meeting, of which I was chairman, assembled some years since at Saratoga to consider a project to connect the waters of the St. Lawrence and Lake Champlain. I need not tell you, that there was but one opinion on the subject, of those assembled, composed of gentlemen from New York and Canada, that the connection of a properly constructed canal, which could easily be done, and comparatively at small expense would not only be of great value to the Northern part of the state, but to this city, and at the same time pay a large interest on the outlay.

My only wonder has been that our capitalists and enterprising merchants have not long since accomplished the object. Why the project proposed at the time was not prosecuted is more than I am able to tell.

I am very respectfully your obt. serv.

JOHN E. WOOL,
Major General."

This opinion from one of our ablest military men, familiar with the topography and resources of the State of New York is of great value. We pass from the subject with a single remark, that the Champlain Ship Canal equally favors all the American ports on the American Lakes, discriminating against none of them, while the Chicago project was the advancement of one point to the probable ruin of all the others.

We have to announce on good authority, that the Secretary of the Treasury has determined to continue his policy of conversions of currency into the 5 20's, after the 1st of July, the heretofore supposed limit of time. In this he acts with his usual good sense. The amount deposited with Mr. Cisco on Tuesday last was $1,750,000, which is an increase on the average of the last two or three weeks. No better investment offers at the present moment. The interest is regularly paid in gold, an advantage no other securities in this country can offer at present, or may be able to offer for years to come. The dividends are in fact equivalent to 50 per cent advance on the interest itself, a profit nowhere else to be found in such transactions.

Thus a large amount of gold is constantly thrown into circulation, supplying in a great degree the wants of importers, whether as remitters abroad, or duty payers at home. We are not aware that this system of Governmental finance was ever dreamed of in France or England, and is a curious illustration of the superior skill, with which the American mind provides for emergencies, and baffles even fate itself. We cannot avoid quoting a few statements from a late number of Thompson's Bank Note Reporter, which fully sustain the views this JOURNAL has put forth in regard to the resources and condition of this country the last seven or eight months.

There are in the United States more men and estates that can be assessed for one million dollars each, than there were at the close of the Revolution, that could be assessed for $10,000 each.

The cash value of the property of the United States (excluding the States in rebellion), is one hundred times what it was in all the States at the close of the Revolution.

The gold and silver in the United States is one hundred to one at the close of the Revolution.

Joint Stock Companies—Bank, Insurance, Railroad, Steamboat, Manufacturing, &c.—are as one thousand to one at the close of the Revolution.

The annual product of gold and silver that enters into and braces our currency and credit is as five hundred to one at the close of the Revolution.

Our commerce, inland and foreign, is as five hundred to one at the close of the Revolution.

A Spanish quarter dollar was of more importance in the eyes of the people then than a double eagle is now.

The country, as the basis for borrowing and paying, is more than one hundred times greater than at the close of the Revolution. Where, then, is the point, in likening our Government Currency and Securities to Continental money.

Old and first-class nations are able to sustain immense debts—see England and France—while new and minor nations are classed as of doubtful future, and shunned by money lenders.

We are now a first-class nation. At the close of the Revolution we were the youngest and smallest of all nations.

The power to sustain a debt is as the cube of the base on which the debt rests. This holds good with national, corporate, and individual payers.

The share market is strong and holders are confident. There is considerable movement in Hudson and Harlem in the street, the latter rising on the credit of an act recently passed by the Legislature of Connecticut, by which a short route to Boston *via* the Harlem is contemplated.

We have again and again pointed out how this Company may become a first-class one, but it can only be by an additional expenditure of several miliions of dollars; by a connection with the Housatonic at Kent, its extension north from Chatham, and its appropriation of the routes to the Central Park and Bowling Green through the city.

In our notice last week of the Union Pacific Railway, Eastern division, we quoted from the act of Congress to show that the construction of the central portion was practicable and likely to be effected without the necessity of any further legislation, or even the action of the corporators of the original company. We find our views still further sustained by another paragraph in the 10th section of the act, which leaves no possible doubt on the subject. It is the following: "And the Central Pacific Railroad of California, after completing its road across said State, is authorized to continue the construction of said Railroad and Telegraph, *through the Territories of the United States to the Mississippi river*, including the Branch roads specified in this act, upon the routes hereinbefore and hereinafter indicated, on the terms and conditions provided in this act in relation to the said Union Pacific Railroad Company, until said roads shall meet and connect and *the whole line* of said railroad and branches, and telegraph is completed."

We may here take occasion to compliment Mr. McDougall, the Senator from California, and Mr. Phelps, the member of Congress, for their sagacity in the conduct of the measure before Congress; for it is evident enough now, if not before, that it has been the determination of that rich and enterprising State, that the road shall be made in all events. The delay, and we had almost said neglect of the corporators under the act, can do no harm. They have made the merits of the scheme patent if nothing else, and have so far done well. But the Californians are actually at work on the Western division, the Eastern division is also commenced with a powerful and wealthy organization; an understanding if not a contract between these interests exists, the act sanctions their combined or individual operations, and the road will be made without any further action being necessary on the part of the corporators referred to. To galvanize them into new life will therefore be entirely unnecessary, and a waste of metal and acid.

As we had finished the foregoing sentence we received a number of printed circulars in relation to this subject of an extraordinary character. They purport to be the act of a meeting held in this city on the 11th of May last, probably the same which we have before noticed, signed by Geo. Opdyke, J. V. L. Pruyn, F. S. Winstow, Wm. E. Dodge, Cornelius S. Bushnell, A. A. Low, and H. V. Poor, the latter gentleman the only one who belongs we believe to the number of corporators calling for subscriptions to the Union Pacific Railroad Company. These circulars require some remark if not criticism, as they are accompanied by a printed proxy nominating Messrs. Opdyke, Pruyn, Bushnell, Wm. B. Duncan, and H. V. Poor, attornies to vote at the election of directors. A more palpable effort to obtain the control of the company could not be imagined. It would be time enough to get proxies after the subscriptions were made, and much fairer for the stockholders to meet and select the best men for the direction after due consideration of their merits and responsibilities. The appearance of proxies at such a moment has, to say the least, a very suspicious appearance. But, as we have before demonstrated, all this trouble is useless, and the arrangement, though ever so, promising comes too late.

We refer our readers to our carefully corrected tables for the information we have not space at this time to present in a more extended form.

The Vermont and Canada Railroad Company has declared a dividend of four cent, payable on demand.

The Boston and Providence Railroad Company has declared a dividend of 4 per cent. free from Government tax payable July 1.

The Boston and Lowell Railroad Company has declared a dividend of $15 per share, free of Government tax, payable July 1.

The Worcester and Nashua Company pay a semi-annual dividend of $2 per share, free of tax, July 1.

The Old Colony and Fall River Railroad Company pay a dividend of $3 per share, free of Government tax, on July 1.

The Eastern Railroad Company has declared a dividend of $3 a share free from Government tax, payable on the 1st of July. Stockholders residing out of the State will receive the same amount as those residing in the State, the Company ignoring the law passed by the last Legislature, putting an extra tax upon stockholders residing out of the State.

The Fitchburg Railroad Company has declared a semi-annual dividend of 3 per cent. Non-resident stockholders will be subject, under the State law to a deduction of 20 cents per share.

The Metropolitan Railroad Compay has declared a dividend of $2.50 per share, payable July 6.

The Boston and Maine Railroad Company has declared a dividend of four per cent payable July 1.

The Chicago and Alton Railroad Company will pay the first coupon of the first mortgage bonds on presentation at the office of G. S. Robbins & Son, No. 54 William street.

The interest coupons of the Brooklyn City and Newtown Railroad, due July 1, will be paid on that day at the office of the Comyany, corner of Front and Dock streets, Brooklyn.

The coupons of the Joliet and Chicago Railroad first mortgage bonds will be paid at the office of Messrs. M. K Jesup & Co.

The Middlesex Horse Railroad Company has declared a semi-annual dividend of $4 per share, free of Government tax, payable July 6th.

The Philadelphia, Wilmington and Baltimore Railroad a stock dividend of the shares owned by the Company, payable Aug. 1st equal to about 9 per cent in stock.

The six per cent coupons, and the interest on the scrip of the North Pennsylvania Railroad Company, due July 1st, will be paid at the office of the Company in Philadelphia.

The holders of Coupons of the Philadelphia and Reading Railroad Co., due on the 1st proximo, are requested to leave them at the Office on or before the 30th instant, when receipts will be given and checks will be ready for delivery on the 1st proximo, in exchange for the said receipts.

The Buffalo, New York and Erie Railroad Company, have declared a Cash Dividend of 5 per cent. from earnings prior to May 1st, 1863, payable at the Office of the Company, in Buffalo July 1st, in New York city funds.

The Norwich and Worcester Railroad Company has declared a semi-annual dividend of 3 per cent.

The Rome, Watertown and Ogdensburg Railroad Company have declared a dividend of three and a half per cent, payable on the 15th of July.

The Camden and Amboy, and Delaware and Raritan Canal Companies have given notice that the Treasurer is prepared to pay the bonds due on August 1st, being the 5 per cent. converted sterling loan; and also the last coupon.

The Buffalo and State Line Railroad Company have declared a dividend of 5 per cent cash, and 30 per cent in Erie and Pittsburg 7 per cent 1st Mortgage Bonds, payable July 1.

The Panama Railroad Company have declared a dividend of three per cent out of the earnings of the road for the three months ending 30th inst., and one per cent out of the earnings of Steamers, Sailing Vessels, &c., payable 6th July.

The Hartford and New Haven Railroad Company has declared a quarterly dividend of $3 per share, free of Government tax, payable at the Union Bank in this city on the 1st of July.

The Interest Coupons upon the Jersey City Water Loan, due July 1, will be paid on presentation at the Ocean Bank, New York, or the Bank of Jersey City.

Holders of the overdue first mortgage bonds of the Crawfordsville and Wabash R ilroad Company are requested to present the same without delay at the office of Winslow, Lanier & Co., for payment in full.

Holders of overdue Coupons under the First Mortgage ($300,000 loan), of the Scioto and Hocking Valley Railroad Company, are requested to present the same for payment at the office of Winslow, Lanier & Co., No. 52 Wall st. Holders of the said Mortgage Bonds, are requested to present their Bonds at the same office without delay, to arrange for the extension thereof in pursuance of the decree of the Court.

A special meeting of the stockholders of the Cleveland and Mahoning Railroad will be held in Cleveland July 9, to pass upon the proposed lease of the road for ninety-nine years to the Atlantic and Great Western.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1870, 106; Ohio and Miss. Certificates, 35; Miss. and Mo., 25; do., L. G. bonds, 53; Illinois Central full stock, 95; Goshen Branch bonds, 105; Citizen Gas Co., Brooklyn, 126; Brooklyn City Water Loan, 117; Jersey City Water Loan, 113½; Canton Co., 28¼; American Coal Co., 59; Wyoming V. Coal Co., 76; Cumberland Coal pref., 22; Quicksilver, 40; Central American Transit Co., 39; Minnesota Mining Co., 101.

Boston.—Northern (Ogdensburg) 1st mort., 104; do., 2d mort., 26; Rutland and Burlington 1st mort., 66; do., 2d mort., 14½; Vermont Central 1st mort., 74½; do., 2d mort., 18; Western R. R., 146; do., 6s, 1875, 106; South Shore, 15; do., 6s, 1880, 100¼; Boston, Concord and Montreal 6s, 1865, 100½; New York and Boston Air Line 6s, 1873, 66½; Cheshire, R. R., 42; Malden and Melrose, 22; Maine State 6s, 1888, 112½; Rhode Island 6s, 1882, 111⅛; Vermont 6s, 1871, 108¼; New Hampshire 6s, 1869, 105; Massachusetts 6s, 1875, 123; St. Louis City 6s, 1876, 89¾; do., 1864, 95; do., 1883, 92¼; Louisville 6s, 1887, 90¾; Augusta 6s, 1870, 103½; Calais 6s, 1875, 101½; Chicago 7s, sewerage, 111⅛; Acton Mining Co., 5; Copper Falls, 10½; Hancock, 9¼; Huron, 17⅞; Manhattan, 5; Mesnard, 12¼; Petherick, 2¾; Phœnix, 8; Pontiac, 6⅝; Superior, 8; Albany and Boston, 10¾; Star, 3¼; South Side, 2½; Columbian, 4⅜; Ottawa, 25c.; Wickam, 87½c.; North Cliff, 1; Quartz Hill, 17; Canada, 1¼.

Philadelphia.—Sch. Nav., 12; do., pref., 25; do., 6s, 1876, 70; do., 1882, 85; Susq. Canal, 14; do., 6s, 60; Union Canal, 1½; Morris Canal, 72; do., 1st mort., 108; Del. Div. Canal, 44; Chesapeake and Delaware, 6s, 98⅛; Long Island 7s, 106; Norristown 6s, conv., 119; Westchester 7s, 105; Chester Valley 7s, 40; Reading bonds, 1844–'80, 110; Ridge Avenue, 21; 5th and 6th streets, 61; Pittsburg Municipal bonds, 90; Amygdaloid, 20.

Baltimore.—Western Md. bonds, 84½; N. W. Va. 3d mort., 25. The quotations are: Balt. and Ohio, 77@78½; do., 6s, 1880, 103@104½; do., 1885, 100½@103¾; Northern Central, 38@40¾; do., bonds, 1885, 103¼; N. W. Va., 5@10; do., 1st mort., 105; do., 2d mort., 101; do., 3d mort., 22@26; Central Ohio 2d mort., 100@103; do., 4th mort., 40; do., income 1857–'60, 18@30; Western Md., bonds, 83¾@84¾; do., guar., 106; Maryland 6s, coupon, 1870, 14½; do., Ins., 114½; do., 1890, 116; Baltimore 6s, 1875, 107½@108; do., 1890, new, 107½@108; do., coupon, 108¼; do., 5s, 1838–'70, 96.

Cleveland and Toledo Railroad.

At the annual meeting of the stockholders held in Cleveland on the 17th inst., the following gentlemen were elected directors for the ensuing year: John Gardiner, Norwalk, Ohio; James Mason, Joseph Lyman, H. B. Hurlbut, Cleveland, Ohio; Samuel M. Young, Toledo, Ohio; William M. Vermilye, A. G. Jerome, New York City; A. Stone, Jr., Cleveland, Ohio; A. N. Ramsdell, New London, Ct.

The arrangement previously entered into for the consolidation of the earnings of this road with the Cleveland, Columbus and Cincinnati, Cleveland, Painesville and Ashtabula, Erie and Northeast, and Buffalo and State Line Railroads was approved by the stockholders. An arrangement, previously made by the directors of this company with the Atlantic and Great Western, whereby the Cleveland and Toledo is to carry the through freight of the Atlantic and Great Western, and to give that road, in return, an equal amount of through freight, going East, the latter stipulating to maintain the regular prices, was also ratified by the stockholders.

Propeller Idaho.

This new vessel which is pronounced by the Buffalo newspapers, one of the finest ever built for the lake service at a cost of $70,000 has been put on the line of the New York Central, Buffalo and Cleveland, and Buffalo and Chicago propellers. Her burthen is 915 tons, and her accommodations are in all respects of the first class.

Quakake and Mahanoy Railroad.

The rails on this road are laid down to the summit, four miles from the Catawissa junction, and the iron is on the ground for ten miles of track. By the first of August, it is said, the road will be opened to Mahanoy City.

The Lehigh and Mahanoy Railroad begins in a junction with the Beaver Meadow Railroad 13 miles from Mauch Chunk, and thence to the Catawissa Railroad junction the distance is 14 miles. From the Catawissa Railroad to Girardville the distance is 18 miles, and to Centreville 24. From Centreville to Mauch Chunk the distance is 51 miles, and to Elizabethport 161 miles.

☞ We learn that a company has been organized to build a railroad from St. Louis, Mo., to the Pittsburg coal mines, in St. Clair county, in that State, and that the work has already commenced. The mines were opened several years ago, but the Company failed. It is said the present Company have sufficient means.

Milwaukee and St. Paul Railroad.

Judge Miller, of the U. S. Court, rendered his decision upon the petition of the Milwaukee and St. Paul Railway Company, for actual possession of the La Crosse road. The decision was to the effect that the Milwaukee and St. Paul Company be given possession of all the working railroad property, station depots, etc., of the entire road from Milwaukee to La Crosse, that the present receiver be discharged from all connection with the west end of the road, from Portage to La Crosse, and that his connection with the eastern division be to receive and disburse the earnings on that part of the road. The Milwaukee and St. Paul Railway Company are required to give a bond in the sum of $100,000 to faithfully keep an account of the earnings of the Eastern division, and to pay the money over to the Receiver.

The Court also decided that the road from Milwaukee to La Crosse was an unit, and that the business could not be diverted at Portage City over some other road to Milwaukee without the consent of the parties owning the eastern division, they could then run cars from La Crosse to Milwaukee, either over the eastern division or by way of Watertown, at their pleasure.—*Milwaukee Wis.*

Chicago, Burlington and Quincy Railroad.

At the annual meeting of this company, held at Chicago on the 19th inst., Messrs. John Van Nortwick, of Batavia, Ill., Chauncey S. Dolton, of Galesburg, Ill., James F. Joy, of Detroit, Mich., Erastus Corning, of Albany, N. Y., John M. Forbes, John W. Brooks, Henry P. Kidder, Robert S. Watson, Sidney Bartlett and William Boott, of Boston, and Edward L. Baker, of New Bedford, Mass., were unanimously re-elected Directors for the ensuing year. The annual report shows the entire cost of the property of the company to have been $12,883,116 76. The funded debt bearing interest at an average rate of 6.42 per cent., is $6,102,593 75. The balance of the cost of the property is represented by stocks, 57,386.4 shares, each share representing $118 15, amounting to $6,780,523. The income for the fiscal year ending April 30, 1863, was $2,427,148 18. The operating expenses, rent of depots and tracks, State and National taxes, interest on bonds, and expenditures for improvements, were $1,531,417 81; the dividends amounted to $432,652; payments to sinking fund, $151,515; leaving a surplus of $311,563 37. The expenditures for new locomotives and freight cars, paid out of the above surplus, has been $97,679. Fifteen additional locomotives and 150 additional freight cars have been contracted for early delivery, to relieve the pressing demand for transportation, beside the preparation for manufacturing cars at the company's shops.

Minneapolis and Cedar Valley Railroad.

The old directors of the Minneapolis and Cedar Valley Railroad Company made a formal transfer of the road to the new company June 18th. The following directors were then elected: Selah Chamberlin, Alex. Mitchell, Daniel S. Wells, Ira Y. Munn, F. P. James, Perry H. Smith, Geo. W. Rogers, Russell Sage and C. D. Nash. Selah Chamberlin was elected President, *pro tem.*, and R. Baldwin, Secretary. The road will be prepared for iron to Northfield or Faribault this season, and the track will be laid next Spring,

☞ A special meeting of the stockholders of the Cleveland and Mahoning Railroad will be held in this city on the 9th of July, to take action upon the proposed contract between that Company and the Atlantic and Great Western Co.—*Cleveland Herald.*

Milwaukee and Northern Illinois Railroad.

We understand that preparations are nearly completed to commence the grading on this road. The work will begin on this end of the route within the limits of the city. Considerable stock has been subscribed since the attention of the public was especially called to the matter last winter. Mr. Young, the engineer of the road, is now in Milwaukee, preparing to commence the work.—*Milwaukee Wis.*

Albany Passenger Railroad.

Monday morning will initiate a new era in the history of our city, the effect of which time alone must determine. If successful, the time is not far distant when our city will be "gridironed" by ties and railroad iron. On Monday morning the horse cars will be put on the railroad in Broadway; but for the present they will only run as far North as the Lumber District. As soon as the road is completed they will run to Troy.—*Alb. E. Jour., June 20.*

Taxes upon Dividends.

The Commissioner of Internal Revenue has decided that taxes assessed upon and paid by Corporations upon their dividends or profits prior to the division of the same, are not proper deductions from the income of the stockholders.

The Welland Railway.

This is a work constructed in 1860–'61 on the bank of the Welland Canal, twenty-five miles in length. It was intended to supply additional facilities for the transportation of produce between Lakes Erie and Ontario. For this purpose the cars were built after a peculiar form like the hopper of a mill, of the shape of an inverted pyramid, opening at the bottom, so that grain might be easily dropped into vessels at the points of transhipment. It is admitted that of the fifty millions of bushels of grain shipped from Chicago in 1862, but four millions five hundred bushels were carried over this railway in consequence of the want of steamers to connect with it, and that to have a full share of the business, additional facilities have become necessary. At a recent meeting of the shareholders in England, the affairs and condition of the company were fully discussed, and from the remarks of the chairman and others of the proprietors, we have been able for the first time to obtain some information in regard to it.

The receipts in 1860 were £12,430; in 1862 they were nearly £20,000. The expenditure in 1860 was £8,600; in 1862, £10,085. Amount still due creditors £16,000. Shares unissued 2,100, equal to £43,155. Amount due on 1st and 2d mortgage bonds, £150,000.

The actual amount of capital paid up is not stated. It is now proposed to purchase four propellers at a cost of £8,000 each which, with the debt already stated of £16,000, will amount to about £50,000. To raise this sum an agreement for the signature of the bondholders has been prepared in the following words:

"With the view to the liquidation of the debts of the company, and providing steam vessels and other requisites for the development of the Welland Railway, we, the undersigned holders of the first and second mortgage bonds respectively for the amounts set against our names, do hereby authorise the Directors of the company to take steps for raising by means of a preferential loan, a sum not exceeding £50,000 on the best terms which can be obtained, and as a security for the same, we hereby authorise the Directors to apply for an act of the Canadian legislature if necessary, giving to the lenders a first charge on the company for the amount, and also to withhold such portion of the interest due to us upon our bonds *pro rata* towards payment of interest on the said sum of £50,000, or any part thereof."

Many of the large bondholders have already signed it. Messrs. Cunard & Brassey also expressed their willingness to come into the arrangement, and it was resolved that the Directors should be empowered to carry out the plan proposed.

The following is an extract from the report presented to the meeting:

"Notwithstanding the exceptional state of affairs which has prevailed on the American continent, and heavy losses incurred by the depreciation of the American currency, a sum of nearly £4,000 net profit has been earned in the year 1862; a strong indication of the substantial character of the undertaking, and of the results which may be expected, when the incumbrances which now weigh down the concern are removed. The two main difficulties in the undertaking, and to which the Directors desire to draw the earnest attention of the proprietors, are—First: The amount of debts still owing for the construction and equipment of the line. Secondly: The want of steam vessels to carry off the produce, which is merely waiting for the completion of facilities for transportation, to be brought in abundance to the line. It appears by the annexed accounts, that there is still owing to creditors a sum (including interest not hitherto computed) of about £16,000, and the Directors have reason to fear, that any longer delay in liquidating their claims may occasion serious detriment to the undertaking. There are now remaining unissued shares to the number of above 2,100 representing a nominal capital of £43,155, and £4,100 second mortgage bonds. If upon the security of these two amounts a sum of £20,000 could be raised, the whole of the debts of the company might be paid off, additional power of discharging vessels provided, the line placed in a thorough state of repair, and in a condition to carry twice the amount of traffic which has ever yet passed over it; and from thenceforth the earnings of the road might be appropriated towards the payment of interest. With regard to the second point, viz., the want of steam vessels, the Directors are assured from all quarters, that the uncertainty and lack of despatch occasioned by the want of propellers in connection with the Welland Railway, are the sole reasons why a much larger amount of traffic is not now forwarded by that line. By testimony of both agents and shippers, the Welland line holds out advantages which cannot be rivalled by any other route, if it can only be provided with the necessary appliances for the despatch of business. The subject of propellers has been frequently brought before the notice of the proprietors, and the feeling hitherto expressed has been reluctance to embark their capital in any shipping undertaking, and rather to wait till the ordinary course of commerce shall have provided the necessary amount of carriage for the growing traffic on the lakes. Without questioning the prudence of this principle, and its ultimate success, the directors are of opinion, that, owing to the great want of capital in Canada, and the slow progress therefore of commercial enterprise generally, it is desirable that the company should anticipate the period of this natural supply of steamers by becoming shipowners to the limited extent of, say, four vessels, a course which was strongly recommended by Mr. Bidder in his report in 1858. This course would entail a further outlay upon the company of about £30,000, making, together with the £20,000 for debts and repairs, a sum of £50,000, which, added to the sum of £150,000 already borrowed upon first and second mortgage bonds, would make a charge upon the company of £200,000 bearing interest. Now, it appears from the statement of the general manager in his last report, already in the hands of the proprietors, that "with propellers of their

own, our net profits for 1862 would have been at least $120,000," or £24,000, being at the rate of 6 per cent. upon £400,000. It would seem, then, to be for the interest of the company to enter at once upon this more extended outlay. The Directors have thus endeavored to place before the proprietors the true position of their affairs, and the steps which seem to be necessary for the development of the capabilities of the Welland Railway. If no exertion is made to free the line from debt, and to provide it with such facilities for traffic as experience has proved to be indispensable, the directors cannot lead the proprietors to expect any prosperous result. On the other hand, they believe, that by a judicious outlay on vessels, and liquidation of debts, which, compared with the interests at stake, amount really to but an insignificant sum, the line might be placed by the commencement of the navigation season in 1864, in such a state as would insure a good return to all who have embarked in the undertaking.

It is a question whether the railway will be as profitable an investment as was first supposed. It requires considerable repair, and does not of itself secure all the traffic expected. We confess we do not see what great inducement there is for a vessel loaded with grain to unload for the purpose of transhipment by a railway of that extent, when it can pass through the Welland Canal without encountering this delay, and the expense of handling the cargo twice over.

The reports of the company are so general and vague, we find it quite impossible to present a statement of its affairs in the clear and intelligible form usual in our columns.

St. Paul and Winona Railroad.

The St. Paul and Pacific Railroad Company have a corps of engineers engaged in surveying their branch road from St. Paul to Winona, and the work will be pushed as rapidly as possible. The line starts from St. Paul, and proceeding along the east side of the river crosses over at Hastings, whence it will continue to the west bank of the Winona. The work is being done under the direction of Mr. Charles A. F. Morris, Chief Engineer of the Company.—*St. Paul Pioneer.*

The Latest Needle News.

Those of our readers who have WHEELER & WILSON Machines in their families—and who has not?—will be pleased to learn that still another improvement has been added to their invaluable home companions—a "trimmer," so called from its being designed to "trim" ladies' dresses. This little attachment stitches braid of any width on one edge only; and really, when one observes the hundreds of elegant robes decorated around the skirt with half a dozen rows of braid, more or less, now worn, it is surprising that this improvement was not sooner "thought of." There is no computing the weary hours of labor its steel and crystal circlet will economize.—*N. Y. Express.*

Prairie du Chien and La Crosse Railroad.

The following gentlemen have been elected officers of the above Railroad Company, viz: C. K. Lord, President; L. C. McKenney, Secretary; E. D. Campbell, Treasurer; Hugh Cameron, Attorney; Thomas Spence, Superintendent. The books will soon be open for subscription, and work will be commenced at an early day, and a portion of the track laid this summer. The distance from La Crosse to Prairie du Chien is but 58 miles—40 shorter than by water.—*Democrat.*

Milwaukee and Horicon Railroad.

The Milwaukee and Horicon Railroad was sold by the U. S. Marshal, at Milwaukee, on the 13th, for $670,000. The purchasers were Russel Sage, of New York, and Hon. Washington Hunt, of Lockport, N. Y.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending June 12, 1863, was as follows:

Passengers	$20,919 12
Freight and live stock	21,021 42
Mails and sundries	1,715 96
Total	$43,656 50
Corresponding week of 1862	42,743 23
Increase	$913 27

The earnings of the Grand Trunk Railway for the week ending June 6, 1863, were:

Passengers	$24,489 67
Freight and live stock	3,000 00
Mails and sundries	52,693 35
Total	$80,183 02
Corresponding week, 1862	62,852 71
Increase	$17,330 31

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 1st week in June, 1863, were $25,932 62
Same week, 1862 16,338 03
Increase $9,594 59

The earnings of the Toledo and Wabash Railroad Company for the 2d week of June, 1863, were $36,550 87
Same week, 1862 28,308 10
Increase $8,242 77

The earnings of the Chicago and Northwestern Railway for the 2d week in June, 1863, were $27,111 59
Do., 1862 30,268 11
Decrease $3,156 52

The earnings of the Michigan Southern Railroad for the 2d week of June, 1863, were $50,200 00
Do., 1862 35,400 00
Increase $14,800 00

The earnings of the La Crosse and Milwaukee Railroad for the 2d week in June, 1863, were $30,762 16
Same week, 1862 26,491 29
Increase $4,270 87

The earnings of this road will be reported hereafter, as of the Milwaukee and St. Paul Railway Company, it having passed into the possession of that company on the 14th inst.

The earnings of the Galena and Chicago Union Railroad for the 2d week of June, 1863, were:

Freight	$46,102 80
Passengers	9,227 61
Mails	1,300 00
Total	$56,630 41
Same week, 1862	56,832 80
Decrease	$202 39

The earnings of the Chicago and Alton Railroad for the 2d week of June, 1863, were:

Passengers	$14,640 72
Freight	23,625 69
Sundries	1,035 83
Total	$39,302 24
Same week last year	25,252 99
Increase	$14,049 25

Vermont and Canada Junction Railway.

Gangs of men are at work on the grading of both ends of this work within the Province—St. Athanase and South of Moer's corner. Mr. Lindsay, Civil Engineer, is the contractor.

Milwaukee and Chicago Railroad.

The consolidation of the Milwaukee and Chicago Railroad Company with the Chicago and Milwaukee Railroad Company is now completed, under the name and style of the Chicago and Milwaukee Railway Company. Mr. Walter S. Gurney and E. K. Rodgers of Chicago, Mr. Charles L. Frost of New York, and John V. Ayer of Kenosha, have been appointed provisional Directors, who will manage the new Company until the election of officers. Mr. Frederick Schuchardt of New York, Hon. John V. Ayer of Kenosha, and Sidney O. Sage, Esq., of Racine, are appointed trustees to wind up the Milwaukee and Chicago Railroad Company; and Messrs. Blodgett, Gurnee and Witt of Chicago, are appointed to wind up the affairs of the Chicago and Milwaukee Railroad Company.

The forms of consolidation are substantially as follows:

The roadbed, rolling stock and franchises are put with the new company, mile for mile, on a basis of $25,000 per mile, which amounts to	$2,125,000
The Chicago and Milwaukee Company receive a bond of stock in the new company, in consideration of the excess of bonded debt on the Milwaukee and Chicago road, and value of depot grounds in Chicago	112,500
Stock reserved by the new company to pay expenses	12,500
Making the capital stock of the new company, for which certificates of the new company will be issued	$2,250,000
The bonded debt on the Chicago and Milwaukee road is	900,000
On the Milwaukee and Chicago road	850,000
Total bonded debts	$1,750,000

The following gentlemen have been elected directors of the newly organized company: Alexander Mitchell, of Milwaukee; James Luddington, of Milwaukee; Stillman Witt, of Cleveland; E. K. Rogers, of Chicago; John Turner, of Chicago; John V. Ayer, of Chicago; J. Wadsworth, of New York; Charles L. Frost, of New York, and Fred. Schuchardt, of New York. The new board organized by electing A. Mitchell President and E. K. Rodgers Vice President.

Cleveland, Painesville and Ashtabula R. R.

The following gentlemen have been elected directors of this company for the ensuing year:

A. Stone, jr., T. M. Kelly, S. Witt, George B. Ely, H. B. Payne, William Collins, Jas. Miles, J. W. Wetmore, Samuel J. Randall, Hamilton White, E. M. Gilbert, C. C. Dennis, Henry E. Parsons.

President—A. STONE, jr.

Vice President—STILLMAN WITT.

Secretary and Treasurer—GEORGE B. ELY.

Superintendent—HENRY NOTTINGHAM.

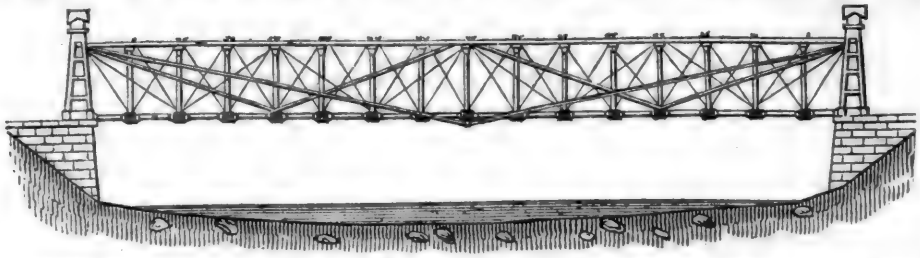
2 Second Hand LOCOMOTIVES.
10 GRAVEL CARS..... $165

ONE ENGINE, 18 tons; Cylinder, 14 × 20; 5½ ft. wheels with crank. Price ..... $6,000.
One Engine, 20 tons; Cylinder, 15 × 20; 5 ft. wheels; fitted for coal or wood. Just put in good order, with new Boiler. Price ..... $7,000.

For sale by
WILLIAMS & PAGE,
3m21 **67 Water st., BOSTON.**

LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,393, Pittsburg, Pa.

DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,
No. 229 BROADWAY, NEW YORK,
AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, MD.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. **GAS WORKS** ERECTED on THE MOST APPROVED PLANS. **New** and **Second-hand MACHINERY** constantly on hand. **IRON BOUGHT AND SOLD ON COMMISSION.**

SOLE AGENTS FOR BATES' STEAM GAUGE.
MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS AND GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR AND WOOL FELTING.

HENRY J. DAVISON. **WM. LEE STILES.** **P. P. DICKINSON.**

RAILWAY SPRINGS.

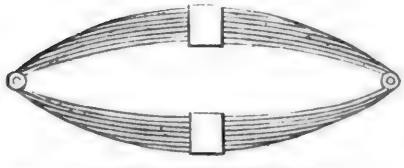
FREIGHT.



PASSENGER.



BOLSTER.



LOCOMOTIVE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, A SUPERIOR QUALITY OF

ELLIPTIC AND SEMI-ELLIPTIC

SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest Elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,
No. 14 N. FIFTH St., Philadelphia. No. 42 CLIFF St., N. York.
SHOPS—SEVENTEENTH & COATES STS., PHILADELPHIA.

Burden, Hubbard & Co.,
MACHINISTS,

MANUFACTURERS of Horizontal, Portable and Hoisting Steam Engines, Sugar Mills, Saw and Grist Mills, Boilers, Hydraulic Presses, Pumps and Gearing for working mines, etc etc. No. 102 Front st., BROOKLYN, N. Y.

RAILROAD
SECURITIES
OF EVERY DESCRIPTION.
STATE, CITY AND COUNTY BONDS,
BOUGHT AND SOLD.
WM. A. GUEST, 31 Wall Street.

HALLET & CORNWELL,
No. 24 PINE STREET,
Note & Exchange Brokers,
STOCKS, BONDS AND GOVERNMENT SECURITIES BOUGHT AND SOLD ON COMMISSION.
JACOB G. HALLET, (late with Blake Bros. & Co.)
RICH'D H. CORNWELL (late with G. S. Robbins & Son)
New York, February 14, 1863.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

HOYT & CO.,
No. 45 Exchange Place, New York.

STOCKS, BONDS AND
FOREIGN EXCHANGE,
Bought and Sold (exclusively) on Commission.
J. A. HOYT, R. VERNAM.
Refer to Messrs. J. & J. Stuart & Co., Messrs. Harper & Bros., Hon. M. F. Odell, M. C.; Messrs. Barclay & Livingston, Messrs. John Trippett & Bro., New York and Liverpool.
Orders promptly executed by mail.

DUNCAN, SHERMAN & CO,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD,
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.
STOCKS and BONDS,
GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

Livermore, Clews & Comp'y,
BANKERS,
34 WALL ST., N. Y.
DEALERS IN
GOVERNMENT SECURITIES & GOLD.
STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS.
Received on the most favorable terms.
Advances made on approved collaterals.

P. W. GALLAUDET,
NOTE BROKER,
No. 1 WALL ST., near Broadway.
Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
NEW YORK.

STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF

JOHN C. CAPP & SON,
Stock and Note Brokers,
No. 23 SOUTH THIRD STREET,
Directly opposite the Mechanics' Bank.
PHILADELPHIA.
STOCKS & BONDS BOUGHT AND SOLD
ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

ALBERT H. NICOLAY,
STOCK & BOND BROKER
AND AUCTIONEER,
No. 52 WILLIAM ST., (near Wall,)
NEW YORK.

☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, AMERICAN GOLD, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS as ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, **No. 52 WILLIAM STREET,** OR AT THE MERCHANTS' EXCHANGE SALES ROOM **No. 111 BROADWAY,** whenever desired.

☞ Orders by mail promptly executed.

STUYVESANT, HOLLY & SCHENCK,
BROKERS,
No. 11 PINE STREET.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION IN
NEW YORK, BOSTON & PHILADELPHIA.

EDWARD KING,
(Late of the firm of JAMES G. KING'S SONS,)
OFFERS his services at the Board of Brokers for the purchase or sale of
STOCKS, BONDS AND
GOVERNMENT SECURITIES.
No. 4 HANOVER ST.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
52 WALL STREET.
STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

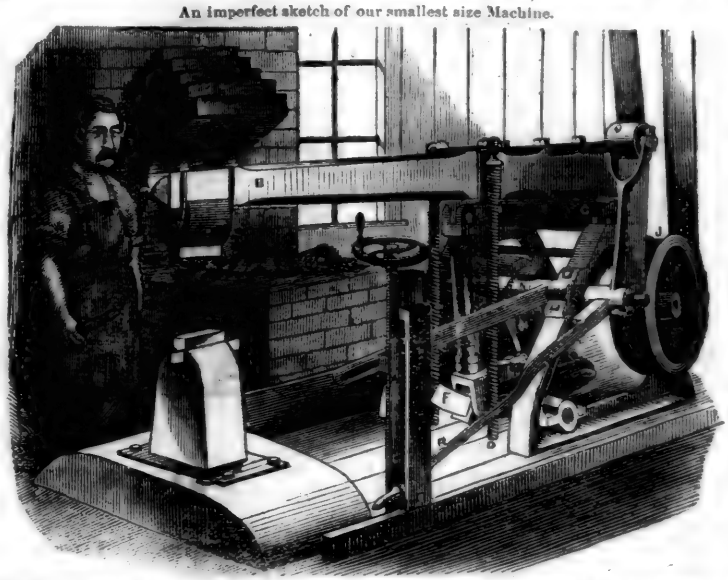
I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **21 Nassau st.**, or by addressing
CHAS. W. WELSH,
Secretary.

AMES IRON WORKS,
OSWEGO, N. Y.,
SOLE AND EXCLUSIVE OWNERS AND MANUFACTURERS, UNDER PAYE'S PATENT.

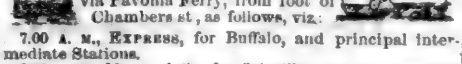
An imperfect sketch of our smallest size Machine.



PAYE'S PATENT FORGE HAMMER. A HAMMER ADAPTED TO BOTH HEAVY AND LIGHT FORGINGS, with an adjustable stroke of from one inch to three feet. This hammer is adapted to both heavy and light forgings; the force of the blow being entirely at the will of the operator, and for all forgings under six inches, either round or square, is the best hammer now in use, and requires but one-half the power used by every other hammer to do the same work. For an engraving and description of this hammer, see page 1, Vol. V (new series) of the SCIENTIFIC AMERICAN; some valuable improvements have, however, been since made. All communications should be addressed to H. M. Ames, Box 422, New York, or Ames Iron Works, Oswego, N. Y.

These hammers may be seen in operation at the Allaire, Neptune, Secor, Delamater, Fletcher & Harrison, Duncan & Crampton, Anderson & McLaren, Dulhurst & Emerson, Charles T. Porter, all in New York City; Joseph Colwell, Jersey City; Wm. White, Newark, N. J.; Providence (R. I.) Tool Co.; Whiting & Wilcox, Kaigh's Point, Phila.; Mallory & Cottrell, Mystic, Conn.; J. Dillion, Rondout; James Horner & Co., Sing Sing; Henry Esler & Co., Brooklyn; James B. Eads, St. Louis, Mo.; Central Railroad Shop, Albany; Burlington, Quincy & Chicago Railroad Shop, Ames Iron Works, Oswego; M. Guinness, Albany; Sweet Brothers, Syracuse.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:

7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.
8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.
10.00 A. M., MAIL, for Buffalo and intermediate Stations.
4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.
7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

CHA'S MINOT, *Gen. Sup't.*

QUARTZ MILLS
OF THE MOST APPROVED KIND,
MANUFACTURED BY BURDON, HUBBARD & CO., 103 Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the BEST PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both **fine** and **coarse** gold.

RAILROAD IRON.
1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by
DEHON, CLARK & BRIDGES,
New York, Nov. 27, 1862. 28 Beaver st.

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & CO.,
32 Cliff st.

RAILROAD IRON.
2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by
PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COMP'Y,
41 Exchange Place.
New York, 1st June, 1863.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
THE subscriber is prepared to sell AMERICAN and ENGLISH RAILROAD IRON, CHAIRS, SPIKES, CARS and LOCOMOTIVES, at the lowest market price, and securities taken in part payment.
R. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.

MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

FOX LATHES.

F. W. BACON & CO.,

No. 23 PLATT, corner of GOLD ST.,

NEW YORK,

RESPECTFULLY ask attention to their stock of Machinists' and Brassfinishers' tools from the establishment of Messrs. Geo. H. Fox & Co., of Boston.

Nason's Patent Screw Chasing Lathe manufactured solely by the above firm is without a rival or substitute for the manufacture of Cocks, Valves, Hose Couplings, Steam and Gas Fittings, and general Brass Finishing.

They have and are constantly receiving from the same celebrated manufacturers, Chucks, and Slide Rests, Shafting, Pullies, Hangers, etc.

The Hangers manufactured by them are of the most approved kind. The bearing being suspended by a universal joint; its advantages over the rigid Hanger will be at once seen and appreciated by any mechanic. It is every way calculated for economy, being fitted with a patent box, which adjusts itself to the shaft, and they guarantee it to run SIX MONTHS WITHOUT RE-OILING, thereby saving labor, friction, oil, and the disagreeable and sometimes destructive effects of the dripping of oil from above.

ELEVATORS

For warehouses, manufactories, hotels, mechanics' shops, stores, or any other use where power Elevators are required; they guarantee all the safety that can be combined in any machine that is made. They are arranged with an improved apparatus, to hold the load in case the rope parts, which is unerring; also an invention of their own, to automatically arrest the descent of the load, if by any cause it should move downwards beyond the prescribed speed.

They also manufacture and are the exclusive licensees of Otis Tuff's Patent Elevator. The distinctive features are: the winding drum is driven by an endless screw—two or more ropes are used instead of one, thereby insuring more than double the safety—a peculiar mode of shipping the driving Belts, which insures it to stop at the required point. It operates without noise or jarring.

Belting, Belt Lacing, and Picket's Patent Belt Fastenings kept on hand and furnished to order. Steam and Water Gauges, Gauge Cocks, Packard's Patent Ratchet Drills.

ALL DESCRIPTIONS OF MILL WORK MADE TO ORDER.

BABBITT METAL.

Parties wanting Shafting, Elevators, or any other machinery, will be waited on by an experienced Engineer, their premises surveyed, plans and estimates made, machinery located, and the erection superintended when desired.

Having made this branch of Engineering a SPECIALITY the past ten years with uniform success, they confidently offer their services to those requiring such aid.

DELAFIELD & BAXTER'S,

Late OGDEN & DELAFIELD,

ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.

The above CEMENT is used in most of the fortifications building by government. 45

PACIFIC RAILWAY.

THE undersigned will receive proposals to furnish four thousand (4,000) tons of railway iron (or any part thereof) for the track of the first section of the Union Pacific Railway, Eastern Division. The iron to be of American manufacture, of the best quality, and to be delivered either at Leavenworth or Kansas City. Communications for further information to be addressed to the undersigned or to SAMUEL HALLETT & Co., 58 Beaver st., New York. Terms, cash on delivery.

J. C. FREMONT,
Pres't Union Pacific Railway, E. D.

NEW YORK, June 9, 1863.

SAFES.

FIRE AND BURGLAR-PROOF SAFES.

M. MOSSMAN,
24 West Broadway.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Car Covering.

THIS is a kind of Elastic Mastic, a thick coating of which is applied to the top of the Car, and into it a heavy Burlap or Bagging is imbedded and thoroughly painted, thus making a covering VERY MUCH LIKE **CAR DUCK**, but at this time at half the cost. It is now successfully used by several New England Roads and Car builders. Directions and particulars sent when requested. This Mastic and Burlaps for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.

March, 1863.



Semi-Steel Locomotive Tires, Fire-box & Tube Sheets,

AND BOILER PLATES.

TIRES—ROLLED, BLOCKED AND WELDED TO FIT ANY GIVEN DIAMETER OF CENTRE
PLATES—ROLLED AND CUT TO ANY PATTERN AND SIZE ORDERED.
ROLLED AND HAMMERED BARS, AXLES AND FORGINGS OF SAME METAL.

MANUFACTURED BY
CORNING, WINSLOW & CO.,
ALBANY IRON WORKS, TROY, N. Y.

SOLE AGENT,
GEORGE T. M. DAVIS,
47 EXCHANGE PLACE, N. Y.

CAST STEEL WORKS

OF

FRIED. KRUPP,

At ESSEN, in RHENISH PRUSSIA.

Patent Railway Tires, without a weld. **Axles, Cannon, Anchor-Flukes, Propeller Blades and Shafts. Cranked Axles and Shafts up to Twenty Tons weight.**

CAST STEEL IN BARS, BEST QUALITY,

Suitable for Axles, Shafts, Rolls, Tools, Dies, Needle and Music Wire, Fine Cutlery, etc.

KRUPP'S TIRES

ARE CHEAPER AT THEIR COST THAN IRON ONES GRATIS.
THEY WILL, WITHOUT TURNING, ENTIRELY OUTWEAR THE BEST IRON ONES.
WEAR UNIFORMLY, WITHOUT FLAT PLACES, OR LAMINATION.
ARE NOT AFFECTED BY EXTREME COLD.
MORE THAN SIXTY THOUSAND OF THESE TIRES HAVE BEEN SUPPLIED.

KRUPP'S AXLES

Possess similar advantages over Iron ones that the Tires do.

THOMAS PROSSER & SON, 28 Platt St., N. Y.
SOLE REPRESENTATIVES IN AMERICA.

I. KENDRICK,

No. 125 WALNUT ST., PHILADELPHIA,

AGENT OF THE

UNION COAL & OIL CO.

OF MAYSVILLE, KY.,

FOR THE SALE OF THEIR

Paraffine Lubricating Oil,

FOR ALL CLASSES OF

STATIONARY MACHINERY, LOCOMOTIVE ENGINES, RAILROAD CARS, COTTON SPINDLES, SEWING MACHINES AND WOOLEN FACTORIES.

ALSO,

MAYSVILLE COAL OIL
FOR BURNING,
PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND ROLLING MILL GREASE,
FROM PURE CANNEL COAL.

P. S.—All Oils **warranted** to answer the purpose represented.

☞ **Particular attention given to orders for shipment in cans or barrels.**

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price. Address

HENRY RUTTAN,
Cobourg, Canada.

NEW YORK, HARLEM & ALBANY R. R.

CHANGE OF TIME.

SUMMER ARRANGEMENT, commencing MONDAY, May 18, 1863, Trains will leave Twenty-sixth street Depot:

For Albany—10.30 A. M., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and all stations north to Chatham, Chatham Centre, Kinderhook, and Schodack, connecting with New York Central R. R. for all points west, and with the Northern R. R. for Saratoga and all points north.

For Croton Falls—8.15 A. M., stopping at all stations.

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 P. M., stopping at all stations.

For White Plains, 6.15 P. M., from White Street Depot.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

For Williamsbridge—8.15, 10 A. M. 2.30, 4.10, 5, 6.15 and 8.30 P. M., stopping at all stations.

RETURNING WILL LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls, also Bedford, at White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—5 P. M., stopping at all stations.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M., stopping at all stations.

Williamsbridge—5.30 A. M. stopping at all stations.

JOHN BURCHILL, Superintendent.

HAMILTON E. TOWLE,

CIVIL AND MECHANICAL ENGINEER

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American Railroad Journal.

New York, Saturday, July 4, 1863.

Flint and Fentonville Railroad.

This is the name of a corporation lately organized in Michigan, of which about two-thirds of the stock has been taken by parties in New Bedford. The directors are Henry H. Crapo and J. B. Walker, of Flint, and Thomas Knowles, Humphrey W. Seabury, Joseph C. Delano, Pardon Tillinghast, and Oliver Prescott, of New Bedford. Mr. Crapo is President.

The road will be 16 miles in length, connecting Flint, the shire town of Genesee County, with Fentonville station on the Detroit and Milwaukee Railroad. It is estimated to cost about $260,000.

Rome, Watertown and Ogdensburg R. R.

At a meeting of the Board of Directors of this Company, held at the St. Nicholas Hotel on the 17th ult., it was resolved to submit to the stockholders a proposition to increase the capital stock of the company from $1,500,000, the present captal, to $2,000,000, and a meeting of stockholders to pass upon that question was called for the 15th inst., at Watertown. The new stock if issued, will be offered to the present stockholders *pro rata* till the 1st of September. It will be used to diminish the funded debt, and to make some necessary improvements in the way of machine shops, etc.

Illinois Central Railroad.

The Directors of the Illinois Central Railroad Company, give notice to the shareholders that the net earnings during the past six months, have exceeded 3 per cent on the capital stock. They have made a dividend of 2 per cent and reserve the surplus until the declaration of the next semi-annual dividend, with the expectation at that time of paying a dividend of 4 per cent, in order to cancel the lien upon 345,000 acres of land now held in trust for the payment of the interest on the full paid stock, and thus transfer the proceeds of the said lands to the general interest fund of the Company.

Resolved, That there be a dividend of 3 per cent, free from Government tax, upon all the shares and canceled bonds scrip standing in the names oi holders on the books of the Company at the close of business, on the 20th day of July, inst, payable on and after the 1st of day of August, upon all shares the calls upon which shall have been duly paid. And that the dividend upon the full paid stock, shall be a discharge of the interests payable thereon the 1st day of January next, and payable upon surrender of the coupons issued thereon.

Milwaukee and St. Paul Railroad.

The Milwaukee and St. Paul Railway Company advertise for proposals to construct 28 miles of road from Columbus to Portage City, Wisconsin. The construction of this road gives them a good claim to the lands donated by Congress to the late La Crosse Railroad Company, and also a through route from Chicago and Milwaukee to the Mississippi river, independent of the Eastern Division of the late La Crosse Railroad. The Milwaukee and St. Paul Railway Company is the successor of the late La Crosse and Milwaukee Railroad Company, the Milwaukee and Western Railroad Company (commonly called the Watertown Road), and the Milwaukee and Horicon Railroad Company. They own all the rolling stock and equipments of the above companies, and operate their whole lines of road, 346 miles in all. Of this 346 miles the St. Paul company own absolutely 251 miles, including the 28 miles to be built. The remaining 95 miles—the Eastern Division of the La Crosse—are still in litigation.

☞ In the Philadelphia City Council, on the 26th ult., the ordinance directing the erection of an iron bridge over the Wissahickon was adopted.

Ontario Steamboats.

On the 22d ult., the splendid steamer Ontario resumed her place, thus forming a daily line through Lake Ontario and the river St. Lawrence. The Bay State—Capt. Morley; Ontario—Capt. Estes, and Cataract—Capt. Ledyard, constitute the line so well known to pleasure and business travelers. The steamers connect with all the lines of travel along the route, both in Canada and on this side; at Kingston with the Grand Trunk Railway and steamboat for the Bay of Quinty; at Ogdensburg with the steamers for Montreal and Quebec, the Watertown and Rome Railroad, and the Northern Railroad for Boston and all points east; at Prescott with the Prescott and Ottawa Railroad, for Ottawa and the North; at Oswego with the New York railroads in all directions.

Our National Gold Mines.—A Sure Basis of Credit.

Few people are more favored than our own in the possession of those material advantages which facilitate national security and progress. Among these, and by no means the least of them, is the possession of so many auriferous mines scattered throughout our States and Territories. An accident first revealed the golden treasures of the soil of California. Captain Sutter, the first white man who had established himself in the district where the Americanos joins the Sacramento, having erected a saw-mill on the former river, whose tail race turned out to be narrow, took out the wheel, and let the water run freely off. A great body of earth having been carried away by the torrent, laid bare many shining yellow spangles, and on examination, Mr. Marshall, his surveyor, picked up several little lumps of gold. He and Captain Sutter then commenced a search together, and gathered an ounce of the ore from the sand without any difficulty; and with his knife the captain picked out a lump of an ounce and a-half from the rock. A Kentuckian workman employed at the mill had espied the supposed secret discovery, and when, after a short absence, the gentlemen returned, he showed them a handful of the glittering dust. The captain hired a gang of fifty Indians and set them to work. From this discovery has resulted the immense yield of gold in California, familiar to all of our readers. The history of the production of gold in California and the States of

the Union, is well told in the following table, showing the deposits of gold in the limits of the United States; it being a statement of gold of domestic production deposited at the Mint of the United States and its branches, from 1804 to June 30th, 1857.

	Virginia.	N. Carolina.	S. Carolina.	Georgia.	Tennessee.	Alabama.	New Mex.	California.	Other sources.	Total.
1804 to 1827.	.....	110,000	.....	.....	.....	.....	.....	.....	.....	110,000
1828 to 1837.	427,000	2,519,500	327,500	1,768,900	12,400	.....	.....	.....	13,200	5,063,500
1838 to 1847.	578,294	1,303,636	152,366	566,316	15,499	45,493	.....	.....	21,037	2,623,641
1848.....	57,886	109,034	19,228	3,370	3,497	3,670	682	44,177	.....	241,544
1849.....	129,382	102,088	4,809	10,525	2,739	2,977	82,889	5,491,489	144	5,767,092
1850.....	65,991	43,734	759	5,114	307	1,178	5,392	31,667,505	226	31,790,306
1851.....	69,052	49,440	12,388	2,490	126	817	890	46,939,367	.....	47,074,520
1852.....	88,626	65,248	4,505	3,420	.....	254	814	49,668,623	.....	49,821,490
1853.....	52,200	45,690	3,522	1,912	.....	.....	3,632	52,782,227	18,748	52,857,931
1854.....	23,347	9,062	1,220	7,561	.....	245	738	35,671,185	.....	35,713,358
1855.....	28,295	22,626	1,200	1,733	.....	310	900	2,634,297	1,535	2,691,497
1856.....	21,607	12,910	5,980	4,910	.....	.....	2,460	1,440,134	40,750	1,528,751
1857 to Jun. 30	2,505	6,805	2,565	8,542	.....	.....	.....	565,566	.....	580,938
Total.....	1,479,785	4,400,873	585,492	2,374,793	35,568	254,944	48,397	226,839,521	95,740	235,864,614

Previous to the discovery of gold in California and Australia the annual yield of the precious metals from all other countries was comparatively insignificant. Thus the quantity of gold which may be considered as having been brought into the European market, every year on an average, from 1790 to 1802, is, from the old continent 8,800 *lbs. avoir.*, and from the new continent 40,260 *lbs. avoir.* The present yield of the gold and silver mines of the United States is probably not less than ninety million dollars per annum. It is difficult to get at the precise figures; but it is estimated by good judges that California alone yields $79,000,000 per annum. Equally good authority estimates the yield of Colorado at $8,000,000. But a portion of the gold and silver finds its way to the mints and its branches, and of course, only this portion is officially reported upon. Other portions are sent directly to Europe, with rarely the stamp of a private assayer, marking its value. The following is an official statement of gold and silver of domestic production, deposited at the mint and its branches during the fiscal year ending June 30, 1862.

GOLD.

California	$26,854,667 59
Colorado	2,035,416 50
North Carolina	2,313 38
Georgia	1,604 40
Washington Territory	215 70
Vermont	3,293 00
Nevada	53,846 00
New Mexico	1,283 00
Arizona	391 00
Santa Fe	260 00
Virginia	316 00
South Carolina	2,065 00
Oregon	888,205 00
Parted from silver	1,132,716 67
Total gold	$30,976,593 24

SILVER.

Lake Superior	$21,366 38
Nevada	757,446 60
California	8,224 00
Arizona	105 00
Parted from domestic gold	245,122 47
Total silver	$1,032,264 45
Total gold and silver of domestic production	$32,008,857 69

This table shows, at a glance, the number as well as the principal sources of our gold and silver production. Many of these are new, and the mines just discovered or just beginning to pay. Colorado is fast becoming a territory of great importance, as is attested by the yield of its mines, and its growth in population. We have recently been assured, by a scientific gentleman holding a high official position, that the mines of Colorado *are richer than those of California*, and when machinery proper for separating the gold from the peculiar formation in which it is found, shall have been introduced into this Territory, the yield of the precious metals will rival that of our Pacific State.

With this immense annual yield of precious metals, we respectfully suggest that we have a fine basis of credit. There is no production of labor which can be taxed, with so great profit to the Government, because the tax would be in proportion to the yield and would be payable in the bullion itself, thus giving to the Government the advantage of any premium it might bear. The tax would not be felt by the public at large, because so long as gold is principally used as a currency, the community gain nothing, but are rather losers, by an increase of the volume of currency; and if taxation resulted in a decrease of the number of miners or mining companies, the loss would not be felt by the public.

By the Common Law of England, mines of gold and silver are the property of the Crown, and gold and silver are therefore called royal metals. The Crown leases mines or mining rights to its subjects, who pay an annual rent in advance, and in addition the lessee pays a royalty upon the amount of gold actually mined. Why should not this be the case with us? The Government at Washington represents the unity of our people, and mines of gold and silver properly belong to *the people*, wherever or upon whatever land they may be found; and private individuals should pay the *people* for the privilege of working them. We think that this is an immense source of revenue, which, so far, the authorities at Washington have overlooked.

Chicago and Rock Island Railroad.

The earnings of this road for the year ending March 31, 1862, have been as follows:

From passengers		$433,297 33
" freight		1,034,850 29
" mails, etc		60,993 40
		$1,529,141 02

The disbursements for maintaining and operating the road during the same time were:

Repairs of road	$161,251 98	
" engines	71,861 87	
" cars	102,449 58	
" bridges	13,806 04	
" buildings, etc.	18,862 49	
" fences, etc	12,732 04	
Cost of iron for repairs	79,178 07	
Fuel	98,384 83	
Oil, waste, etc	12,513 39	
Loss and damage	4,857 97	
Contingent account	7.773 60	
Salaries of agents, etc	60,544 37	
Labor, handling freight	59,131 64	
Pay of train hands	78,422 83	
Station house expenses	11,780 47	
Stationery, etc	6,300 14	
Exchange	1,185 81	
		800,987 12
Leaving net earnings		$728,153 90
From which deduct—		
Cost of new works and rights of way	$45,791 34	
Taxes, including U. S. Government tax on pass	40,354 36	
Legal expenses	3,907 91	
Interest on bonds	97,790 00	
Rent of Peoria road	125,000 00	
Interest on income bonds	2,345 00	
Dividends	338,239 48	
		653,428 09
Leaving a surplus of		$74,725 81

There has been expended upon the road, properly chargeable to construction, $59,098 72. Of this amount, $32,021 48 is included in the item of repairs. The balance, $27,077 24, is charged to construction repairs. In addition to which their has been 27 pile and trestle bridges rebuilt of an aggregate length of 1,610 feet, at a cost of $9,190 77.

INCOME ACCOUNT.

Balance to credit, April 1, 1862	$540,444 15
Earnings, as above	1,529,141 02
	$2,069,585 17
Interest on bonds, July 9, 1862	$48,895 00
Dividend July 10, 1862, 3 per cent	168,090 00
Rent of Peoria Branch to July 31, '62	62,500 00
Interest on income bonds, Oct. 31, '62	2,345 00
Dividend Jan. 8, 1863, three per cent	165,045 00
Government tax on same	5,104 48
Interest on bonds Jan. 8, 1863	48,895 00
Rent of Peoria Branch to Jan. 31, '63	62,500 00
Operating expenses, as above	800,987 12
Taxes	35,001 07
Legal expenses	3,907 91
U. S. tax on passengers	5,353 29
Balance March 31, 1863	660,961 30
	$2,069,585 17

The new materials placed in the tracks during the year have been: 145,230 ties, 1,003 tons rails, 814 tons rails re-rolled, 1,504½ kegs spike, 8,668 fish plates for rail joints, 17,366 bolts for fish joints, 3,622 cast chairs and 10,000 bolts for cast chairs. The value of the above materials is put down at $127,007 57. There has been relaid with

new rails, and mostly with new ties, 20¼ miles of track.

The company have 61 locomotives, most of which are in good working condition. Two of this number are in the service of the Illinois Central Railroad Company.

The number of miles run by engines with passenger trains was 354,267; with freight trains, 579,115; with wood and gravel trains, 97,502—total miles run, 1,030,884. The cost per mile run for each locomotive is 20.78; last year it was 19.90 cents, an increase of 0.87 cents. The proportion of expenses to earnings, including new works, extraordinary repairs and expenses, is 57.9 per cent. Less new work, legal expenses and taxes, 52.4 per cent.

The total amount of freight transported over the road during the year was 759,757,810 lbs. The number of loaded cars was 47,623, viz: going West, 16,395; going East, 31,228. Tons carried one mile, 38,558,462.

The whole number of passengers carried over the road was 253,244; of which 122,566 went West, and 130,678 East. Of these, 250,543 were first class, 1,667 second class, and 1,034 emigrant. Through passengers, 29,352; way do., 223,892. Number carried one mile, 14,206,292. Number of soldiers, 20,625; of these, 13,821 went East, and 6,804 West.

The number of lbs. transported across the Mississippi bridge for the year was 221,152,070, viz: going West, 78,078,740; going East, 143,081,330. Number of car loads passing East, 8,306; do., West, 5,866. Foot passengers going East, 4,166; do., West, 40,277. Number of steamers passing the draw going North, 353; do., going South, 354. Total number of rafts, 287.

BALANCE SHEET.

Capital stock account	$5,603,000 00
Mortgage bonds	1,397,000 00
Income bonds	70,000 00
Suspense account	8,250 00
Unpaid coupons	3,827 60
Profit, balance of income account	660,961 30
	$7,743,038 90
Cost of roads and equipment	$7,069,727 59
1,015 shares company's stock	101,500 00
Railroad bridge company	20,000 00
Sundry small balances	2,672 75
Unsettled accounts in Chicago	166,360 20
Unsettled claims in hands of Treasurer as Trustee, with stock collaterals	72,003 37
Fuel on hand	37,569 14
Iron and materials on hand	24,699 20
Due from Illinois River R. R. Co	20,469 10
Due from post office department	5,695 24
Due from rent of grain house	11,113 00
Uncollected bills	1,399 07
Cash in cashier's hand, Chicago	27,068 31
Cash and loans in hands of Treasurer	182,761 93
	$7,743,038 90

President—HENRY FARNAM.

Directors—Thomas C. Durant, Francis H. Tows, David Dows, Charles W. Durant, E. W. Dunham, Thomas T. Sturgess, Geo. T. M. Davis, Harvey Kennedy, Nathan Peck, Henry Farnam, John F. Tracy, Robert A. Forsyth.

Treasurer—E. W. DUNHAM.

Secretary—FRANCIS H. TOWS.

Superintendent—JOHN F. TRACY.

Assistant Superintendent—W. H. WHITMAN.

Cashier—FRANK D. SHERMAN.

Decision Relative to Transactions in Coin.

The Commissioner of Internal Revenue has made the following important decision relative to the sale of gold and silver coin, or bullion and loans thereon:

First: All contracts for the purchase and sale of gold and silver coin or bullion, and all contracts for the loan of money or currency secured by the pledge of deposit or other disposition of gold or silver coin of the United States, if to be performed after a period exceeding three days, must be in writing or printed, and signed by the parties, their agents or attorneys.

Second: Such contracts must bear adhesive stamps equal in amount to one-half of one per cent. of the price to be paid, or of the amount of money or currency loaned, and in addition thereto, stamps equal to the amount of interest at the rate of six per cent. per annum, upon the contract, for the longest time named therein.

Third: A renewal of the contract would be subject to the same conditions, and if a contract originally made for a period not exceeding three days be renewed, or in any way extended, such contract must be duly stamped when so renewed or extended.

Fourth: No loan of currency or money on the security of gold or silver coin of the United States, or of any certificate or other evidence of deposit, payable in gold or silver coin, can be made for an amount exceeding the par value of the coin pledged or deposited.

Fifth: Gold and silver coin loaned at the par value thereof is subject only to the duty imposed on loans.

Sixth: Contracts, loans, or sales of gold or silver coin or bullion, not made in accordance with these regulations, are void; and in addition to existing penalties for violation of the Excise law, any party to said contract may, within one year from the date thereof, bring suit to recover back for his own use and benefit the money paid on any such contract.

Seventh: Nothing in these regulations shall apply to any transactions by or with the Government of the United States.

Troy and Greenfield Railroad.

The Boston correspondent of the Springfield *Republican* states that Judge Redfield and Judge Washburn have submitted to the council elaborate legal opinions on the question of the legality or validity of the second mortgage bonds of the road. The following hint of their tenor is given:

"It is understood that Judge Redfield thinks but little of the legality of the bonds, because they were issued in defiance of the statute which declares that corporations may, for the purpose of funding their floating debt or for money borrowed for any purpose sanctioned by law, issue bonds to an amount not exceeding the capital stock not paid in. Assuming that nothing like $900,000 has been paid in, the issue of second mortgage bonds to that amount would be illegal. On the other hand, it is argued that the bonds have a certain validity, some of them being held by innocent parties, towns and individuals, who have done work or lent money, and that only a judicial decision could determine how much they are worth. Judge Washburn is believed to hold a little better opinion than Judge Redfield of the bonds. The question of how thick and tangible is this cloud on the Commonwealth's title bothers the Governor and Council, and they are very properly trying to settle it. How many new questions are to succeed it I cannot say. For the present, at least, I presume the State authorities will not resume work upon the road or tunnel."

Morris and Essex Railroad.

By an arrangement with the New Jersey Railroad and Transportation Company, the line of the Morris and Essex Railroad is to be extended to Philipsburgh, on the Delaware river, opposite Easton.

Minneapolis, Faribault and Cedar Valley Railroad Company.

At a meeting held at Minneapolis on the 18th of May, upon the resignation of the Corporators and Directors of the old Board, organized under the act of 1862, a new Board was chosen consisting of Selah Chamberlin, of Cleveland, O., Alexander Mitchell, Milwaukee, Daniel S. Wells, Milwaukee, Ira T. Munn, Chicago, Frederick Jones, New York, Perry H. Smith, Chicago, George W. Rogers, New York, Russell Sage, New York, and Chas. D. Nash, Milwaukee.

At a subsequent meeting in the evening, Selah Chamberlain was elected permanent President, and R. J. Baldwin, Secretary. A deposit of $50,000 was placed by the new Board in the hands of R. J. Baldwin as a security for the fulfillment of the conditions of transfer. The new company comprises many gentlemen of wealth and distinguished reputation in railroad enterprises, besides those named above as Directors, and we have assurances that the work will be rapidly pushed forward, and entirely completed and in running order in two years. A commencement will be made immediately at the Minnesota river. The foundation for the bridge will be completed before winter, and the superstructure early in the spring. The road bed to Northfield and Faribault will be prepared for the iron before fall, and if navigation is not obstructed during the whole season by extreme low water, a considerable portion of the track will be laid before winter.

As considerable anxiety is felt in regard to the construction of the branch from Mendota to "St. Paul or West St. Paul," we are glad to state, upon authority, that it will be completed simultaneously with the main line. It is a part of the project, and the Directors have no disposition to evade that provision of the charter any more than others under which they propose to act.—*St. Paul Pioneer.*

Cleveland and Mahoning Railroad.

The Brookfield branch of the Cleveland and Mahoning Railroad is now located from Youngstown to the Pennsylvania State line, distant about one mile from Sharon, to which point it will be extended when the necessary legislation is had. The road, as now located, is twelve miles in length, ten miles of which will be completed during the present season, affording an outlet to the immense coal fields of Hubbard and Brookfield, now being extensively opened up. A large part of the grading of the road is already completed, and several miles of track from Youngstown northward have been laid.

Chicago and Northwestern Railroad.

The contract for the construction of that part of the Chicago and Northwestern Railway between Bay de Noquet and Marquette, Lake Superior, the iron mines, has been let to Mr. Wells, of the late firm of French & Wells, the gentlemen who built the road from Appleton to Fort Howard. The contract time for the completion of this road is the 1st of June next, but the contractor thinks there is no doubt but he can have it all (about 25 miles) in running order by the first day of May. Mr. White, the gentlemen who furnished ties for the Chicago and Northwestern Railroad, has the contract for the ties on this extension, and will have 75 men at work getting them in a few days. The work on the road will be commenced on this end and the ties and iron put down as fast as graded, in order to use the engine in filling and constructing that part running through the cedar swamp several miles. When this piece of road is completed, travelers will be able to go by the Northwestern Railroad, from Chicago to Lake Superior in about 25 hours. Next Spring, with the assistance of the swift steamer Arrow, we shall expect to take breakfast in Green Bay and tea in Marquette, on the cool banks of Lake Superior.—*Green Bay Advocate.*

New Hampshire State Debt.

The condition of the New Hampshire State Treasury for the fiscal year ending June 1st, 1863, was as follows: Liabilities, $1,378,441 71; assets, $984,944 43. There is thus left, as the State debt, $393,497 28. Included in the above amount, due from the United States, are vouchers principally for money expended by the State in bounties which have been suspended or disallowed by the third auditor, amounting to $441,630 46, which if deducted from the assets will leave the State debt $835,127 74; but the committee were of the opinion that a considerable portion of these suspended vouchers may ultimately be paid by the United States. If the amount of the State debt claimed by the cities and towns for the year ending June 1st, 1863, which is not yet adjusted and which is estimated at $485,000, be added, the State debt on the 1st of June, 1863, would be $1,320,127 74.

Pennsylvania Railroad.

The following is a comparative statement of the operations of this road for the year's ending December 31, 1861 and 1863:

Earnings:	1861.	1862.
From passengers	$1,406,018 41	$1,731,392 20
" U. S. troops	145,158 14	379,393 21
" U. S. mails	74,398 62	74,773 43
" expresses	75,120 00	146,851 96
" freight	5,398,025 56	7,668,419 85
" miscellaneous	201,280 22	303,460 31
	$7,300,000 95	$10,304,290 96
Expenses:		
Conducting transp.	$1,199,131 24	$1,320,459 78
Motive power	1,102,406 36	1,824,005 37
Maintenance of road	1,011,677 14	1,345,961 67
" cars	270,825 00	867,332 13
General expenses	69,023 02	73,313 64
	$3,653,062 76	$5,431,072 59
Net earnings	$3,646,938 19	$4,873,218 37

Compared with the year 1861, the gross earnings show an increase of $3,004,290 01; with an increase in expenses of $1,778,009 83—making the increase in net earnings, $1,226,280 18.

The following is a comparative statement of the earnings, expenses and net earnings of the road for the years 1860, 1861 and 1862:

	Gross earnings.	Operating expenses.	Net earnings.
1860.	$5,932,741 88	$3,636,299 08	$2,296,402 40
1861.	7,300,000 95	3,653,062 76	3,646,938 19
1862.	10,304,290 96	5,431.072 59	4,873,218 37

The following will show the gross earnings, expenses, etc., of the canals owned by the company during the same time:

	Earnings.	Expenses.	Net.
1860	$209,365 85	$154,760 63	$54,605 20
1861	176,109 04	147,872 59	28,236 45
1862	251,481 76	258,091 56	*6,609 80

* Decrease.

The following will show the numbers of passengers and tons of freight carried during the years named:

	Passengers.	Freight.
1860	1,303,444	1,346,525
1861	1,059,088	1,620,586
1862	1,143,418	2,058,548

The above tonnage of freight is inclusive of coal, but exclusive of fuel and other materials transported for the use of the company; the latter, in 1860 amounted to 124,597 tons; in 1861, to 138,499; and in 1862, to 164,503. The coal tonnage of these years was 523,233; 707,754; and 835,146, respectively.

This company entered into the possession of the Philadelphia and Erie Railroad on the 1st of February, 1862. The following is a statement of the receipts and expenses of the transportation department of that road for eleven months ending Dec. 31, 1862:

Receipts:

From freights		$221,228 04
" tolls on individual cars		6,945 08
" passengers		145,874 75
" expresses		5,742 93
" U. S. mails		12,214 59
" U. S. troops		3,950 15
" individuals and companies		11,821 96
" sundry sources		17,910 11
Total receipts		$425,687 61
Expenditures, viz:		
Conducting transportation, including 30 per cent to Philadelphia and Erie Railroad Co		$204,447 58
Motive power, including labor and materials on individuals and company's account		68,155 46
Maintenance of way		70,515 30
" cars		6,225 82
Total expenditures		$349,344 16

The details of the above show the earnings and expenses due the Philadelphia and Erie Railroad for the same period as follows:

Total receipts as above		$425,687 61
Less sundry drawbacks		16,696 67
Leavings earnings proper		$408,990 94
Conducting transportation as above		$204,447 58
Less 30 per cent. to Philadelphia and Erie Railroad	$122,697 26	
Less drawbacks, etc.	398 65	
		123,095 91
		$81,351 67
Motive power	$68,155 46	
Less labor and materials furnished by lessee	22,507 24	
		45,648 22
Maintenance of way		70,515 30
" cars		6,225 82
Working expenses		$203,741 01

This is 49.8 per cent of the earnings. The earnings of the cars of the Pennsylvania Co. in use on the Erie road for service on other road, was $4,476 06, which added to the earnings, gives a total of $413,467, and leaves, after paying the Erie Company's proportion, ($122,697 26), and the working expenses ($203,741 01), the sum of $77,028 73, to meet the outlay of the Pennsylvania Railroad Company in the equipment of the Erie road.

The balance sheet of the P. & E. Railroad for eleven months is as follows:

Bills during 1862	$259,726 82
Pay rolls	117,793 26
	$377,520 08
Expenditures, as above	$349,344 16
Road and shop stock on hand January 1, 1863	28,175 92
	$377,520 08

Including the receipts from the Philadelphia and Erie Railroad Line, and its canals, the total revenues of the Pennsylvania Railroad Company in 1862, were:

From Pennsylvania R. R. proper	$10,304,290 96
From Philadelphia and Erie Railroad, including service of cars on other roads	413,467 00
From the Pennsylvania canals	251,481 77
Total	$10,969,239 72

The financial condition of the company, December 31, 1862, is shown in the annexed.

Capital stock		$13,274,100 00
First Mortgage Six per cent. Dollar Bonds, payable 1880		4,980,000 00
Second Mortgage Six per cent. Dollar Bonds, payable 1875		2,421,000 00
Second Mortgage Six per cent. Sterling Bonds, payable 1875		2,126,400 00
Bonds due the State of Pennsylvania, bearing 5 per cent. interest		7,000,000 00
Mortgages and Ground Rents on Real Estate		169,363 84
Total Shareholders' Capital, and Funded Debt of company		29,970,863 84
Accounts payable, including pay rolls for December, 1862		764,524 91
Dividend due to stockholders unpaid		24,793 50
State and United States Tax, unpaid		4,313 40
Amount due other Roads		45,540 07
Contingent Fund		885,640 74
Balance		3,628,536 79
		$35,324,213 25
Cost of road including engineering, land damages, fencing and buildings from Harrisburg to Pittsburgh, and station and warehouses on the Philadelphia Division		$16,840,272 13
Cost of Philadelphia and Columbia Railroad	$6,500,000	
Cost of Canals and Portage Railroad	1,000,000	
	$7,500,000	
Less payment made of debt to State, charged to profit and loss	500,000	
		7,000,000 00
Cost of equipment of Road		3,582,204 21
Cost of real estate of company		1,891,840 42
Cost of telegraph line		45,264 28
Extension of Penna. R. R. to Steubenville and Pittsburgh Railroad		18,661 74
Extension of Pennsylvania Railroad to Delaware River and Gas Works, including Wharves and Grain Elevator		510,308 76
Total cost of Roads, Canals, and their appendage		$29,888,551 54
Stock of the Pittsburgh, Fort Wayne and Chicago Railway Company		821,330 00
Bonds of the Philadelphia and Erie Railroad Company, purchased under the stipulations of the lease of that road		600,100 00
Bonds and Stock of Municipal and Railroad Corporations		129,852 96
U. S. Certificates Indebtedness		109,000 00
Bills and Accounts Receivable		703,571 99
Amounts due from other roads		21,090 50
Amount of sinking fund		1,226,235 68
Fuel and Materials on hand		514,311 19
Balance in hands of Agents		656,884 63
Balance in hands of Treasurer, December 31st, 1862		653,284 76
		$35,324,213 25

The officers and directors for 1863-'64 are as follows:

President—J. Edgar Thomson.

Vice-President—Thomas A. Scott.

Directors—Elected by the stockholders. J. Edgar Thomson, Josiah Bacon, Thomas Mellon, John Hulme, G. D. Rosengarten, Wistar Morris, G. W. Cass, Pittsburgh, W. H. Smith, Pittsburgh, Samuel T. Bodine, Joseph B. Myers.

By the city of Philadelphia, Hugh Craig, Sylvester J. Megargee, David Solomon.

By the board, Thomas A. Scott.

Treasurer,—Thomas T. Firth.

Secretary—Edmund Smith.

Hoosic Tunnel.

We understand the executive council, which has been giving a good deal of attention to the mysteries and miseries of the Troy and Greenfield railroad, have decided to adopt the plan of the State commissioners of last year, for going on with the work as a State job, as authorized by the last Legislature. Precisely how the question of the validity of the second mortgage bonds stands or was disposed of by the council, we are not informed: it is probable they are wholly disregarded, and the risk of the courts sustaining them as a charge upon the road, and consequently as a claim against the State, as its present possessor and operator, considered so small, after the opinion of the attorney general and Judges Redfield and Washburn against them as not to justify a further delay in resuming the work on the road and tunnel.

The holders of the bonds are quite content with this view of the case; indeed they are probably the most rejoiceful party over the actual assumption of operations on the road by the commonwealth. The amount of these bonds issued has been a point of much doubt; but, we believe we are correct in saying, that of the $900,000 authorized, over $700,000 have parted company with the trustees. Somewhere near half this amount went into the hands of Mr. Haupt, the late contractor and engineer of the road; and it is safe to say that the State will not escape their payment without maintaining a thorough and successful defense in the courts. The historian of the tunnel enterprise and the State treasury ought to be collecting material for his work.—*Springfield Repub.*

Iron Passenger Cars.

The Central road sent out an Iron Passenger Car, on an experimental trip, last Thursday. It is five or six tons lighter than the wooden cars, and, if it shall prove a success, others will be immediately placed upon the road. It was built in this city by J. M. Davidson & Co.—*Albany Ev. Journal.*

North-West British America.

BY H. Y. Hind.

Historians tell us that one of the characteristics of a wise and unselfish statesman is seen in the forethought and care with which he provides for the future of his country.

The public in general are too much occupied with social and political questions of the day and private individuals too much engrossed with personal concerns to devote that attention to the future which they often encourage themselves to regard as a duty devolving upon posterity—the heirloom, indeed, of the actors on the stage of life when they shall have become indifferent to its ambitions or are laid, like their predecessors, to moulder in the dust.

The experience of Europe in the rise of nations to power and prosperity can scarcely be accepted for our guidance in America. Events succeed each other so unexpectedly and with a rapidity so extraordinary on this continent that the wisest speculations often fall short of the reality, and the most sanguine anticipations scarcely grasp the actual results of a few years' transition and progress.

To-day a wilderness—to-morrow a populous state. To-day the wild Indian's hunting-ground—to-morrow asserting equal rights in a community of civilised nations! So rapidly, indeed, do momentous events affecting the interest of millions follow one another, with us springing from new commercial relations, new discoveries, new political combinations, or new invasions of a previously unoccupied wilderness, that the most sagacious statesman is often behind public opinion and vainly endeavors to hold in check the bold ideas and the broad license of popular belief, which often find expression in an uncontrolled liberty of speech, the prevailing characteristic of American civilization.

British Americans who are true to the sympathies and patriotism of their forefathers and who care to look forward to the future of their country must view with some suprise, not unmingled with anxiety, the spirit of inquiry which the people of the North-Western frontier states of the American Union are exhibiting with respect to the vast region in Central North America drained by the rivers flowing into Lake Winnipeg. Such inquiries would excite no other feeling but those of admiration at the characteristic enterprise which gives birth to them, if it were not for the unscrupulous action to which they point, alike neglectful of British feeling and opposed to the aspirations of the majority of the people of British America who speak the Anglo-Saxon tongue. "Manifest destiny" is by no means recognized in the physical conformation of the great North-West, when that destiny implies an union with the American States, the absorption of a vast and fertile part of British America by a Northern federation, and the annihilation of hopes long cherished by British American people that their empire will one day be established from ocean to ocean, in peaceful union with the empire from which they have sprung.

"Manifest destiny" ought only to be regarded as the dream of the American visionary or revolutionist, who, setting aside all considerations of right, nationality, descent, and blood, boldly and unscrupulously commences his crusade with this specious cry, and seeks, not unsuccessfully, to enlist even senates to his side.

It is some consolation to know that, even among Americans, "manifest destiny" does not always imply incorporation with the United States by fair means or foul. Able men there are who, while advocating the colonization of the basin of Lake Winnipeg, view the prospect of its continuance as a British province—one of a series extending from the Atlantic to the Pacific—as within the limits of probability. "One thing is very apparent, unless the English Government shall very promptly respond to the manifest destiny of the great interior of British America,—the basin of Lake Winnipeg—the speedy Americanization of the fertile district is inevitable. The indispensable requisites to the integrity of British dominion on this continent are such action in behalf of the Saskatchewan and Red River districts as the Fraser River excitement secured for the area fronting on the North Pacific three years ago."*

Not much more than half a century has passed since Canada was a wilderness from the Ottawa to the St. Clair. Many men now living remember the time when the scanty settlements were threatened by famine if the snow fell so deep that the wolves destroyed the deer. Yet in two generations this wilderness has gained a population exceeding that of the ancient kingdom of Denmark. Viewing its future expansion in the light of its past development and progress, many now naturally turn with anxiety to the vast unoccupied region which lies between it and the gold-producing mountains and valleys of its sister colony, British Columbia. Running in the race of progress side by side with the most powerful and energetic republic the world has ever seen, Canada looks with an anxious eye upon the rapid strides with which neighboring states are advancing in the direction of a territory which her people always have been taught to consider as their own, either as subject to their jurisdiction or soon to be joined to them by ties of kindred institutions and laws—a link in one great chain of provinces acknowledging the same allegiance and enjoying the same liberty, protection, and rights.

The great North-West has become a household word in Canada; and as the time has now arrived when its admission into the family of British provinces is about to be consumated, a knowledge of its resources should be familiar to every British American.

The North-West territory is no longer a *terra incognita*. Its vast plains have been traversed; its rivers and lakes carefully traced and mapped; its mountain ranges and secluded valleys explored; its treasures of iron, and coal, salt, and even gold, have been laid bare; and its rich expanses of fertile prairies are now known to possess the capability of supporting a numerous population, equaling in numbers those now densely thronging the British Isles.

It is proposed to describe the physical features and fitness for colonization of North-West British America under the following heads:—

1. The Basin of Lake Winnipeg.
2. The Arthabaska River.
3. The Rocky Mountain region.
4. A telegraph and road across the continent.

In order to examine the question in all its aspects, it will not only be necessary to include British Columbia, but also to paint in its true colors the real capabilities of that visionary far west of the United States, to which, in defiance of all known facts, popular credulity ascribes, boundless fertility, converts an arid and uninhabitable desert into future populous states, and regards as a suitable and attractive field for the indefinite expanse of the Union a vast region exceeding one million square miles in area, alike incapable of cultivation and unfitted for the abode of civilised men.

THE BASIN OF LAKE WINNIPEG.—GEOGRAPHICAL FEATURES.

The southern portion of Lake Winnipeg lies exactly in the centre of the American continent on the 51st parallel of latitude.* The great basin it drains has a length of 920 miles, a breadth of 380 miles, and an approximate area of 360,000 square miles. The eastern tributaries to the Winnipeg River rise on the boundary line of the province of Canada, about 100 miles west of Lake Superior and 1,485 above the sea. The great glaciers in the Rock Mountains, from which the Saskatchewan takes its rise, near Howse Pass for the north branch and the Vermillion Pass for the south branch, form the western limits. Its southern extension stretches far into the state of Minnesota; but west of the Souris River the international boundary line roughly represents its extension in that direction, as does the north branch of the Saskatchewan in approximate northern limits.

This great central basin is drained by three large rivers—the Winnipeg, the Red River of the north, and the Saskatchewan. It is through the valley of the Winnipeg, or its tributaries, that the canoe route between Lake Superior and Selkirk settlement lies, and through which a road will be eventually constructed, connecting the rich pariries west of the Lake of the Woods with Fort William, on Lake Superior. From the Lake of the Woods to the eastern flanks of the Rocky Mountains there exists a belt of fertile soil, 80 to 100 miles in width, once covered with trees but now converted in great part into prairie land by the de-

* Relations between the United States and North-West British America. Executive Document, House of Representatives, 1862. Letter from James W. Taylor to the Hon. S. P. Chase, Sec. of the Treasury.

* The basin of Lake Winnipeg extends from the 90th to the 118th meridian. Its most easterly point is the lake and swamps from which the Savanne River takes its rise, in long. 90 deg. 14 min., lat. 48 deg. 53 min., 106 miles by the Kaministiquia canoe route from Lake Superior; and the most westerly limit from which its rivers draw contributions is probably the great glacier near Howse Pass, long 117 deg. 35 min., lat. 51 deg. 52 min. Its southern boundary extends as far as Lake Traverse, in Dacotah territory, long. 96 deg. 45 min., lat. 45 deg. 58 min. It stretches north as far as Frog Portage, long. 103 deg. 30 min., lat. 55 deg. 26 min. The elevation of its eastern boundary is 1,485 feet above the ocean, and the height of land near the sources of the tributary of the Saskatchewan, which rises farthest to the west, is 6,347 feet above the same level. Its northern boundary is separated from the valley of the Mississippi by a low ridge, over which water flows during floods, thus connecting the valley of the Saskatchewan with that of the Mississippi. Towards the southern limit, Lake Traverse, 820 feet above the sea, sends water into the Mississippi and Red River during spring freshets. The outlet of the Winnipeg basin is through the contracted and rocky channel of Nelson River to Hudson's Bay.

struction of the forests, owing to the periodical burning of the prairie grass. German Creek, which rises near the Lake of the Woods, the Red River, the Assiniboine, and the north branch of the Saskatchewan flow through this rich belt, which has an area of not less than 80,000 square miles,* is susceptible of cultivation or depasturage throughout, and extends in one unbroken broad belt from the Lake of the Woods to the Rocky Mountains.

Lake Winnipeg and its associated lakes, Manitobah and Winnepegosis, occupy the lowest depression of the central basin and are about 628 feet above the sea level, having a water area slightly exceeding 13,000 square miles, or twice the size of Lake Ontario. They are bounded on the west by a low tract of country, having an elevation of from 30 to 100 feet above the lakes and an approximate area of 70,000 square miles. This low region is limited by the abrupt terraces of the Pembina Mountain, which form the limit of the great prairie plateau of the North-West. The prairie plateau covers an erea which may be roughly represented by 120,000 square miles, and in its northern part the fertile belt of land before referred to lies. West and south of the prairie plateau are the great plains, bounded on the north by the continuation of the fertile belt and on the west by the abrupt wall-like precipices of the Rocky Mountains. The area of the arid and uncultivable plains of the basin of Lake Winnipeg exceeds 100,000 square miles. These dimensions, when tabulated, furnish the subjoined view of the surface of Central British America:—

	Area in sq. mls.	Mean elevat'n above the sea level.
Lakes Winnipeg, Manitobah, and Winnepegosis	13,000	640 feet.
Low country, composed chiefly of swampy land or shallow soil resting on limestone rock (1st plateau)	70,000	700 "
Terraces of Pembina Mountain	1,500	900—1,100 "
Great Prairie Plateau (2nd plateau)	120,000	1,200 "
Great Plain Plateau (3rd plateau), for the most part arid and uncultivable	108,000	1,600—4,000 feet.
Total of Winnipeg basin, east of the Lake of the Woods, about	312,000	

AGRICULTURAL CAPABILITIES.

The area in the great central basin available for cultivation is fully 80,000 square miles, or very nearly as large as England; and is capable of supporting an agricultural population exceeding 15,000,000. It extends from the Lake of the Woods to the Rocky Mountains.

The outlying patches of fertile land lying within the limits of the great plains, together with the deep, narrow valleys of the rivers which run through those arid regions, the east flanks of the Rocky Mountains, and the lowlands in the region of the great lakes might support another 10,000,000; so that the present available area of arable soil—the greater portion of which is susceptible of being at once turned up by the plough—would sustain an agricultural population equal to that of the kingdom of Prussia.

The great plains rise gradually as the Rocky Mountains are approached, until they attain an elevation of 4,000 feet above the sea level. With only a very narrow intervening belt of hilly country, the mountains rise almost abruptly from the plains and present lofty precipices that frown like battlements over the level country to the eastward.* North of the fertile belt is the subarctic forest region as far as longitude 105. Here the fertile belt greatly expands in a northwesterly direction and includes the valleys of the Arthabaska and part of Peace River. South of the fertile belt lies the true arid district. It occupies most of the country drained by the south branch of the Saskatchewan and reaches as far north as latitude 52 deg. This is the extension into British territory of the great American desert, an uncultivable region, extending as far south as Texas and varying from 400 to 600 miles in breadth.

The fertile belt is occasionally diversified with clumps of aspen, and here and there a few spruce fir are found—the remains of that former extension of the forests which once reached to the northern limits of the arid plains of the great American desert west of the 98th degree of longitude. The wooded part of the basin of Lake Winnipeg is almost exclusively confined to the first or lowest plateau west of the great lakes, the valley of the Winnipeg River on the east, and the flanks of the Rocky Mountains, where the forest extends to the height of 7,000 feet. From the western boundary of the province of Canada to Rainy Lake white spruce, larch, pines of several species, poplars, and birch form a thick forest. From Rainy Lake to Red River settlement, elms, oaks, ash, basswood, beech, iron wood, largely intermingled with spruce and pine, abounds. North-west of Red River, on the low plateau and the flanks of the precipitous escarpment which forms the denuded boundary of the great prairie plateau, the forest consists of aspen, larch, birch, spruce, and pines.

This forest extends to the banks of the Assiniboine, but consists chiefly of aspen, although some very fair oak and elm luxuriate in the deep and narrow valleys in which that river and its tributaries flow. The most common tree in the woodland country north of the Saskatchewan is the white spruce; then follows the canoe birch, the larch, the balsam fir, the red pine, the balsam poplar and the ever present aspen.

The beech, ironwood, ash, cedar, arbor vitæ, and the white pine do not extend beyond Red River. The red elm has been found as far west as Carlton House;* and the false sugar maple was seen on the North Saskatchewan, long. 108 deg.

Within the fertile belt there are detached groves of aspen; and in the flats of the alluvial river valleys the balsam poplar rises from a dense thicket of willows, thorns, and the poire of the French-Canadian—the delicious Misaskatomina‡ of the Crees, which on the south branch of the Saskatchewan attains an altitude of eighteen feet and is loaded with the most luscious fruit.

The northern limit of the great American desert reaches as far north as lat. 52 deg. The surface is formed of cretaceous and tertiary strata, which is often highly impregnated with glabers salts and gypsum (sulphates of soda and lime); and it bakes in the early summer into a hard and cracked surface. The characteristic plants on this sterile soil are the shrub sage, or absinthe, and the prickly prairie apple (*opuntia*). There are many fertile spots in the arid region, like oases in a desert; yet as a whole it must be regarded as unfit for the abode of civilised man. Along the eastern base of the Rocky Mountains there is a large area of fine land with very rich pasture; but the constant occurrence of sharp night frosts would render the raising of common grain crops precarious. M. Bourgeau, an accomplished botanist, accompanied the expeditions sent out by the British Government in 1857–8 and 9 across the continent through British America. In a report submitted by this gentleman to Sir William Hooker, he speaks of the Saskatchewan district, in the neighborhood of Carlton House, as much more adapted to the culture of the staple crops of temperate climates—such as wheat, rye, barley, oats, &c.—than one would have been inclined to believe from its high latitude. "In effect, the few attempts at the culture of the cereals already made in the vicinity of the Hudson's Bay Company's trading posts demonstrate by their success how easy it would be to obtain products sufficiently abundant to largely remunerate the efforts of the agriculturists. There, in order to put the land under cultivation, it would be necessary only to till the better portions of the soil. The prairies offer natural pasturages as favorable for the maintenance of numerous herds as if they had been artificially created." The vetches found in the rich prairies of the fertile belt are as valuable for the nourishment of cattle as the clover of Europe.

The agricultural capabilities of the basin of Lake Winnipeg may be summed up as follows:—

	Acres.
On the route from Fort William, Lake Superior, to the Lake of the Woods, including the valley of Riang River.	200,000
The fertile belt, stretching from the Lake of the Woods to the flanks of the Rocky Mountains and as far north as the 54th parallel, on the Arthabaska, west of M'Leod's River (80,000 square miles.)	51,200,000
Isolated areas in the Prairie Plateau, south of the Assiniboine	2,000,000
Isolated areas in the great Plain Plateau, the extension northwards of the great American desert, and in the valleys of the rivers flowing through it.	1,000,000
Total area of land available for agricultural purposes	54,400,000
Approximate area fitted for the abode of civilised man	84,400,000
Approximate area of the basin of Lake Winnipeg, within British territory	199,680,000
Area fitted for the abode of civilised man	84,400,000
Desert area unsuitable for the permanent abode of man	115,280,000

Comparing this extent of surface with Canada, we arrive at the following results:

	Acres.
Area of the province of Canada (340,000 square miles)	217,600,000
Area occupied by the sedimentary rocks (80,000 square miles)	51,200,000
Area occupied by crystalline rocks	166,400,000
If we suppose that one-sixth of the area occupied by crystalline rock is capable of cultivation, as regards soil and climate (an estimate probably in excess), the total amount of land in Canada available for the purpose of settlement will be approximately	78,900,000
Showing an excess of land fitted for the permanent abode of man in favor of the basin of Lake Winnipeg over the province of Canada of	5,500,000

(To be continued.)

* In this estimate of the area of the fertile belt the region about the Lake of the Woods is included, as well as the northern extension near the east flank of the Rocky Mountains, the Arthabaska, or Elk River.

* Dr. Hector on the Physical Features of the central part of British America.

* Dr. James Hector, on the Physical Features of Central British North America.

‡ *Amelanchier Canadensis*

☞ To lunch pleasantly is a great desideratum for men of business; to dine well when they are unable to join the family circle for that purpose, is an object. We therefore can say a good word for BAKER'S DINING AND LUNCH ROOMS 125 and 129 Grand street. Railroad travellers coming from the East, will also find this establishment convenient and agreeable, both for themselves and their families, if they are at a loss where to get a good meal on their arrival in the city. Good fare and cool saloon are very appetising, and Baker offers both.

Champlain Canal.

The navigators of the Champlain Canal have applied to the Canal Board to alter the draught "of boats going north" from 3 feet 5 inches to 3 feet 9 inches. The application was denied. We hope to see the day when this Canal will pass Lake propellers.

The Great Lake Tunnel.

The Board of Public Works of the city of Chicago have taken the first steps toward the construction of a tunnel two miles out into Lake Michigan, to supply the city with pure water. The proposed tunnel will be five feet in diameter on the inside of the wall, and will require two years in construction. Four hollow cylinders will be sunk in the lake at a distance of half a mile apart, the lower end penetrating the bed of the lake to the level of the proposed tunnel, and from these shafts the tunnel will be dug in two directions, and also pushed as rapidly as possible from the shore. All these cylinders will be closed after the completion of the tunnel, and will be removed to such a depth as not to interfere with navigation, with the exception of the outside one, which will be constructed with reference to its becoming the inlet for the water or gate chamber, and perhaps be surmounted with a small light house; and so arranged that the water can be shut off from the tunnel. The cost of the tunnel will be only $307,552, and it is supposed by the board that, if the tunnel is constructed there will be no necessity for building new pumping works, as it will be constructed opposite the old works.

Indianapolis and Cincinnati Railroad.

The Cincinnati *Gazette* states that the earnings of the first five months of 1862 of the Indianapolis and Cincinnati Railroad, as compared with the corresponding months of 1862, show an increase of $88,000, and for the half year ending June 30, 1863, the increase will be over $100,000. The earnings for the first half of 1863 will be between $50,000 and $60,000 greater than any other half year since the road was opened.

Curious Railway Invention.

Chas. Weed, of Milledgeville, Illinois, has invented a method of raising water at railway stations, by the weight of the locomotive acting on a yielding portion of the track. A deflexion of half an inch in the rails operates mechanism which pumps up the required quantity for supplying the engine.

Chicago and Milwaukee Railroad.

At the election of officers for the consolidated Chicago and Milwaukee Railroad, the following gentlemen were chosen: Alex. Mitchell, President; E. K. Rogers, Vice President; A. S. Downs, Secretary; S. C. Baldwin, Superintendent; A. V. Carpenter, General Ticket Agent; J. T. Morely, General Freight Agent.

St. Paul and Pacific Railroad.

We are authorized by Mr. Litchfield, the superintendent and contractor for the construction of the St. Paul and Pacific Railroad, to state that nearly all the grading between this city and Anoka has been done; the ties distributed along the line; that the iron for this section will surely arrive during June, and that the road will be in running order to Anoka by the 15th of July. Mr. Litchfield has been notified that one of the locomotives contracted for will be here by the 20th of July, and another by the latter part of August, and ten freight cars, now in course of manufacture at Clinton, will be delivered in St. Paul on the 10th of July. Iron sufficient to complete the road to Watab, eight miles above St. Cloud, has been purchased, to arrive before the close of navigation, and there is scarcely a doubt of the completion of the road to St. Cloud at least before the 1st day of January, 1864. We are further informed that engineers have been employed, and the survey of the branch road from St. Paul to Winona will be commenced next week, and carried on with vigor to its completion.—*St. Paul Pioneer.*

Public Debt of the United States.

The forthcoming Circular of Messrs. Samuel Hallett & Co., will furnish the following statement of the exact condition of the public debt on the 29th of June:

4 per cent.:		
Temporary loan		$23,526,203 19
5 per cent.:		
Bonds due 1865	$3,461,000 00	
Bonds due 1871	7,022,000 00	
Bonds due 1874	20,000,000 00	
Temporary loan	71,244,498 91	
		101,727,498 91
6 per cent.:		
Bonds due 1868	$18,323,591 80	
Bonds due 1881	69,457,800 00	
Bonds due 1882	182,414,401 67	
Treasury Notes	776,650 00	
Certificates of Indebtedness	156,835,241 65	
		427,807,685 12
7 3-10 Bonds due Aug. 19, 1864	$52,931,000 00	
7 3-10 Bonds due Oct. 1, 1864	86,989,500 00	
		130,920,500 00
United States Notes		387,662,000 00
Fractional Currency		20,192,456 00
Total		$1,100,836,343 22

In relation to the extension of time for exchanging legal tender notes for the five-twenty year bonds to the 1st of July, it is remarked: "This order is not operative for a longer period, unless renewed; as the policy of the Secretary thereafter "must be determined by exigencies as they arise." We have the assurance, however, that the Secretary will continue "to adopt that course which seems likeliest to secure prompt payment of demands upon the Treasury, and especially the pay of the army and navy, with the least possible disturbance of the course of business, and with the greatest possible economy."

Pennsylvania Coal Company.

At an election for directors of the Pennsylvania Coal Company, held, pursuant to notice, in the village of Hawley, Penn., on Wednesday, June 17, 1863, the following gentlemen were elected directors for the ensuing year: John Ewen, Isaac L. Platt, John Q. Jones, Charles Morgan, Wm. F. Havemeyer, Wm. R. Griffith, Jonathan Thorne, Thos. W. Pearsall, Geo. L. Brown.

At a subsequent meeting of the directors, John Ewen was unanimously re-elected President of the Company for the ensuing year.

Hannibal and St. Joseph Railroad.

This company have completed their arrangements to re-organize the securities of their road, which is now the western terminus of the overland route to California, and is 200 miles in length. from the Mississippi river to the city of St. Joseph, It is also the route to the gold fields of Pike's Peak, in Colorado, and completes a continuous line from New York by rail of about 1,500 miles, and extends further west than any other line.

The Broadway Railroad.

The Broadway Railroad, which it was expected would have been completed by July 4, is now about three-quarters built; unless there is unforeseen delay in procuring timber, it will be in running order by the first of August. The road will run from the junction of Broadway and Main street to Cambridge street, at a point near the Harvard College Gymnasium.—*Boston Journal.*

Richmond and Covington Railroad.

The Richmond and Covington Railroad, from Richmond, Indiana, to Covington, Ohio, is now completed, and trains are running over it. This road connects the Columbus, Piqua and Indiana Railroad, with the Indiana Central Railroad, and forms an important link in the through line of railway to St. Louis and all western points.

Buffalo and State Line Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: George Palmer, Dean Richmond, Milton Courtright, Hamilton White, Henry L. Lansing, Charles H. Lee, Alanson Robinson, Wm. Keep, Joseph Field, Addison G. Jerome, James C. Harrison, John A. Tracy, George W. Patterson.

Railroad Earnings—Weekly.

The traffic of the Great Western Railroad for the week ending June 19, 1863, was as follows:

Passengers	$20,574 80
Freight and live stock	21,887 69
Mails and sundries	1,216 63
Total	$43,679 12
Corresponding week of 1862	41,598 25
Increase	$2,080 87

The earnings of the Grand Trunk Railway for the week ending June 13, 1863, were:

Passengers	$28,817 20
Freight and live stock	2,956 00
Mails and sundries	48,489 5
Total	$80,262 76
Corresponding week, 1862	66,372 49
Increase	$13,890 27

The earnings of the Galena and Chicago Union Railroad for the 3d week of June, 1863, were:

Freight	$38,886 72
Passengers	9,183 00
Mails	1,300 00
Total	$49,369 72
Same week, 1862	57,338 00
Decrease	$7,968 28

The earnings of the Chicago and Alton Railroad for the 3d week of June, 1863, were:

Passengers	$20,701 30
Freight	22,216 10
Sundries	1,535 88
Total	$44,453 32
Same week last year	30,164 42
Increase	$14,288 90

The earnings of the Cleveland and Toledo Railroad for the 3d week of June, 1863, were | $22,890 00
Same week, 1862 | 16,012 00
Increase | $6,878 00

The earnings of the Michigan Central Railroad for the 3d week of June, 1863, were | $49,881 64
Same period, 1862 | 43,105 99
Increase | $6,775 65

The earnings of the Michigan Southern Railroad for the 3d week of June, 1863, were | $50,875 00
Do., 1862 | 46,745 00
Increase | $4,130 00

The earnings of the Chicago and Northwestern Railway for the 3d week in June, 1863, were | $26,567 63
Do., 1862 | 26,634 03
Decrease | $66 00

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103½
Registered Bonds / Coupon Bonds... } Under Act 31st December, 1848	8,908,842	6	1868	106
		6	1868	102
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	103
Registered Bonds / Coupon Bonds... } Under Act 14th June, 1858	20,000,000	5	1874	97
		5	1874	100
Registered Bonds / Coupon Bonds... } Under Act 22d June, 1860	7,022,000	5	1871	98½
		5	1871	99½
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	107½
Registered Bonds / Coupon Bonds... } Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	103½
		6	1881	104½
Treasury Bonds (coupon) / Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	106½
		7.3	1864	106½
Registered Bonds / Coupon Bonds... } Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	6	1882	101
		6	1882	101
Treasury Notes—				
Under Acts 28 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	143
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under Act 17 Ju. & 5 Au. '61 & 17 Ma. '62 } convert. into 20 / y'r b'ds due '81	14,913,315	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	100½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	131
" — " " " (War)	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112½
Georgia—Coupon Bonds	525,000	7	62-'74	112
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	109½
" —War Fund Bonds of 1861	2,000,000	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	8	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	65
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred (Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	105
" — " " (banks)	600,000	6	18--	----
" —War Debt (loan from banks)	1,515,000	6	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,394,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	65
Maine—Coupon Bonds	669,000	6	'63-'77	111½
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	115
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	---	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,' 00	5	'61-'72	134
" — " " of 1861 "	247,000	6	'68-'72	128
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	130
" —Inscribed Certificates (loans to R. R. Cos)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	246,000	6	1878	109
" —War Loan: Coupon Bonds 1861	565,500	7	1881	105½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	67
" — " "	100,000	6	1862	70
" — " " (loans to Railroads)	23,800,000	6	'72-'86	87
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — " State Loan $6,756,654	----------	6	66-'68	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	128
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " " —(floating) 2,600,000	----------	5	1868	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	67
Ohio—Inscribed Certificates	4,095,309	6	1881	109
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	109¾
" — " "	2,400,000	6	1886	106
" — " "	689,835	6	1868	----
" — " "	1,608,905	6	1860	105
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates } (1st January, 1862	37,687,700	5	'61-'82	105
		5	'61-'82	103
" — " " "	400,630	6	1879	110
" — " " "	388,200	4½	'63-'82	----
" — " " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	68-'90	----
" —Coupon Bonds (sterling)	484,444	6	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	59½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	108½
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	66½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	160,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	109
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108½
" — " " (Bank Stock)	553,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	109
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	115
" —Coupon Bonds (Water)	6,228,787	5	Var.	115
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	100
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1884	111½
" — " " (Water Works)	1,134,000	7	18--	103
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	6	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	118
" —Public Education Stock	150,000	5	1873	109
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1884	109
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	100
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	95
" " — " (Municipal)	1,136,200	6	'61-'80	89½
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	98½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	108
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	101
" " 2d " " "	3,980,670	3	1882	85
" " Improvement " "	586,500	6	1870	87
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	60
" " Preferred Interest Bonds	227,589	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,047,650	---	------	22½
Chicago and Alton, Preferred	2,464,336	7	------	90
Elmira & Williamsport, Preferred	500,000	---	------	50
Erie Preferred	8,535,700	---	------	103
Housatonic Preferred	1,180,000	8	------	59½
Marietta & Cincinnati, 1st preferred	4 198,462	---	------	----
" " 2d "	3,123,914	---	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	116
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110½
" " " 2d "	1,014,000	7	------	83
New York & Harlem, Preferred	1,500,000	---	------	98
Philadelphia & Reading, Preferred	1,551,800	7	------	----
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	71
Toledo & Wabash, Preferred	926,200	---	------	80

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49.194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,209
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,150	104,272	100,403	82,895	139,049	134,500	145,889	92,873	75,457	1,181,008
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	163,127	137,408	134,522	1,328,375
1863	139,686	126,521	119,836	122,255	144,397	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,903	42,101	400,450
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,381	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,178	84,552	104,382	93,022	62,263	101,060	125,695	107,735	91,263	979,107
1863	68,143	81,750	90,677	100,904	107,866	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	160,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,230
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,289	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	70,151	73,626	69,938	79,655	100,072	113,730	124,639	160,710	1,178,326
1863	145,950	147,487	164,845	117,908	100,225	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389373	375,250	456,226	436,899	392,203	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,021	615,962	756,421	885,136	902,906	903,859	8,400,334
1863	835,453	829,734	946,041	938,453	838,867	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,006	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,850	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	166,157	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,305	155,164	156,973	170,157	157,443	232,043	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	141,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,990	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	63,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	43,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	191,500	181,000	226,819	276,109	325,018	304,084	279,539	2,652,435
1863	248,784	230,508	254,208	267,693	263,981	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,286	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2 124,314
1862	230,150	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,818	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	99,239	91,190	100,118	97,218	97,857	85,785	94,554	1.102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,680	102,808	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	118,075	108,605	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,645	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3.315.500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	285,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,854	396,771	429,929	505,517	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926.735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5			1839	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	103¾
" " " 1850	700,000	6	Jan. & July.	"	1880	104¼
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105¾
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	110¼
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	380,000	7	May & Nov.	" "		103¾
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Steri'g)	885,000	5	"	London.	1889	104
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	106
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (ins'd $337,000)	2,500,000	6	"	New York.	1870	108
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	111
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	103
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1870	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	104½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	2,690,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	11[illegible]

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		108
1st Mortgage (general)	3,000,000	7	" "	" "		85
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	96
2d Mortgage	2,000,000	6	" "	" "		58½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		99½
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	99
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	83½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	101½
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "	" "	1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	111½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101¾
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	95
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	105
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	112
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	111
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	114
1st Mortgage (Extended)	871,000	7	" "	" "	1892	112
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	104
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	78
Convertible Bonds	1,380,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	118
Convertible	1,002,000	7	" "	" "	1867	127
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	119
Right per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	578,000	10	" "			110
Income	281,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "		100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and M[illegible]:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		41
2d Land Grant (Western Div.)	353,600	†	" "	"		41
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6			'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	115
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	106
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	----
Mortgages on Land	473,809	7				
Louisville and Frankfort:						
Louisville Loan	109,000	---			1881	----
1st Mortgage	228,000	---			'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6				----
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	6	" "	N.Y.& Boston	1869	120
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1892	122
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,656,500	7	" "	" "	1877	102
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	105
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	500,000	7				
1st Land Grant	2,000,000	7				60
2d Land Grant	700,000	---				
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordaville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1860	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5				'63 '4'8
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	107
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	117
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	107
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	107
Real Estate Bonds	252,975	6	" "	" "	1883	100
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	101½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	120
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	111½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	111
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	108½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	105
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	114
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	103½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	103
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	109½
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	104
2d Mortgage	3,077,000	7†	" "	" "	1861	26
North Missouri:						
State Loan (30 years)	4,350,000	6	----------	----------	------	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	95½
Chattel Mortgage	360,000	10	" "	"	1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	----------	----------	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	----------	----------	------	90
State Loan (S. W. Branch)	1,268,000	6	----------	----------	------	----
Construction	3,235,000	7	----------	----------	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1883	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	106½
" 1861, "	436,000	6	Jan. & July.	"	1871	102
" 1843, "	1,548,300	6	" "	"	1880	110
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,586,500	6	" "	"	1886	109
" 1856, "	1,475,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	----------	----------	------	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	107
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	
" " (series D)	875,000	7	April & Oct.	" "	1912	6
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	80
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†	----------	----------	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	66
2d Mortgage	937,500	7	" "	"	1863	14½
3d Mortgage	435,050	7	" "	"	1863	3½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----------	----------	1856	----
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1876	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1885	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	110½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	106
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	90½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	104
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	91
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	91
Interest Bonds	245,700	7	----------	----------	------	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	74½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	18
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1890	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	112½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	—	—	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	260,289	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	801,402	126,918	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,848	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	350,299	11½	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	155,072	.....	—	.....
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	.....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66 0	156,905	151,731	88,766	5	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	2,000,000	—	5,672,381	117.4	.....	1,036,437	582,341	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	363,664	158,927	—	90
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
.. .. '62	154.2	—	....	150	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	.....	—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	—	—	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	.....	—	—	—	.....
.. .. '62	100.0	3.9	10.0	153.5	—	—	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	—	—	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,030	205,827	8	125
.. .. '62	92.6	—	8.7	70.9	—	—	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	—	—	—	.....
31 Dec. '60	53.0	—	....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	.....
30 Apr. '60	43.5	—	....	23.7	—	—	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	—	—	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,716,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	49,913	3,822,913	228.8	.....	.....	588,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	68
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,116	168.0	1,087,025	1,551,227	679,772	—	115
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,085	45.0	14 mo.	248,282	135,284	—	.....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,085,000	264,676	11,817,527	218.0	.....	849,719	414,828	—	29½
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	416,971	3	95½
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	580,000	—	—	.....	84.0	.....	—	—	—	.....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	93½
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	455,943	181,529	—	.....
31 Dec. '62	454.8	252.6	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	16,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	103½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	—	—	—	.....
.. .. ..	148.0	—	....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	—	—	—	.....
.. .. ..	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	.....	—	—	—	.....
.. .. '58	186.0	—	....	—	—	—	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	—	—	—	.....
31 Dec. '61	100.0	—	....	—	—	—	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	....	—	—	—	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,603	568,020	—	44½
								INDIANA.													
.. .. ..	108.0	—	....	—	—	—	—	Cincinnati and Chicago	2,090,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	—	—	—	.....
— — —	29.0	—	....	78.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	—	—	—	.....
31 Aug. '57	109.0	—	....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	966,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	133,009	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	813	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '61	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,545	11,066	2,082,545	84.0	.....	331,813	166,939	—	.....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
.. .. '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	—	—	—	.....
31 Dec. '60	86.0	49.0	....	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,060	—	.....
.. .. '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	.....
.. .. '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	—	—	—	.....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	—	—	—	.....
31 Dec. '59	86.0	—	....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	.....	—	—	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '62	135.0	95.0	....	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	25
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,406	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	—	—	—	.....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	....	}	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	}	—	—	—	} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,651	65.1	244,773	245,911	98,679	4	86
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	289 0	613,808	716,478	371,12	—	.....
.. .. '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	—	—	—	.....
.. .. ..	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	—	—	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,282,624	555 424	—	.....
1 Aug '60	53.7	—	....	184.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,232,016	248,269	108.424	1,710,819	42.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,476	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,988	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	112
31 May,'59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	71½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	35
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	156,191	6½	103½
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	125½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	136
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	136
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	30½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	105½
30 Nov. '62	44.2	30.5	25.2	—	26	64	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30 000	4,766,000	89.0	452,168	635,029	316,734	—	105
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,730	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	112
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	332,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,654	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	134½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	296,064	327,457	161,357	8	132
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,179	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	15
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatun.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	35½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	147
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	77
								MICHIGAN.													
1 Jun '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	...	...	...	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	...	...	...	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,668	2,361,241	1,212,088	3	108½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	75
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	...	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	—	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,801	—	1,782,886	10,571,000	—	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	...	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '62	189.0	—	14.4	93.3	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,000,000	402,193	19,550,980	189.7	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	71,213	4,500,000	—	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '62	86.6	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	44½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	42
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	65
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	109½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,428	74,885	7	117½
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	563,000	—	.....	52.7	.....	34,916	12,396	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	67
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,430,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,553	—	.....
31 Dec. '62	68.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	169
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic (Pref.)	1,837,386	*	—	1,000,553	1,037,376	117,098	2,155,024	60.2	.....	144,886	65,128	—	17
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	906,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687.304	1,397,587	774,341	10	177
31 Dec. '62	58.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	662,124	10	.....
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	.....	156,850	204.200	77,796	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. .62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	63,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	111
31 Dec. '62	38.5	—	—	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,323	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

A *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075					—	----
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000			600,000	incl.	in Re	ns. & S	arat.	—	---
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	ope	r by Ti	oga.	44,160	—	—
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	15.4	454,073	52,327	16,231	3	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14 5	503,720	127,843	10,867	—	----
30 Sep. '62	28.3	—	28.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,831,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	----
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	90
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	195
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	----	—	----
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	----
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	----	30,000	6	----
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,292	*	—	19,973,200	19,831,500	480,665	40,285,366	633.0	4,582,389	863,973	2,933,542	—	93½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	20,749,863	1,383,931	—	3,758,466	9,363,750	298,424	15,420,640	148.0	1,152,545	2,637,529	1,269,954	—	149
30 Sep. '62	90.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	16,213	2,923,474	100.5	226,611	293,457	109,137	2½	39
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,835	664.9	5,368,772	9,356,828	3,749,077	64	121½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,961	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	99
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	----
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,50	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	----	276,276	66,345	6½	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	395	Rome, Watert'n & Ogdensb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	94
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	----	—	----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,256	146,227	52,258	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	----	243,066	51,499	—	----
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	358,033	88,285	10	----
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	----	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,663,540	2,054	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	----
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	805,500	271,097	1,686,508	50.0	247,898	271,158	134,988	—	----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	----	oper. by	Vt. Co.	----	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	----	oper. by	the 4	Comp'a.	—	----
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	----	----	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----	103,953	35,572	—	----
-- -- '58	223.0	—	----	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	----	----	----	223.0	----	----	----	—	----
-- -- '59	97.0	—	----	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----	----	97.0	----	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----	469,458	219,688	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,056	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	----	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	----	70,860	364,072	----	----	----	----	—	----
								OHIO.													
-- -- '58	----	—	----	----	----	----	----	Atlantic and Great Western	613,231	----	----	866,939	----	77,294	----	----	----	----	----	—	----
31 Dec. '61	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	----	404,533	168,653	—	----
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	----	699,716	280,861	—	17
31 Mar. '62	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	----	3,818,784	198.3	----	646,205	329,714	7½	125
31 Dec. '60	30.0	—	----	60.1	----	----	----	Cinc. and Indianapolis Junc.	----	----	----	----	----	----	----	32.0	----	----	----	—	28
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----	131.8	304,168	190,745	19,180	—	----
31 Dec. '62	135.4	55.8	----	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,033,637	20	159
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	226,651	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	576,991	1,244,975	754,991	10	185
30 Nov. '62	101.	102.5	----	—	45	30	896	Cleveland and Pittsburg	7,856,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	----	1,436,317	552,800	—	85
31 May '62	109.2	79.4	----	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	110
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	----	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----	72.0	144,000	84,000	17,760	—	99
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	150
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	366,470	400,188	222,951	—	----
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	----	36.6	----	62,025	3,565	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	----	45.0	----	128,170	33,412	—	----
-- -- '59	36.0	—	----	84.0	----	----	----	Fremont and Indiana	----	----	----	----	----	----	1,358,867	----	----	----	----	—	----
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----	47.0	----	69,352	----	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----	13.0	24,000	31,128	10,460	—	----
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,286	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	145
31 Jan. '62	182.0	21.6	----	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	----	434,290	99,554	—	----
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	----	829,932	119,032	—	14
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----	125.0	----	----	----	—	----
30 Jun. '62	153.9	52.0	----	—	33	24	398	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,183	107,033	—	----
31 Dec. '62	116.0	9.0	----	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	----	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	----	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----	----	—	----
31 Dec. '62	242.4	—	----	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	76½
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	----	----	----	----	378,455	58,811	----	45.0	----	106,924	55,029	—	1
31 Oct. '62	88.0	—	----	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	----	----	----	—	----
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	74
30 Sep. '62	65.0	—	4.2	—	18	18	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	276,880	----	—	7½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56,545	1,384,456	74.5	----	255,560	73,235	8	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	783,463	6	170
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	175,393	98,654	—	----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	135,499	—	37
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	33,826	10	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	----
31 Oct. '62	31.3	19.2	5.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,0-4	164,134	—	22½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	397,389	169,056	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	387,230	822,927	460,516	8	80
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	980,000	72,600	3,288,700	33 8	62,155	126,316	68,801	—	48
31 Oct. '62	24.5	106.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	----	451,918	174,435	8½	64
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 334	397,186	218,960	—	14½
31 Oct. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	17,641,048	4,165,804	—	13,274,600	9,527,400	43,000	----	441.4	5,036,609	10,143,739	5,987,124	6	85
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	218,000	575,000	175,000	930,000	31.0	58,218	57,416	20,861	—	----
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,862,696	24.0	229,938	262,333	129,742	6	59
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	152,739	12,129,857	190.0	213,574	413,472	180.909	—	24
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,079,088	3,481,451	565,858	11,548,929	12,036,100	94,466	25,528,146	355.0	2,088,166	3,911,830	2,095,775	—	49

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
31 Oct. '62	28.2	—	1 9	—	—	—	—	PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	95.9	—	34.8	—	87	110	630	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,344	8	----
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Phila., Wilmington and Balt.	6,979,924	744,425	351,129	5,620,500	2,579,000	—	9,608,400	200.5	582,615	2,250,362	1,080,995	9	67
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsburg, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	66½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	ending.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,929	159,534	99,060	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	24	Westchester and Philadelphia	1,387,074	*	—	683,451	953,208	8,000	1,644,639	29.4	105,800	141,101	79,544	—	6
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	302,600	311,870	140.707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,239	—	477, 17	8,500	—	----------	13.6	23,954	25,594	6,789	....	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	28	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,283	151,586	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	....	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	935,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	—	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	59,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	867,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.5	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	137,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,636,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	—	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	50.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	48	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,862	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Colo'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '58	28.0	—	----	756 0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '62	90.7	—	6.6	19.5	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,908	----------	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	26	25	541	Rutland and Burlington	3,987,708	558,275	—	2,233,376	3,183,038	663,019	----------	119.6	394,393	322,829	61,180	—	----
31 Aug. '62	62.5	....	4.0	—	12	9	193	Rutland and Washington	960,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713,415	191,466	—	----
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	oper.	r. by Vt.	Central	----------	4	150
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun '62	50.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '57	77.2	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,084	136,302	43,062	—	----
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '56	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,998	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Richmond and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	328,554	218,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,564	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '62	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	338,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	50,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	----------	1,108,354	436,039	—	51½
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,361	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,706,720	1,417,000	1,086,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '62	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	235,420	55,495	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	2,196,810	533,990	—	----
31 July, '62	229.0	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	26,104,725	357.0	----------	1,221,145	585,885	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12 0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	---
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,252	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	----	—	20	18	180	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '62	45.7	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	2,375,000	—	10,763,723	48.7	----------	1,748,294	1,018,444	13	100

New York Stock Exchange.

Actual Sale Prices for the week ending July 1.

	Th.25.	F.26	Sat.27.	M.29	Tu.30.	W.1.
State Stocks:—						
California 7s	131	----	----	----	----	----
Illinois War Loan	----	----	103	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	105	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	68¼	68	67⅞	67¼	67	67
Do. iss. to H. & St. J. R.	89	----	87	----	----	----
North Carolina 6s	----	68	----	68	67	
Ohio 6s, 1881	----	----	----	----	----	----
Tennessee 6s, 1890	61¾	61	61	60	59	59½
Virginia 6s	66¾	----	----	----	----	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago & Alton	70	68	68	----	----	----
" " pref.	----	----	90	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	115
Chic. & Northwest'n.	30⅛	30½	30½	30	29	29½
Chicago & Rock Isl.	96	95⅝	96¼	95¼	94¼	95¼
Clev., Col. and Cin.	----	159	----	----	----	----
Clev. and Pittsburg	84	83¾	83	82	81	85
Clev. and Toledo	113	----	111	110	----	----
Del., Lack. & West.	----	----	----	----	----	----
Galena and Chicago	93⅛	92¼	96½	93½	92	93¾
Hudson River	138	137	138½	137¼	143½	149
Illinois Centr. (scrip)	104	102½	102½	102½	101	103½
Michigan Central	111¾	110⅛	----	109	107	108¼
M. S. and N. I.	74	72⅝	73¼	74½	73⅝	75
M. S. & N. I. guar'd	116¼	116⅛	----	115½	115	116
Mil. and P. du Chien	55	54	54	53	51¼	51¼
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	----	----	----	----
New York Central	122¾	120½	120½	121	119½	121¼
Erie	97	95⅝	95¾	95½	94¾	95¾
Erie pref.	104½	103¾	103½	103½	102	103
Norwich & Worcest'r	93	----	91	----	----	90
N. York & Harlem	82	94	96	105	97	99
N. Y. & H. "pref."	----	92	93	98	----	----
Panama	----	----	----	----	----	----
Phila. and Reading	105	103½	101	95	94	98
Pitts. Ft. W. & Chicago	67	66¾	66	64¼	62½	66¼
St. L., Alton & T. H.	47½	----	46	45	44¾	----
" " " pref.	75	70	74	71	71	----
Toledo & Wabash	77	78	77½	77¼	75	----
" " Pref.	84	----	74	81	80	----
Railroad Bonds:—						
Bud., N. Y. & Erie 1 M.	----	108	108	----	----	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chic. & N. W. 1st M.	85	----	----	----	85½	85
" " 2d M.	60	60½	60	58	58½	
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	83½	----	----	----
" 4 M.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p. c.	----	----	----	111¼	----	----
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	----
Chi. & R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-5,115	----	----	----	----	----	----
" 2 M. 8p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	----
" 2 M. 7p. c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	----	----	----
Hnds. R. 1 M. 7p. c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7p. c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central bonds	----	----	----	119	119	----
La Grosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S F. 8 pc. '82	----	----	----	----	----	----
" conv. 8 p. c. '69	----	----	----	----	----	120
M. S. & N. I. 1 M. S. F.	109	----	----	----	----	----
" " 2 M.	101	----	----	102	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. Central 7s, 1864	101¼	101¼	101¼	101¼	----	----
" 7s, S. F. 1876	----	----	----	----	----	----
" 7s, conv. 1876	----	----	----	----	----	----
" 6s, S. F. 1883	108	108	----	----	----	----
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	111¼	----	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7 p. c. '83	111	----	112	----	111	----
" 4 M. 7 p. c. '80	----	----	----	----	----	----
" 5 M. 7 p. c. '88	----	----	----	----	105	----
N. Y. & H. 1 M. 7 p. c. '73	----	----	----	----	----	114
" 2 M. 7 p. c. '64	----	----	----	----	----	103¼
" 3 M. 7 p. c. '67	103	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	----	----	107	107	107	----
" " " 2d M.	----	----	102	102	----	----
" " " 3d M.	----	----	----	----	----	80
St. L., Alt. & T. H. 1 M	106	----	107	----	106	----
" " 2 M. pref.	91¼	91	----	90	90¼	----
" " Inc. b'ds	----	----	----	82	----	----
Toledo & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	91	----	----
" " Int. b'ds	----	----	----	----	----	----
Miscellaneous:—						
Del. & Hud. Canal	----	141	142	141	----	
Penn'a Coal Co.	----	----	142	----	----	
Pacific Mail S.S. Co.	184	179½	177	176½	176	180

New York Stock Exchange.

Actual Sale Prices for the week ending July 1.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1.
Federal Stocks:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	x96⅛
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	100	100	----	----	----	----
U. S. 5s, 1865	108	----	----	----	----	----
U. S. 6s, 1881, reg.	104	----	103	103½	----	----
U. S. 6s, 1881, con.	109¼	109¼	109	108	107¼	x104¼
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 3y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	103½	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	102
U. S. 6s, 1 year certif.	101	----	----	100⅛	100⅛	100⅛
U. S. 6s, " " new	98⅛	98⅛	----	97⅞	97⅛	97⅛
U. S. 6s, 5-20s, coupon	101	----	101	----	100⅛	101
Treasury 7 3-10 Notes	106	106	105⅛	104⅛	104	105⅛
U. S. Demand Notes	----	----	----	----	----	----
American Gold	144⅛	144⅛	145	146⅛	146⅛	144⅛

Boston Stock Exchange.

Actual Sale Prices for the week ending July 1.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1.
Boston and Lowell	103⅛	103⅛	----	----	----	----
Boston and Maine	125⅛	125⅛	----	125	125⅛	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest	136	----	----	----	----	----
Connecticut River	105⅛	----	----	----	----	----
Eastern, Mass.	----	----	105	105	105	105
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	112	111
Manchester & Lawr'ce.	117½	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	67	67	----	67	----	67
Old Colony and Fall R.	----	----	----	----	----	----
Ph., Wil. & Baltimore	70	69¾	69	67¾	67	68¾
Portl'd, Saco & Ports.	----	----	----	112	----	----
Vermont & Canada	----	----	----	----	150	----
Vermont & Mass.	35⅛	35⅛	35⅝	35⅛	35⅝	36⅛
Western	147	----	----	----	147	----
Cambridge (Horse)	125	125	125	125	----	----
Metropolitan "	----	----	----	----	74½	----
Middlesex "	110½	110½	----	----	107½	----
Central Copper Co.	45½	----	----	45½	44	----
Franklin Copper Co.	----	----	53⅜	53	53	----
Isle Royale "	22⅛	22	21⅜	----	21	----
National "	----	----	----	----	26	25
Minnesota "	----	102½	100	----	----	----
Pewabic "	65¾	----	64½	63½	63½	64
Pittsburg "	----	----	----	----	----	85
Quincy "	94	93⅜	92½	90½	91	92
Rockland "	21	----	21⅜	20½	19¼	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.
Beaver Meadow	----	----	74	----	----	----
Cattawissa	7¼	----	----	----	----	----
" preferred	22¼	22¼	22½	22½	20¾	20¾
Camden & Amboy	----	----	169	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	104	----	----	----	----	----
Elmira & W'mesport	36	----	----	----	----	----
" " pref.	----	----	----	50	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" " 6s	----	----	108	----	----	----
" " scrip	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	48	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	38¼	38	39	----	----	----
" " 6s	106	----	----	----	----	----
Minehill	----	----	64	64	----	----
North Pennsylvania	14⅛	14	14⅛	14⅛	13	12⅛
" " 6s	95⅛	----	95	95⅛	----	----
" " 10s	115	----	----	----	----	----
Pennsylvania R. R.	63⅛	61⅛	61⅛	61⅛	55	----
" 1st m.	115	----	----	----	----	----
" 2d m.	----	----	108½	----	----	108
Penn. State, 5s	----	102⅛	----	101	103	102⅛
" " 5s, coupon	----	----	106	----	----	----
" " 6s, "	110	----	----	----	----	108½
Philadelphia City, 6s	104⅛	----	105⅛	105	----	----
" " new	108⅛	----	108⅛	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	52⅛	52⅛	51⅛	50⅛	47⅛	47
" " 6s, '86	110	----	109	----	----	----
" " 6s, '70	----	106⅛	----	----	----	----
Philadelphia & Erie	----	----	----	----	----	----
" " 6s	----	105⅛	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Arch street, (Horse)	26	26	26	26	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	16⅛	----	16⅛	16⅛	----	----
13th & 15th sts., "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 29.

	Tu.23.	W.24.	Th.25.	F.26.	Sat.27.	M.29.
Baltimore City 6s, 1875	----	----	----	----	----	104¼
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	107	106½	106	106½	106¼	105
Balt. and Ohio	77	76¾	----	----	----	71¼
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	100	100½	100½	----
Northern Central	----	----	----	----	----	35
" " b'ds, '85	100½	----	----	----	----	----
" " " '95	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 14th June:

Maryland 6s	74	to	76
United States 6s, 1874	60	"	62
Virginia State 6s	48	"	50
Do. 6 per cent.	42	"	43
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., Pennsylvan'a do. do.	70	"	72
Erie shares, $100 (all paid)	59⅛	"	60¼
Do., 7s, preference	62	"	64
Do., 7s, 1st mort., 1867	73	"	78
Do., 7s, 2d mort., 1859	73	"	78
Do., 7s, 3d mort., 1883	70	"	72
Do., 7s, 4th mort. x. c.	66	"	68
Do., 7s, 5th mort.	64	"	66
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	73	"	75
Do. do. $100 shares, $90 paid, dis.	31⅛	"	30¼
Do. do. $100 shares, all paid	59⅛	"	60¼
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	75	"	78
Do. do. S. F. 1st mort., do., '52. x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	65	"	70
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	63	"	68
Do do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	70	"	75
Do. do. $100 shares	70	"	75
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	39	"	41
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, July 4, 1863.

Stock Exchange and Money Market.

There is no disguising the fact, that the events of the past ten days have produced a profound dejection in the public mind; and business, which is like the chameleon, changes its hues to the color of that on which it reposes, has worn a dark and gloomy aspect. We have had the tables turned upon us in the North. A single movement of a skilful general has caused a large number of Northern and Western cities to tremble for their very existence. Pittsburgh, Wheeling, Chambersburg, Harrisburg, Philadelphia, Baltimore and even Washington have all been menaced at the same time, by the military position and bold front of the enemy. Even the President dare not go a few miles from the White House to the Soldier's Home without a strong escort of cavalry, and the members of the cabinet and the great officials of the Government have a sudden dread of captivity. The special interests to which this JOURNAL is mainly dedicated, have suffered enormously under this condition of affairs. The Baltimore and Ohio Railroad has again been occupied, and nearly destroyed for more than ninety miles. The enemy also holds the line of the Cumberland Valley Railroad, the Northern Central, the Hanover Branch, the Wrightsville Railroad and the Susquehanna and Tide Water canal. All traffic on these is now suspended. Their communications are broken, many of their bridges destroyed, and even the magnificent one, two miles in length, over the Susquehanna, at Columbia, has yielded to the

rude touch of war, and has fallen in ashes into the stream which it lately spanned.

An Italian writer on War has recently stated, that it was now necessarily conducted on new principles; viz., those of the railroad and telegraph, and it is certainly true that the principal objects of the armies of both combatants have especially been those of cutting railroads and telegraph lines. No battle has been fought, or fort captured without some previous demonstration of this kind. Out of all this confusion, misery, and loss, the great inquiry is, who is really responsible for them, and with it, there is a grave question in every reflecting man's mind, viz., cannot Mr. Lincoln in all the loyal States find men of talents, foresight and sagacity, competent to manage the war and the Government better than it has been. Have we not in the whole North two men equal to Jefferson Davis and General Lee? Are we to be overwhelmed by an enemy vastly inferior in resources by the superiority of intellect in their leaders, and will not the President awaken to the necessity of meeting the universal demand of the people, to surround himself without a moment's delay with a class of intellects, of whose existence he has appeared to be persistently ignorant. This is no time to jest or trifle. It is no time to praise private virtue as an equivalent for public deficiencies. There have been men before now, whose virtues have undone their country.

The derangement of business on the Pennsylvania and Maryland railroads has been great. We particularly regret the interruption of traffic on the Pennsylvania Railroad. This splendidly equipped road has been actively and profitably engaged in carrying the accumulated products of the West, its two great channels of the Mississippi River and the Baltimore and Ohio Railroad, having been closed. We trust it will again, and shortly, resume its business. Prices are seriously effected, and for shares of the former, no takers could be found in Philadelphia on Tuesday morning. All the lines running North and West in connection with those of Pennsylvania sympathized with the sufferers. Under this state of things the Erie and Central with their lines of connection westward and southward have suddenly found their capacity strained to the utmost, to meet the demands of fugitive Pennsylvanians and alarmed merchants; the Express companies having their centres of operation in this State have also been fully employed in transporting valuables in their compact forms. Ten millions of dollars in specie were received in this city in a single night this week from Philadelphia, and there is no doubt the deposits of diamonds, plate and other precious commodities sent hither for safety from Washington, Baltimore and Philadelphia are more than fifty millions of dollars. It is incumbent on the Fathers of the City that this property shall be carefully protected. Such things as contributions are sometimes levied by invaders, and it would be a disgrace and shame to New York, if its harbor should be entered by an enemy's cruiser, and a forced loan be exacted as an indemnity against violence. We indulge the hope that a change of measures and of men will relieve us from these difficulties; all of which could have readily been guarded against by even a moderate share of sagacity. In the mean time the great Northern and Western railroads continue to transact an enormous business. We continue to note the coupons and dividends coming due from these companies, which will all of them be paid with their usual promptness. The war has brought up all these properties, the holders of which have so far been remunerated proportionably for their losses elsewhere. To every cloud even the darkest, there is a silver lining.

Amidst all this uproar and confusion, the credit of the Government, or to speak more exactly, the confidence of the people in themselves and their resources has not quailed. There is still a large demand for the 5.20's which will continue open to subscriptions by direction of the Secretary of the Treasury to the 31st of July. All those persons who wish a fair interest, and desire to have a little gold in their possession at least twice a year, "go into" the 5.20's. But few securities on the market pay interest in gold; and besides this inducement there is another, founded on the fact fully appreciated by reflecting minds, that if the Government securities fail, nothing else in this country can survive. One tremendous smash would overtake all the institutions which are based on credit or business. A large amount of these Government securities has been absorbed for foreign account, as capitalists abroad believe in the ultimate settlement of our affairs on a favorable basis. Gold has not advanced as much as it was supposed it would, under the gloomy aspect of our military affairs in the middle states: it actually receded on Tuesday after a short exciting advance. It is a difficult article to handle, especially by small operators, as the stamp duty and the restraining act, effectually cut off the credit operations of these persons. Some of our leading state lines continue to advance, as is the case with Erie, Central and Hudson River. We notice that the Atlantic and Great Western is doing a large and increasing business, and its bonds and shares are in demand on the London Stock Exchange. They are obtained here with the greatest difficulty. Harlem has gone through another stage of excitement. The paroxysm has not yet passed off. The movement in the New York Common Council rescinding the previous grant of a right in Broadway, failed in its object. It is with deep regret we see the Legislators of the city stooping from their high and honorable position to co-operate with speculators in the street. Now that it is retracing its steps and repealing its repeal, we hope it will abstain from all further action of this reprehensible character.

The quotations of Pennsylvania securities on Monday the 29th ult., are from outside sales; no regular session of the Board being held on that day.

Money is said to be "comfortable," 6 to 7 per cent being the rate among brokers. Considerable sums of money are coming in from the Western and middle states for employment. We refer our readers to our tables for the usual quotations, which are carefully made up and tabulated.

The coupons of the Cleveland and Pittsburg bonds due 1st July, will be paid by Mr. Wm. C. Gilman, No. 46 Pine st.

The real estate bonds of the Bellefontaine and Indiana Railroad Company, due January 1st, 1863, will be paid on presentation, at the American Exchange Bank, New York. Interest on these bonds will cease after July 1st, 1863.

The interest coupons of the Minnesota 8 per cent. State loan, due July 1, 1863, will be paid at the office of Messrs. P. M. Myers & Co., No. 6 Broad st., New York.

The coupons on the bonds of the Long Island Railroad Company, due July 1, will be paid at the Bank of North America.

The Terre Haute and Richmond Railroad Company have declared a semi-annual dividend of 6 per cent., payable July 1st, at the office of the Farmers' Loan and Trust Company.

The interest bonds of Belmont County, of Muskingum County, and of the City of Zanesville, Ohio, due July 1, will be paid at the Nassau Bank.

The coupons on the bonds of the Dayton and Michigan Railroad Company, due July 1, will be paid at the Bank of America.

The Cayuga and Susquehanna Railroad Company have declared a dividend of three per cent., less the Government tax, payable July 1.

Coupon No. 7 (January, 1863,) of the Extended Bonds of the first mortgage of the Northern (Ogdensburg) Railroad Company will be paid (less U. S. Tax,) on the 1st of July, at the office of Geo. A. Kettell, No. 9 Railroad Exchange, Boston.

Interest on all payments made on subscriptions to the stock of the Schuylkill Haven and Lehigh River Railroad Company, prior to the 1st of July, will be paid at the office of the Minehill and Schuylkill Haven Railroad Company, Philadelphia, on the 6th inst.

The coupons on the bonds of the State of Missouri, issued to the Hannibal and St. Joseph Railroad Company, due July 1, will be paid, less U. S. at the Bank of Commerce.

The plan for a re-organization of the securities of this road, having been completed and ratified by the stockholders at their meeting held at Hannibal, May 30th last, bondholders are notified that the new bonds and preferred stock of the company are ready for exchange for the old bonds, in conformity with the provisions of the Indenture of April 1, 1863, at the office of the Fiscal Agency in Boston. Parties in New York may, if they prefer, deposit their bonds with Messrs. De Launay, Clark & Co., No. 63 Wall st., who will effect the exchange and return them the new bonds and stock.

The New York, Providence and Boston Railroad Company have declared a dividend of 4½ per cent., free of Government tax, payable on the 1st July, at the office of M. Morgan's Sons, No. 37 William st.

The Dubuque and Sioux City Railroad Company have declared a dividend of 2 per cent. in cash, and 1½ per cent. in preferred stock payable July 15th.

The Michigan Southern and Northern Indiana Railroad Company have declared a dividend of 5 per cent. on the guarantied stock, payable 1st of August.

The coupons on the bonds of the Beloit and Madison Railroad Company, due July 1, 1863, will be paid by G. S. Robbins & Son, at No. 94 William street.

The Paterson and Ramapo Railroad Company have declared a dividend of two per cent. free from Government tax, payable on the 3d of July, at the office of the Rogers Locomotive and Machine Works, No. 44 Exchange Place, New York, and after that day at Paterson, N. J.

The Central Railroad Company of New Jersey have declared a quarterly dividend of 2½ per cent. free of tax. A second instalment of ten per cent. is also called on the new stock, payable 15th July.

The Philadelphia and Reading Railroad Company has declared a dividend of 3½ per cent., free of tax, on the preferred stock, payable 20th July, at the office of the Farmers' Loan and Trust Company, New York.

The July interest on the first mortgage 10 per cent. bonds of the Sacramento, Placer and Nevada Railroad Company, of California, will be paid, less the Government tax, by George T. M. Davis, No. 47 Exchange Place.

The July interest on the 3d mortgage bonds of the Harlem Railroad Company will be paid at the Treasurer's office.

The interest and coupons of the Evansville and Crawfordville Railroad Company (formerly Crawfordsville and Illinois R. R. Co.,) due on the 1st July, will be paid at the office of the Farmers' Loan and Trust Co.

A dividend of 5 per cent. on the capital stock of the Delaware, Lackawanna and Western Railroad Company, will be payable, free of Government tax, July 7th.

Coupons of the Housatonic Railroad Company, falling due July 1, will be paid at the office of Messrs. Ketchum, Son & Co., No. 40 Exchange Place.

Interest due July 1, on the Chicago City Seven per cent. Municipal Bonds of 1881 (payable at the American Exchange Bank) will be paid on presentation of the coupons at the office of Duncan, Sherman & Co., corner of Pine and Nassau st., New York.

The Broadway Railroad Company, Boston, have declared a quarterly dividend of 2½ per cent., or $1 25 on each share, free from U. S. tax, payable July 1.

The July interest for 1863 on Kansas State bonds will be paid on presentation at the Metropolitan Bank, city of New York.

The coupons due July 1 on the School, Civil, and Fire bonds of San Francisco, will be paid in gold at the office of W. T. Coleman & Co.

Notice is given to the holders of Iowa State Bonds, that the interest on all of said bonds, payable in the city of New York, will be paid at the Metropolitan Bank, until further notice.

The interest coupons due July 1, on the bonds issued by the State of Michigan and payable in the City of New York, will be paid on presentation at the Metropolitan Bank.

The coupons of the first mortgage bonds of the St. Louis, Alton and Terre Haute Railroad Company, due on 1st July, 1863, will be paid at the Bank of North America, in this city, less the Government tax.

The seven per cent. bonds of the State of Michigan, known as the "Temporary Loan," issued under the provisions of "an act providing for a temporary loan if necessary," approved January 30th, 1858, and numbered from number one to fifty, inclusive, dated July 1, 1858, and for $1,000 each, "redeemable at the pleasure of the State at any time after the expiration of two years from the 1st day of July, 1858," will be paid at the Metropolitan Bank, New York, on the 1st of July. Interest will be stopped from and after that date, and the interest coupons that mature after July 1, 1863, must be surrendered with the bonds.

The Treasurer of the State of Illinois will, on and after the first Monday of July until the 20th day of said month, be ready, at the American Exchange Bank, New York, to pay the interest maturing on the first Monday of July, 1863, on the Public Debt of the State of Illinois. The interest then due, and not called for prior to the 20th day of July, will thereafter be paid only at the office of the Treasurer of the State of Illinois, in the city of Springfield. Holders of Illinois and Michigan Canal Bonds, where coupons are exhausted, are required to present the bonds.

The coupons due July 1, 1863, on the first mortgage bonds of the Dubuque and Sioux City Railroad will be paid at the office of Schuchardt & Gebhard.

The New Bedford and Taunton Railroad Company have declared a dividend of three per cent., payable July 1.

The Western Maryland Railroad Company give notice, that the interest due July 1st, 1863, on the mortgage bonds, will be paid on and after that date at the banking house of Wainwright, Cloud & Co., 176 Baltimore st., Baltimore.

The Paterson and Hudson River Railroad has declared a dividend of 4 per cent., free of tax, payable 3d July, at the office of the Rogers Locomotive and Machine Works, No. 44 Exchange Place, New York.

The Brooklyn City coupons, due July 1, will be paid at the Long Island Bank in that city.

Messrs. Duncan, Sherman & Co. will pay the interest due July 1, on the 6 per cent. New York State Stock, loaned to Schenectady and Troy Railroad, and on the 5½ ditto loaned to the Tonawanda road; the Albany City coupons; the Chicago City Municipal Water Loan coupons; the Detroit and Pontiac Railroad coupons; funded coupons of the Detroit and Milwaukee Railroad; and Buffalo and State Line Railroad coupons.

The interest due July 1st, on the funded debt of the State of Ohio will be paid at the agency, No. 25 William st.

The coupons due July 1, 1863, on the second mortgage bonds of the Dayton and Michigan Railroad that have been guarantied by the Cincinnati Hamilton and Dayton Railroad Company will be paid at the Bank of America, New York.

The Richmond and Covington Railroad Company's interest coupons, due July 1, will be paid at the St. Nicholas Bank, New York.

The coupons due 1st July, 1863, of the first mortgage bonds of the Sacramento Valley Railroad Company, will be paid, less 3 per cent. Government tax, in gold coin, at the office of Schuchardt & Gebhard.

The coupons due 1st July, 1863, on the first mortgage bonds of the Dubuque and Sioux City Railroad Company will be paid on and after that day, at the office of Schuchardt & Gebhard.

Athens County coupons due July 1, will be paid by Wm. Hoge & Co., 58 Wall st.

The Waltham and Watertown Railroad Company have declared a dividend of 4 per cent., payable in Boston, July 1; the Pittsfield and North Adams, 3 per cent.; Concord and Portsmouth (guar.) 3½ per cent.; Taunton Branch, 4 per cent.; Cape Cod, 3½ per cent., payable on the 6th. Berkshire, 1¾ per cent., payable on the 10th. New Bedford and Taunton, at New Bedford, 3 per cent. on the 1st. Agricultural Branch, at Marlboro 3 per cent. on the 1st.

The Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad Company have declared a semi-annual dividend of 3½ per cent., payable in Philadelphia July 10th.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cincinnati, Hamilton and Dayton 2d mort., 100; Illinois coupon bonds, 1862, 102; Illinois Central cancelled bonds scrip, 84; do., full stock, 92; Ohio and Miss. R. R. Certificates, 32½; Miss. and Mo., 26½; do., L. G. bonds, 61; Canton Co., 25⅛; Citizen Gas Co., Brooklyn, 127; Cumberland Coal pref., 18; Quicksilver, 41; Central American Transit Co., 37¾; Wyoming V. Coal Co., 80; American Coal Co., 48; City 6s, 1887, 115.

Boston.—Northern (Ogdensburg) 2d mort., 24; Rutland 1st mort., 67⅞; do., 2d mort., 14; Vermont Central 60c.; do., 1st mort., 74; do., 2d mort., 15; Hannibal and St. Joseph conv. bonds, 77½; Cheshire, R. R., 43; Broadway R. R., 56¼; South Side, 14¾; Mad River and Lake Erie 7s, 1866, 70; Malden and Melrose, 24; Rhode Island 6s, 1882, 110; do., 1883, 110¼; do., 1871, 105; Maine 6s, 1882, 110; New Hampshire 6s, 1868, 104¾; Louisville 6s, 1887, 89; Portland 6s, 1870, 104½; Portsmouth 5s, 1883, 100; Albany and Boston Mining Co., 11¼; Acton, 4½; Canada, 1½; Copper Falls, 10¼; Hancock, 9; Huron, 17; Mesnard, 11¼; North Cliff, 2; Phœnix, 8½; South Side, 2⅜; Pontiac, 6; Quartz Hill, 18; Ottawa, 20c.; Superior, 7¾; Star, 2⅝; Petherick, 3⅛; Manhattan, 4¾.

Philadelphia.—Sch. Nav., 12½; do., pref., 22½; do., Imp. 6s, 89; do., 6s, 1872, 100½; do., 1882, 85; Del. Div., 44¼; Morris Canal, 72; Susq. Canal, 10; do., 6s, 55; Union Canal pref., 2¾; Camden and Amboy mort., 6s, 108; Reading 6s, 1843–'80, 105; Ridge Avenue, 22; 10th and 11th streets, 42½; Lehigh River, 17.

Baltimore.—Western Md. bonds, 82½; Central Ohio 2d mort., 103. The latest quotations are: Balt. and Ohio, 70@76½; do., 6s, 1867, 95; do., 1875, 104@105½; do., 1880, 102¾; do., 1885, 97@98; Northern Central, 33@38; do., bonds, 1885, 97@100; N. W. Va., 5; do., 1st mort., 100¼@103; do., 2d mort., 97; do., 3d mort., 20@24; Central Ohio 2d mort., 103; do., 4th mort., 40; do., income 1857–'60, 15; Western Md., bonds, 82½@83; do., guar., 101; Maryland 6s, coupon, 1870, 114; do., Ins., 114½; do., 1890, 112@114; Baltimore 6s, 1875, 106; do., 1890, new, 105@106; do., coupon, 108; do., 5s, 1838–'70, 95.

Taunton Branch Railroad.

The annual meeting of the stockholders in the Taunton Branch Railroad Corporation was held in Boston on the 29th ult. The following persons were elected to serve as directors for the ensuing year: Wm. A. Crooker and Edmund Baylies of Taunton; N. H. Emmons, William Sturges and Thomas B. Wales of Boston.

The capital stock of the road is $250,000. Earnings during the last financial year $144,981 97, against $127,254 09 during the year preceding. The reserve fund in 1861 amounted to $52,842 57; it now amounts to $24,769 83; the diminution being attributable to outlay incident to building a

freight house at Taunton, and the reduction of the valuation of the Middleboro' and Taunton Railroad, two hundred and fifty shares of which are held by this corporation. The expenses of the last year were $117,776 36.

Vermont and Massachusetts Railroad.

The holders of the bonds of this company, which are secured by a mortgage dated July 9, 1856, to J. C. Howe and others, Trustees for the Bondholders, are notified that a plan for extending the payment of the Mortgage Bonds for eighteen years from July 1, 1865, with interest semi-annually, payable by Coupons, to be attached to the extended Bonds, has been droposed by said Railroad Company. The Trustees consider the plan of extension to be advantageous to the Bondholders, and they advise its prompt adoption; and recommend the Bondholders to call, with their Bonds to have the extension stamped thereon and the Coupons attached, at the office of the Treasurer of the Company, 13 Exchange street, Boston. The Company reserve the right to pay at maturity, and not to extend any Bonds not presented for extension prior to August 1, 1863.

The Pennsylvania, and Philadelphia and Erie Railroad Contracts.

INJUNCTION TO PREVENT THE CONSUMMATION OF THE SALE OF THE SUNBURY AND ERIE RAILROAD TO THE PENNSYLVANIA COMPANY. CONSTITUTIONALITY OF THE ACTS OF ASSEMBLY RELATIVE TO SAID CONTRACTS.

This was a proceeding on a bill in equity, filed in the Supreme Court of Pennsylvania by Robert H. Gratz. The Pennsylvania Railroad Company being about to purchase the rolling stock and bonds of the Sunbury and Erie Railroad Company, and to lease it for the term of nine hundred and ninety-nine years, the lessee agreeing by the contract to keep the road in repair, maintain its equipment, and pay thirty per cent. of the gross earnings, for taxes, interest on bonds, &c., and the balance of the rent if any to the lessors; this bill was filed to procure an injunction against the proposed purchase and lease; it being contended by the complainant that the companies had no power to enter into any such contract, and that the act of March 7, 1861, authorizing the State treasurer to cancel $3,500,000 of the bonds of the Sunbury and Erie Railroad Company, and directing the satisfaction of the mortgage for $7,000,000, is a violation of Sec. 4, Art. 11 of the constitution of the State of Pennsylvania, relating to the sinking fund.

The Supreme Court have now decided the contracts to be valid because within the corporate powers of the two companies, that the act of March 7, 1861, is constitutional, and the mortgage for $5,000,000 executed March 30th, 1861, is the first lien on that part of the Philadelphia and Erie Railroad leading from Williamsport to Erie, and second only to the $1,000,000 mortgage on the part of the road between Williamsport and Sunbury.

By an act passed April 21st, 1858, the Pennsylvania legislature authorized a sale of the canals then belonging to the Commonwealth, to the Sunbury and Erie Railroad Company for the sum of $3,500,000. The proposition was not to sell for cash, but entirely on credit. To secure the payment of the purchase money, the act required the venders to execute and issue their 5 per cent. bonds for $7,000,000. Of these bonds the State treasurer was directed to receive an amount equal to $3,500,000, in settlement for the purchase money of the said canals and the residue was directed to be deposited also in the office of the State treasurer to be surrendered to the company as the work of completing their railroad progressed. The act also provided that as a further security for the payment of the purchase money of the property sold, the venders should execute and deliver to the State treasurer other mortgages on the canals, and it enacted that in case of default by the vendees in paying the principal or interest of any of the bonds, for ninety days after the same should become due and payable, a *seire facias* should issue, the mortgaged property should be sold, and that the proceeds of the sale of the said canals should be paid into the sinking fund, and applied to the payment of the State debt.

In accordance with this proposition of the assembly, the Sunbury and Erie Railroad Company became the purchaser of the State canals, and executed their bonds for $7,000,000 with an accompanying mortgage upon all their road. The mortgage was recorded, and all their bonds were delivered to the State treasurer in pursuance of the requirements of the act. One half the bonds, to wit., $3,500,000 represented the purchase money of the canals and belonged to the Commonwealth. The other half belonged to the company, and were to be delivered to them for negotiation as the work on their railroad progressed. There was already a mortgage of $1,000,000 which was the first lien upon that part of the railroad extending between Sunbury and Williamsport.

But the company were utterly unable to dispose of their portion of the bonds secured by the $7,000,000 mortgage, which remained in the office of the State treasurer, and of course they were unable to complete their railroad, or even to pay the accruing interest on the bonds owned by the Commonwealth. Accordingly, by the act of March 7, 1861, it was enacted that the name of the Sunbury and Erie Railroad Company should be changed to the Philadelphia and Erie Railroad Company, and that the company might execute new bonds for $5,000,000, secured by a first mortgage to trustees on all their road; except that from Sunbury to Williamsport it should be second to the $1,000,000 mortgage which had before that time been given. To insure the application of the bonds to the completion of the road, the bonds were required to be deposited with the State Treasurer, and by him delivered to the company according to the progress of the work. The act also authorized the company to execute other six per cent. bonds for $4,000,000 and secure the same by a second mortgage to the Commonwealth on the same property. It directed that these bonds and the mortgage should be delivered to the commissioner of the sinking fund, to be held as *collateral security* for the payment of the bonds for $3,500,000 given for the purchase money of the canals. Thereupon the State Treasurer was directed to cancel and surrender all that portion of the $7,000,000 mortgage bonds which belonged to the company, retaining uncancelled, however, the bonds amounting to $3,500,000 which belonged to the Commonwealth; and the trustees of the $7,000,000 mortgage were directed to enter satisfaction, on it, on the surrender and cancellation of the bonds secured by it, except those owned by the Commonwealth. The provisions of this last mentioned act have been accepted and performed.

The complainant now argued that the act of March 7, 1861, is unconstitutional; that the mortgage for $7,000,000 was marked satisfied without sufficient authority of law; that it still remains in force, and consequently the $5,000,000 mortgage is not the first lien on the company's road; that the directing satisfaction to be entered on the mortgage for $7,000,000 is a violation of sec. 4, art. 11, of the constitution. That section provides for the establishment of a sinking fund for the payment of the public debt, and it declares that the sinking fund shall consist of the net annual income of the public works, from time to time owned by the State, or the proceeds of the sale of the same, or any part thereof, and of the income and proceeds of the sale of the stock owned by the State, together with other funds or resources that may be designated by law. It also declares that the said sinking fund may be increased from time to time by assigning to it any part of the taxes or other revenues of the State not required for the ordinary and current expenses of government, and that unless in case of war, invasion, or insurrection, no part of the said sinking fund shall be used or applied otherwise than in extinguishment of the public debt, until the amount of such debt is reduced below the sum of $5,000,000.

The following is the concluding portion of the opinion of the Court rendered upon the decision of the case, upon the constitutionality of the act:

STRONG, J.—Treating then the debt due to the Commonwealth from the Philadelphia and Erie Railroad Company, and evidenced by the bonds as within the sinking fund, and entitled to the protection of the constitutional ordinance as fully as its equivalent in money would be, how does the satisfaction of the mortgage amount to a *use or application* of any part of it, contrary to the constitutional prohibition? To what other use is it applied? Not to the use of the Commonwealth certainly. Not to the use of the mortgagors, for no part of the debt is released by the satisfaction of the mortgage. The debt, and the whole debt, remains due as before. The bonds for $3,500,000 continue in the sinking fund. The mortgagors and obligors are still debtors as fully as ever. The proceeds of the sale of the canals are neither given away nor applied to any new use. And if there be no diversion of the fund from the object to which it was dedicated by the fundamental law, then nothing has been done which the constitution prohibits. It is material also to observe that if the constitution is to be so construed as to bring the evidences of the debt due by the company to the Commonwealth into the sinking fund, as we think it must, it follows as a necessary consequence, that there is power in the government to manage the securities for the debt, and make such changes in them as will best effectuate the grand object which the framers of the constitution had in view. And if this power exists, it must be in the legislature, subject, perhaps, though indirectly to the supervision of this Court. Now, what the framers of the constitntion mainly intended, was the dedication of the proceeds of the sale of the public works irrevocably to the payment of the public debt. The payment of that debt was the great end sought to be obtained. All else was

but subsidiary to it. But this dominant purpose, this main object of the constitutional ordinance would be defeated, if when a security for a debt has gone into the sinking fund there remains no power over it except that of custody. If the commissioner of the sinking fund and the legislature must stand helpless, and see the evidences of the indebtedness belonging to the fund decaying from year to year into worthlessness, if they may not substitute a better for a worse security, then the constitution but "holds the word of promise to the ear, and breaks it to the hope!" Such a view of it is worse than clinging to the letter and sticking to the book, for not even the letter of the constitution prohibits the administration and prudent management of whatever belongs to the fund. It prohibits only its perversion to any other use than the payment of the public debt. So far from inhibiting prudent measures to secure a debt, in spirit it enjoins them. It makes it the duty of all who have charge of the fund to see to it, that all which belongs to it shall be effectively applied to the purpose for which the fund was created. And I cannot doubt that whenever it is made apparent that a possible change of securities is necessary to guard any of the fund from oss, this Court would order it. In doing so they would exercise only the ordinary powers of a Court of equity over trustees, and they would be furthering the design of the framers of the constitution. And if this is so, then it cannot be doubted that a Court of equity would sanction precisely what the legislature did by the act of March 7, 1861, when they ordered the $7,000,000 mortgage to be satisfied. We shall not go over in detail the facts as they have been exhibited to us in the proofs, nor even mention again those which we have recapitulated. Let it suffice to say that the affidavits prove without any attempt at contradiction, what is apparent also from the several acts of assembly, that the debt due to the Commonwealth is much safer since the act of March 7, 1861, than it was before. The original debt, or rather the original evidences of debt remain unchanged. A collateral security only has been given up, while an improved one has been substituted in its place. We think this was not beyond the constitutional power of the legislature to direct. It remains only to add, that in our opinion, the $7,000,000 mortgage was legally marked satisfied; that the $5,000,000 mortgage is the first mortgage upon the entire railroad from Williamsport to Erie, and second only to the $1,000,000 mortgage on the part of the road between Sunbury and Williamsport; and that there is no ground for the injunction for which the complainant moves.

Motion for an injunction overruled.

☞ Messrs. Wason & Co., Springfield, Mass., car builders, have now 74 street cars on the stocks, of which 6 are destined for Shanghai, China, 10 for San Francisco, Cal., and 46 for New York city; and the rest are divided between Brooklyn, N. Y., Chicago, Ill., Hartford and Norwalk, Ct. They are making 35 passenger cars, 22 of which go to California, and 4 upon the New York and Boston express line through Springfield. They have also 80 freight cars ordered from California, part of which go to stock the Central Pacific Railroad. All the California cars are made so that they can be taken to pieces in sections, and thus securely packed and sent "round the Horn." Beside all the above, Wason & Co. are making a sleeping car for a western railroad, which for luxury and elegance they intend shall surpass anything ever made in this country; it differs in many respects from ordinary sleeping cars, and contains many important improvements which reflect great credit upon their designer.—*Boston Com. Bulletin.*

Union Pacific Railway, Eastern Division.

Gen. FREMONT, President of the Union Pacific Railway, Eastern Division, has appointed SAMUEL HALLETT & Co. General Financial Agents of the Company, and for the purpose of increasing their facilities, has placed with them available cash securities to the amount of two million of dollars, to remain with the house until the road is completed, and to be used by them in such way as they may deem best calculated to secure the speedy completion of the railway.—*N. Y. Times, July 2.*

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NOTICE to RAILROAD CONTRACTORS.

MILWAUKEE & ST. PAUL RAILWAY COMPANY,
GENERAL OFFICE, Milwaukee, June 25, 1863.

SEALED proposals will be received by the undersigned, at the office of the Milwaukee and St. Paul Railway Company, in Milwaukee, until Saturday the 18th day of July, 1863, for the grading, masonry, bridging, cattle guards, and fencing of 28 miles of the line of road extending from Columbus to the City of Portage.

The line will be divided into sections of convenient lengths, and proposals will be received for single sections, or for the whole line.

The line will be ready for the examination of contractors on and after July 6, and maps, profiles and plans, with specifications, may be examined at the Engineer's Office, in Milwaukee, on and after that date.

Parties proposing, who are unknown to the undersigned, will be required to give satisfactory references.

The work to be offered to contractors will include about 600,000 cubic yards of excavation in a desirable location of the country for doing work. PAYMENTS IN CASH.

The Company reserve the right to reject any or all proposals as may be deemed for their interest.

D. M. HUGHES, President,
Wm. B. GILBERT, Chief Engineer.

NOTICE to RAILROAD CONTRACTORS.

PROPOSALS WANTED.—FLINT to FENTONVILLE (or HOLLY).—Proposals will be received at my office in Flint, Michigan, till TUESDAY, the 14th day of July next, for grading, furnishing ties, building fences, culverts, bridges and cattle guards, and for laying tracks on either of two routes already surveyed from Flint to the Detroit and Milwaukee Railroad, being about seventeen miles in length. Bids to specify:

Price of earth-work, per cubic yard.
Price of cross-ties, per piece.
Price of track-laying, per mile.
Price of clearing and grubbing, per mile.
Price of fencing, per rod, as per specifications.

The line of route and profiles and specifications may be seen at my office.

The company reserve the right to vary the line on final location, as may seem necessary; and also to accept or reject any or all bids made, as the interests of the Company may dictate. They also reserve the right to let the works as a whole or in parcels. Payments, Cash.

HENRY H. CRAPO,
Pres't F. & F. R. R. Co.
Flint, Michigan, June 19, 1863.

NOTICE TO
RAILROAD CONTRACTORS.

THE CATASAUQUA AND FOGELSVILLE Railroad Company will receive, until the 15th day of July next, proposals for the grading and masonry, also for the trestling and railroad ties, for the extension of their road from Tretlestown to Rittenhouse Gap, a distance of eight miles.

Specifications, plans and profile of the work can be seen at the office of the Company, at Catasauqua, Lehigh County, Penn., on and after July 10. Any further information obtained on application to

DAVID THOMAS, President,
Or P. BRADY, Engineer,
2t27 Catasauqua, Penn.

PACIFIC RAILWAY.

THE undersigned will receive proposals to furnish four thousand (4,000) tons of railway iron (or any part thereof) for the track of the first section of the Union Pacific Railway, Eastern Division. The iron to be of American manufacture, of the best quality, and to be delivered either at Leavenworth or Kansas City. Communications for further information to be addressed to the undersigned or to SAMUEL HALLETT & Co., 58 Beaver st., New York. Terms, cash on delivery.

J. C. FREMONT,
Pres't Union Pacific Railway, E. D.
NEW YORK, June 9, 1863.

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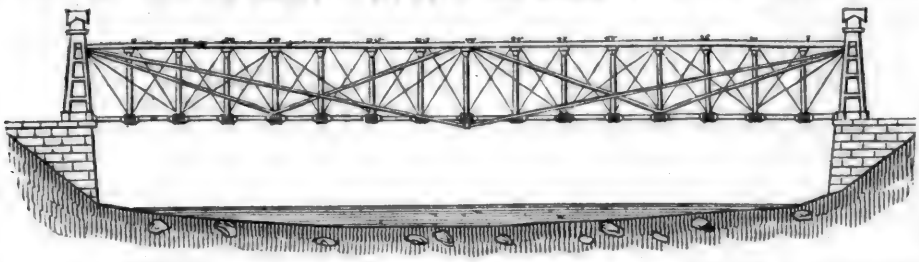
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WILLIAMS & PAGE,
67 Water street,
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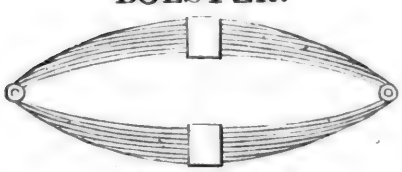
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That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE.
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

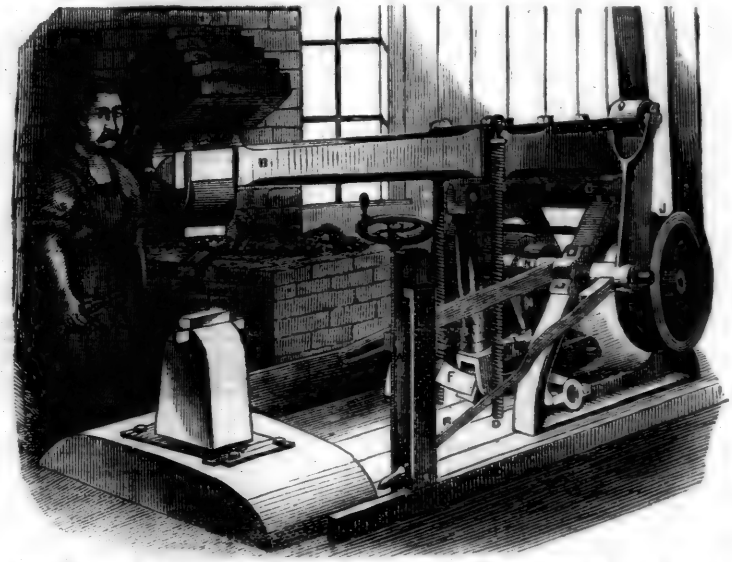
I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, 21 Nassau st., or by addressing
CHAS. W. WELSH,
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These hammers may be seen in operation at the Allaire, Neptune, Secor, Delamater, Fletcher & Harrison, Duncan & Crampton, Anderson & McLaren, Duhurst & Emerson, Charles T. Porter, all in New York City; Joseph Colwell, Jersey City; Wm. White, Newark, N. J.; Providence (R. I.) Tool Co.; Whiting & Wilcox, Kaigh's Point, Phila.; Mallory & Cottrell, Mystic, Conn.; J. Dillion, Rondout; James Horner & Co., Sing Sing; Henry Esler & Co., Brooklyn; James B. Eads, St. Louis, Mo.; Central Railroad Shop, Albany; Burlington, Quincy & Chicago Railroad Shop, Ames Iron Works, Oswego; M. Guinness, Albany; Sweet Brothers, Syracuse.

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4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.
7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

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Civil Engineer.

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SUMMER ARRANGEMENT, commencing MONDAY, May 18, 1863, Trains will leave Twenty-sixth street Depot:

For Albany—10.30 A. M., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and all stations north to Chatham, Chatham Centre, Kinderhook, and Schodack, connecting with New York Central R. R. for all points west, and with the Northern R. R. for Saratoga and all points north.

For Croton Falls—8.15 A. M., stopping at all stations.

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 P. M., stopping at all stations.

For White Plains, 6.15 P. M., from White Street Depot.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

For Williamsbridge—8.15, 10 A. M. 2.30, 4.10, 5, 6.15 and 8.30 P. M., stopping at all stations.

RETURNING WILL LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls, also Bedford, at White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—5 P. M., stopping at all stations.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M., stopping at all stations.

Williamsbridge—5.30 A. M. stopping at all stations.

JOHN BURCHILL, Superintendent.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 11, 1863.

Something New.

Under this title we publish an advertisement of a new kind of waterproof goods called MANDUBA. They are free from rubber or sulphur, have no disagreeable odor, will not *stick* in warm weather, nor crack in cold. When *flocked*, they have the appearance of broad-cloth; otherwise they have a beautiful smooth surface. The great variety of uses to which the material is applicable is explained in a circular which may be obtained by addressing J. A. BROWN, Esq., 447 Broadway, N. Y.

Agricultural College Land Grants.

Under the act of July 2, 1862, granting lands to the States for the benefit of colleges of agriculture and mechanic arts, the general land office, under date of June 18, 1863, has sent to the Governors of the States of Iowa, Kansas, Michigan, Minnesota and Wisconsin special certificates to enable the State authorities to select the lands, together with the necessary forms to facilitate operations under the act. Those States are entitled as follows; Iowa, 240,000 acres; Kansas, 90,000; Michigan, 240,000; Minnesota, 120,000; Wisconsin, 240,000. All to be selected within their respective limits.

New York Canals.

The quantity of flour, wheat, corn and barley left at tide water, from the commencement of navigation to the 30th of June, inclusive, during the years 1862 and 1863, was as follows:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1862	387,800	7,543,000	3,979,900	412,500
1863	402,100	5,635,800	6,814,100	55,700
Inc....	14,300	1,907,200	2,834,200	*356,800

* Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide water this year, compared with the corresponding period of last year, shows a deficiency equal to 367,340 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide water, from the commencement of navigation, to and including the 30th of June, in the years indicated:

Canal open—	1861. May 1.	1862. May 1.	1863. May 1.
Flour, bbls	244,000	387,800	402,100
Wheat, bush	7,543,300	7,543,000	5,635,800
Corn	4,468,900	3,979,900	6,814,100
Barley	118,200	412,500	55,700
Oats	1,643,700	1,125,500	2,839,600
Rye	194,100	292,200	91,200
Beef, bbls	300	10,463	7,700
Pork	2,354	123,794	219,000
Bacon, lbs	246,500	4,774,600	3,002,800
Butter	82,500	62,900	38,800
Lard	164,600	4,182,300	16,270,400
Cheese	112,300	369,500	340,400
Wool	6,200	33,700	10,900

Grain Trade of Chicago.

The following table shows the receipts of flour, grain, live stock, &c., at Chicago, since Jan. 1 to June 27, for three years:

	1863.	1862.	1861.
Flour, bbls	654,787	717,889	589,630
Wheat, bush	2,374,116	4,693,134	4,899,123
Corn, bush	14,527,220	10,142,475	8,678,678
Oats, bush	2,651,800	986,313	495,208
Rye, bush	349,768	449,618	211,513
Barley, bush	148,018	423,594	303,091
Seeds, lb	2,834,422	2,329,358	2,652,983
Pork, bbls	52,295	36,509	31,233
Cut Meats, lb	29,744,052	17,162,797	9,274,425
Lard, lb	20,700,366	17,269,793	5,792,675
Tallow, lb	1,965,581	223,468	341,392
Live Hogs, No.	589,366	229,713	137,652
Dres'd Hogs, No.	193,224	172,363	414,115
Beef Cattle, No.	145,074	93,238	75,016

Grain Trade of Buffalo.

The eastward movement of Flour and Grain through Buffalo, this year, up to July 1, is larger than ever before, being in excess over 1862 to same date of 154,208 bbls. of Flour, and 3,475,144 bushels of Grain. The following will show the imports of Flour and Grain into Buffalo by lake and Lake Huron Railway for the month of June, and since January 1, 1863, as compared with three preceding years:

FOR THE MONTH OF JUNE.

Years.	Flour, bbls.	Grain, bushel.	Grain, incl'g Flour.
1863	463,595	10,283,224	12,601,199
1862	415,433	6,188,714	8,265,879
1861	285,853	5,383,065	6,812,330
1860	123,026	2,794,711	3,409,841

FROM JANUARY 1 TO JULY 1.

Years.	Flour, bbls.	Grain, bushels.	Grain, incl'g Flour.
1863	1,191,557	18,384,052	20,095,653
1862	1,037,349	14,908,908	24,341,837
1861	598,491	11,598,164	14,590,610
1860	327,056	6,543,256	8,175,536

Canal Exports from Buffalo from May 1 to July 1, 1863.

Flour, bbls	234,641
Wheat, bush	5,383,612
Corn, bush	8,347,139
Oats, bush	1,927,836
Barley, bush	12,795
Rye	44,060

The Canal Tolls from May 1 to July 1, 1863, received at Buffalo, are $933,958 35 against $835,583 in 1862; $485,474 08 in 1861, and $286,822 81 in 1860.

Iron Passenger Car.

The Rochester *Union* of Saturday says: "On the steamboat train from Albany last evening was an iron passenger car, built in that city, and the first brought out on the Central Railroad. The car contained a number of reporters and others who came on an excursion and were taken to Niagara Falls. The car returned to this city this morning empty. Those who examined this car did not appear to be favorably impressed. It was already indented by blows it had received, and began to show signs of twisting out of shape. It is lighter perhaps than wooden cars, and of course not liable to decay, but it may well be doubted if it would last as many years as those made of wood."

The English and French Coal Trades.

A well-informed correspondent of the *London Mining Journal* writes: "I do not think that any fear need be entertained that France will take less coal from England for years to come, and that she can ever be a competitor with England in the coal markets of the world seems highly improbable. It is true that the English steam coal is used no longer in the Imperial Marine, but the French coal thus withdrawn from the general French market leaves a void which Belgium or England has to fill up. France now requires 15,000,000 tons of coal per annum, while England requires 75,000,000 tons. France produced last year 9,400,000 tons, while England produced last year about 85,000,000 tons. Thus France has to obtain 5,000,000 or 6,000,000 tons of coal from abroad annually, while England can afford to export 9,000,000 or 10,000,000 tons annually. Under these circumstances, I do not see how the two countries can be regarded as competitors in the matter of coal."

The British Foreign Trade.

Ii there is one principle more than another which actuates the policy of England, it is that of fostering its foreign trade. It has not as we have, numerous internal channels of commerce, long and deep navigable rivers, railways in continuous and connecting lines of thousands of miles, great interior lakes, and varieties of climate with differing products of value easily exchangeable; its greatness and its wealth are derived from its foreign trade, and its insular position favors the idea of oceanic enterprise.

As one means of advancing its object, its steam mail service has been vigorously prosecuted and liberally sustained. In looking over the official estimate of the service made up at the British Post office for the year 1863-'4 we find that the contracts embrace the following lines:

Contracts.	Amounts. 1863-'4.
Holyhead and Kingstown	£85,900
Aberdeen and Lerwick	1,200
Thurso and Stromness	1,300
Southampton and Channel Islands	4,000
Liverpool and the Isle of Man	850
Liverpool and Ramsey (Isle of Man)	100
Penzance and Scilly	300
Southampton and Cowes	750
Ryde and Gosport	50
Dunvegau and Lochmaddy	233
Greenock, Portree and Stornoway	200
Stornoway and Aultbea	156
Ardrossan and Arran	80
Greenock, Rothesay, and Ardrishaig	1,260
Dover and Calais, and Dover and Ostend.	13,468
Southampton, Vigo, Oporto, Lisbon, Cadiz, and Gibraltar	.....
Liverpool and Halifax and Boston, and to and from Liverpool and New York and Nassau £176,340	
Deduct proportion to be paid by the Government of Nassau .. 1,500	
	174,840
Halifax, Bermuda and St. Thomas, and Halifax and St. John's (Newfoundland)	14,700
West Indies, to and from—viz., three quarters at present contract of £238,500, and one quarter at new contract of £174,414 per annum	222,479
Brazils and Buenos Ayres—viz., three quarters at present contract of £30,000 and one quarter at new contract of £33,500 per annum	30,875
Greytown and Blewfields	558
Turk's Island and St. Thomas	300
West Coast of America, between Panama, Callao, and Valparaiso	25,000
West Coast of Africa and England	30,000
Cape of Good Hope and England	25,000
Point de Galle and Sydney £134,672	
Add—For balance of subsidy due to Royal Mail Steam Packet Company for conveyance of Australian mails between the 1st of July, 1858, and the 4th of May, 1859, together with interest at 4 per cent. per annum, from the 25th of November, 1859, to the date of payment, and costs of suit 18,300	
£152,972	
Deduct—Moiety to be paid by the Colonies 76,486	
	76,486
Australia and New Zealand	13,000
Alexandria, Ceylon, Calcutta, Hong Kong, and England, including a branch from Marseilles to Malta £162,125	
Deduct—Proportion to be p'd by the Indian Government £54,105	
Deduct—Proportion to be paid by the Australian Colonies for conveyance of the Australian mails between England and Point de Galle 15,058	
69,163	
£92,962	
Deduct—For abandonment of reduced fares for Government ment passengers on the vessels of the Peninsular and Oriental Steam Packet Co... 15,000	
	77,962
Aden and Bombay	22,000
India, by alternate weekly communication to Bombay and Calcutta, for the conveyance of additional mails	21,000
For additional and extended services	15,500
Southampton and Alexandria, for the conveyance of additional mails	5,000
China, to and from do. do.	24,000
Galway and ports in America from July 1, 1863	58,500
For allowance to Government Agents on board the contract packets.	5,940
Total for contracts	£952,987

This amount exceeds the grants of the preceding year £40,995. In fact the postal service of the world is now principally performed by British Mail steamers. The French, Spanish, Belgian, and American lines are not worth speaking of as competitors; in fact they scarcely exist.

The returns of the Foreign trade for the year 1862 show a corresponding activity, and the war in this country has impaired the commercial resources of England but very slightly. Notwithstanding the failure of the cotton trade in 1862, the real value of British and Irish exports in that year was not quite a million less than those of the previous year.

The following is the official return for several preceding years.

1859	£130,411,529
1860	135,891,227
1861	125,102,814
1862	124,137,812

Notwithstanding the falling-off in the exports of cotton in 1862, a decrease also in hardware and cutlery to the extent of £80,000; machinery other than steam engines, of £500,000; seed oil, £70,000, and wool, £300,000, there was a large increase in other articles of export. In woollen manufactures it amounted to £2,000,000; iron manufactures, £1,000,000; linen do., £1,300,000; arms and ammunitions, £1,200,000; steam engines, £400,000.

The Commissioners of Customs confess their astonishment that "in spite of all the difficulties in the position of America, she *has been able to command* an increased supply of British produce and manufactures as compared with 1861 to the amount of more than £5,000,000." The British exports to America are in—

1860	£21,500,000
1861	9,000,000
1862	14,000,000

The figures for 1860 include the trade with the Southern States, and exclude them for 1861.

Nor is this flourishing condition of commerce owing to the demand for articles required for purposes of war, since the report affirms that the increase the past year has been as large in other more legitimate articles of commerce, and extends throughout the whole rerurn, applying to 24 out of 31 articles. From the same source we learn that the Northern States have exported to Great Britain the past year merchandize to the value of £28,000,000, being an increase from 1861 of £4,000,000 notwithstanding the pressure of the war. The trade with the Northern States thus appears to have been highly favorable, and more profitable than was supposed, and so the fact astonishes the political economists, who declare that it is a phenomenon.

With regard to the contraband trade with the Southern States we have no official informction and indeed could not very well have any. We are of the opinion, however, based on the returns of captures to our Navy Department, and the report of heavy failures in England of parties engaged in those transactions, that while the supplies obtained by the rebels have been of great advantage to them, yet the result to the blockade runners has on the whole been disastrous. We have seen a statement in a London newspaper which computed the losses to these persons at over one hundred millions of dollars.

Pittsburg, Fort Wayne and Chicago Railway.

PITTSBURGH, PA., June 19th, 1863.

To the Editor of the RAILROAD JOURNAL:

DEAR SIR—I have pleasure in handing you, herewith subjoined, a statement showing the financial condition of this company, at April 30th ult.

The balance of $183,671 11 to the debit of Income Account, December 31, 1862, caused by the provision made from the revenue of that year for the liens against the property when purchased, composed of the Bridge bonds of the Ohio and Pennsylvania Railroad Company, and the Chicago Depot bonds, of the late consolidated company, has since been entirely absorbed.

The net revenue for April, after the deduction of all transportation and construction expenditures, and interest on the coupon bonds, amounted to $73,563 04, and from Jan. 1st to April 30th ult., to $221,441 79, from which latter amount the above-named debit balance being deducted, leaves to the credit of Income account the sum of $37,770 68.

The approximate earnings for May ult. were $418,739 82, being an increase of 51.2 per cent.,

and for the first five months, to May 30th ult. they were $2,047,639 84, being an increase of 43⅞ per cent. over the same period of 1862.

Respectfully, &c., &c.,

THO. D. MESSLER,
Comptroller.

GENERAL ACCOUNT, APRIL 30, 1863.

Cost of railway, equipment and structures		$17,928,772 83
Cost of supplies on hand for current operations	$498,000 99	
Amount due from other companies	147,717 73	
Miscellaneous assets	252,214 20	
Cash in hand	828,855 84	
		1,726,788 76
Interest on coupon bonds for 4 mos.		246,452 50
Construction expenditures for four months, viz:		
On Eastern Division	$114,646 77	
On Western Division	168,533 12	
		283,179 89
Transportation expenditures for four months, viz:		
Conducting transp.	$221,931 20	
Motive power	274,751 40	
Maintenance of way	234,860 70	
Maintenance of cars	75,709 39	
General expenses	70,572 65	
		877,825 34
Surplus of earnings over expenditures for four months		221,441 79
		$21,284,461 11
Capital stock, viz:		
Full shares	$5,712,700 00	
Scrip certificates	189,311 02	
		$5,902,011 02
Funded debt, viz:		
1st mortgage bonds	$5,250,000 00	
2d mortgage bonds	5,160,000 00	
3d mortgage bonds, (interest not accumulative)	2,000,000 00	
Bridge bonds of O. & P. R. R. Co.	189,500 00	
Depot bonds of P., Ft. W. & C. R. R. Co.	337,173 00	
		12,936,673 00
Amount due other companies	$65,905 05	
Miscellan's liabilities.	48,234 07	
Amount due J. F. D. Lanier, *et al.*, Trust's	310,521 86	
Amount due for expenditures in April and prior	354,445 91	
		779,106 89
Earnings for four months, viz:		
From freights	$1,106,480 71	
" passengers	447,510 96	
" express matter.	11,087 50	
" mails	31,300 00	
" rent of railway.	28,333 33	
" rents	1,393 32	
" miscel. sources.	2,793 70	
		1,628,899 52
Balance to credit of Income Acc't.		37,770 68
		$21,284,461 11

Railroad Opening in Oregon.

We have Oregon journals of the 25th of April. A continuous steam connection between Portland, the Cascades, Dalles and Lewiston has been established. A railroad across the portage at the Cascades, six miles long, and one from Dallas to the mouth of the Deschuttes, 13½ miles, are completed. The opening trip was made on the 20th of April. Dalles is represented as being full of passengers for the gold mines. The passage from Portland to that place has been reduced by competition to $1.

Milwaukee and St. Paul Railroad.

The following is a list of officers and Directors of the newly-organized Milwaukee and St. Paul Railway Company: President, D. M. Hughes; Vice-President, Geo. W. Rogers; General Manager, E. H. Goodrich; Superintendent, S. S. Merrill; Directors—D. M. Hughes, Geo. Smith, Isaac Seymour, F. P. James, Russell Sage, N. A. Cowdrey, H. Galpen, of New York; Geo. W. Rogers, A. Mitchell, A. Noyon, A. Finch, S. Chamberlain, Milwaukee; Wm. Gould, Albany, N. Y.

The new President, Mr. Hughes, is a gentleman every way qualified for his position, and his name will be of great advantage to the Company. Mr. Sage has had a large experience in railroad management, having been for some years a Director of the New York Central Road. With Mr. Goodrich our business community have been familiar for years. He has been Superintendent of the Western Road, and has been widely known for his business capacity and adaptation to the duties of his position.

On the whole, we think that the new management of the Milwaukee and St. Paul Road will be eminently successful and popular.—*Milwaukee Wisconsin.*

Providence and Worcester Railroad.

The earnings and expenses for the years ending November 30, 1861 and 1862, have been as follows:

Earnings:	1861.	1862.
From passengers	$120,081 79	$131,364 08
" merchandise.	175,614 62	183,534 29
" mails	5,114 25	5,018 75
" rents.	2,140 37	2,262 49
" express	5,277 00	5,277 00
	$308,228 03	$327,456 61
Expenses, viz:		
Fuel	$17,694 41	$18,612 34
Oil	2,819 18	2,415 63
Repairs of cars	15,504 29	14,586 37
" locomotives.	15,884 37	11,729 90
Freight department	27,169 92	26,031 27
Passenger "	21,462 73	21,091 96
Maintenance of way	41,580 02	41,546 05
Miscellaneous.	26,666 21	30,086 29
	$168,781 13	$166,099 81
Net earnings	$139,446 90	$161,356 80
Interest paid.	5,158 09	7,416 90
Net income	$134,288 81	$153,939 90

Compared with 1861, the gross earnings of 1862 show an increase of $19,228 58; with a decrease in expenses of $2,681 32—making the increase in net earnings, $21,909 90.

The income account of the company for the year ending November 30, 1862, is as follows:

Net income, as above	$153,939 90
Received for land sold	1,150 00
" cars sold U. S. Gov	17,300 00
Dividends unpaid	968 00
Materials on hand, Nov. 30. 1861.	41,948 88
Notes on hand, Nov. 30, 1861	5,746 00
Cash on hand, Nov. 30, 1861.	65,644 05
	$286,696 83
Accounted for as follows:	
Dividends paid Jan. and July, 1862	$128,000 00
Bonds paid.	50,000 00
New freight cars	17,300 00
Materials on hand, Nov. 30, 1862.	43,083 56
Notes.	6,896 00
Cash and cash items.	41,417 27
	$286,696 83

The equipment of the road consists of 13 locomotives, 14 passenger, 4 baggage, 147 merchandise, and 205 coal cars. The number of miles run by passenger trains has been 122,873; by freight trains, 66,960; by other trains, 16,231—total miles run, 206,064. Number of passengers carried, 668,387; do., carried one mile, 5,912,246. Tons of freight carried 155,673; do., carried one mile, 5,089,743.

GENERAL STATEMENT, NOV. 30, 1862.

Construction	$1,409,085 63
Cars	148,923 08
Locomotives	113,892 46
Materials on hand	43,083 56
Notes	6,896 00
Cash	41,417 27
	$1,763,298 00
Capital stock	$1,600,000 00
Bonds outstanding	97,000 00
Dividend payable Jan. 1863.	64,000 00
Previous dividends unpaid	2,298 00
	$1,763,298 00

President.—EARL P. MASON.

Directors.—Earl P. Mason, H. N. Slater, J. Y. Smith, A. De Witt, P. Whitin, H. Chase, T. P. Shepard, J. Bennett, H. Goulding, J. Davis, J. H. Southwick, E. Pearce, D. Greene, H. Chapin, W. S. Slater, J. C. Brown, P. W. Lippitt, G. L. Spencer.

Treasurer.—JOHN R. BALCH.

Superintendent.—STEPHEN H. TABOR.

Power of Railroad Companies to Assign Stock Subscriptions.--Rights of Stock Subscribers.

A COMPANY WHO'S CHARTER GIVES IT POWER TO MAKE ALL CONTRACTS WHICH ITS INTEREST MAY REQUIRE HAS POWER TO ASSIGN ITS STOCK SUBSCRIPTION.

The case of Downie *vs.* Hoover, recently decided by the Supreme Court of the State of Wisconsin, holds that a railroad company who's charter gives it general power to make all contracts which its convenience or interest may require, has power, in carrying out the enterprise authorized by its charter, to assign its stock subscriptions, provided there is nothing in the charter imposing any specific restriction.

The complaint in the case stated, that in May, 1856, the defendant Hoover made a subscription for five shares of $100 each, of the capital stock of the Milwaukee and Beloit Railroad Company, to be paid at such times as the directors of said company should prescribe, &c., with a condition that the subscription should not be binding until the sum of $100,000 should be subscribed to the capital stock of said company, in the city of Milwaukee, independent of corporate aid; and after alleging the subscription of that amount to the stock of said company, in the city of Milwaukee, as required by said condition, and the making of various calls by the directors, for the payment of instalments upon stock subscriptions, under which the whole sum subscribed by the defendant had become due and payable, averred, that before the commencement of this action, the said railroad company, by an instrument in writing, duly executed, for a valuable consideration, and for purposes connected with the business of the company, assigned and transferred to the plaintiff, the said subscription of the defendant to the capital stock of said company, and all claim and demand of said company against the defendant arising by means thereof. It alleged, also, demand of payment from the defendant, non payment, &c. The defendant demurred to the complaint, upon the grounds, that it appeared upon the face of the complaint, that the plaintiff had no legal capacity to sue, and that the complaint did not state facts sufficient to constitute a cause of action.

The Circuit Court of Milwaukee, before which court the case was argued, decided in favor of the defendant and sustained the demurrer. The plaintiff then appealed. Upon the appeal it was urged in favor of the appellant that a corporation can make all contracts which are necessary and usual in the course of the business it transacts, as means to enable it to effect the objects of its institution, unless expressly prohibited by law or its charter. In behalf of the respondent it was urged that the assignment by the railroad company, of money due on a stock subscription, was unauthorized and void, as against public policy. The following is the decision of the court.

PAINE, J.—The single question presented by this appeal is, whether a railroad company, in carrying out the enterprise authorized by its charter, has any power to assign its stock subscriptions. We think it has the power. A stock subscription is nothing but a contract by which the subscriber is bound to pay the company certain amounts. It would clearly be assignable, as between individuals, and we can see no reason why it should not, in the case of a corporation, acting in execution of the powers conferred by its charter. The fact that a company may abuse its power, and make contracts ruinous to itself, and to the value of its stock does not seem to be a sufficient reason for denying the power. For they may undoubtedly, do this whether this power of assignment exists or not. They may make extravagant contracts for materials, for land, and for labor in building the road, and thus make their stock worthless, as often happens. They become insolvent, receivers are appointed, who may compel the payment of unpaid stock subscriptions for the benefit of creditors, created by these extravagant and ruinous contracts. The fact, therefore, that a company may ruin itself by indiscrete contracts, if such an assignment is allowed, is no reason against the power; for it may ruin itself by such contracts without such power. At all events, even though it might be a reason for the legislature to impose a restriction, it is no reason for the court, where the charter contains no such restriction, but gives the general power to make all contracts which the convenience or interest of the company may require, to deny the power to make this particular contract. The reasoning in the case of Clark *vs.* Farrington, decided at this term is applicable to the question. The order of the court below sustaining the demurrer, is reversed, and the cause remanded for further proceedings.

SECRET AGREEMENTS BETWEEN COMPANIES AND SUBSCRIBERS THAT THE SUM SUBSCRIBED SHOULD NEVER BE COLLECTED DECLARED VOID.

The complaint in this case, entitled Downie *vs.* White was exactly similar to that in the preceding case of Downie *vs.* Hoover. The defendant, however, filed an answer containing several grounds of defence. The first was a denial of the organization of the Milwaukee and Beloit Railroad Company; the second, a denial that at the time of the pretendsd election of directors of the corporation. in March 1856 there had been $50,000 of the capital stock subscribed, as required by law to authorize such election. The third stated that sometime in May 1856, one Reyment, who claimed to be an agent of said company, met the defendant and one Fitzgerald, and told them he had a book of subscriptions to the capital stock of said company, and wanted their names as subscribers; that the defendant refused to become a subscriber, but Reyment stated that he only wanted their names as a matter of form; that their names would be of service to him on account of their being known in the towns through which the said railroad was to run, and that if they would put their names down for $500 each, they should never be called upon to pay; that the defendant, induced by the representations solely, and not intending to bind himself as a subscriber, either wrote his name in the book in pencil, or authorized said Reyment so to write it; that sometime afterwards he was called upon by an agent of the company for payment of several instalments, but refused to pay or admit himself liable as a subscriber, but subsequently, at the instigation of others, did pay and give to the company $225, as a mere bonus to aid the work, as a benefit to the city of Milwaukee, as a mere gift and not as a matter of legal obligation. The fourth defense was the same as that in the preceding case.

The trial was had before the Milwaukee Circuit Court. The plaintiff, after giving in evidence the charter of the company and the subscription made by the defendant for $500 of its stock, introduced proof tending to show the making and notice of assessments therefor as stated in the complaint, and that over $100,000, had been subscribed to the capital stock of the company, in the city of Milwaukee, independent of corporate aid, and that the subscriptions were *bona fide*; but on cross examination a witness called by the plaintiff testified, that certain of said subscription, aside from the one on which this action is founded, were subject to secret or private conditions as to the mode and amount of payment; one subscription of $5,000 having been made with a private understanding that the amount really to be paid should be fixed upon at a future day, and having been afterwards discharged by the transfer of other railroad stock worth about $500, and another subscription of $5,000 having been made with an understanding that it should be paid by the bond of a third party, which bond was according accepted by the company, but had never been collected.

The plaintiffs council offered in evidence an instrument in writing executed by the Milwaukee and Beloit Railroad Company, dated Dec. 16, 1856, assigning to the plaintiff certain claims due to the company upon subscriptions of stock, among which was the claim upon the defendant White for $275, and offered to prove that the assignment was made to the plaintiff in payment for money, advanced by him towards the construction of the railroad of said company; but the counsel for the defendant objected to the evidence, on the ground that the company had no power to assign its stock subscriptions, which objection was sustained by the court, and its ruling excepted to by the plaintiffs counsel. The court then instructed the jury to find for the defendant; and the plaintiff appealed to the Supreme Court. The following is the decision.

PAINE, J.—This case presents the same question as that decided in Downie *vs.* Hoover which must be here decided in the same way. In this case, however, an answer was filed and a trial had. But we do not think the secret understanding which the defendant sets up, to the effect that his subscription was to be merely colorable, nor the evidence offered showing an understanding of a similar kind with other subscribers constitutes any defence whatever. Such agreements are an obvious fraud upon the other subscribers; and the written subscription should be enforced without regard to them.

The third paragraph of the defendant's answer is liable also to the objection, that it sets up a contemporaneous parol understanding inconsistent with the terms of the written agreement.

The judgment must be reversed, and the cause remanded for a new trial.

Boston and Providence Railroad.

The earnings, expenses, etc., of this road for the years ending November 30, 1861 and 1862, have been as follows:

Earnings:	1861.	1862.
From passengers	$297,473 93	$349,861 52
" freight	252,830 92	310,698 38
" rents	9,159 82	8,885 25
" express	9,136 93	12,136 36
" mails	8,568 75	9,575 00
" interest received	6,501 12	5,865 27
" dividend on stock	5,200 00	5,200 00
	$588,871 49	$702,221 78
Expenses, viz:		
Coal, wood and water	$35,012 52	$46,160 78
Repairs of road	35,000 00	35,000 00
New sleepers	8,000 00	8,000 00
New iron	16,000 00	16,000 00
Repairs of locomotives	24,000 00	24,000 00
" cars	26,500 00	26,500 00
" stations, etc.	22,000 00	22,000 00
" bridges	9,000 00	9,000 00
" fences	3,000 00	3,000 00
Gratuities and damages	3,000 00	3,000 00
Passenger expenses	43,615 37	49,221 05
Freight expenses	52,965 68	62,831 41
Switch and gatemen	12,020 09	12,048 57
Taxes and insurance	9,172 64	11,478 02
Oil and waste	5,158 73	6,203 72
Removing snow	1,500 00	1,500 00
Carrying mails	619 75	617 50
Miscellaneous	9,877 65	10,298 50
	$316,442 43	$346,859 55
Interest on bonds	8,113 20	7,677 60
Total expenses	$324,555 63	$354,537 15
Net earnings	$264,315 86	$347,684 63
Dividend, 8 per cent	252,800 00	252,800 00
Surplus	$11,515 86	$94,884 63
Earnings per share	8 36	11 00
Dividend	8 00	8 00
Miles run by engines	376,954	435,121
Cost of fuel	9.25 cents.	10.68 cents.

Compared with 1861, the gross earnings of 1862 show an increase of $113,350 29; with an increase in expenses of only $29,981 52—making the increase in net earnings $83,368 77.

In the expenses of the last year are included the cost of one new locomotive $8,000; twelve new cars, $11,550; and $23,358 60, carried as a reserve to the several funds for renewals. The reserve funds now amount to $115,571 24.

During the last year, eleven acres of flats have been filled in at a cost of $43,028 67; which amount, as well as the sum of $8,229 59, the amount of taxes paid the U. S. Government; $17,270 79 paid on account of the new bridge at Berkley street, Boston; and $5,000 carried to fund to meet any losses that may occur beyond insurance, amounting, in the aggregate, to $73,529 05, have been charged to income or surplus account. The balance to credit of that account is now

$180,269 51; at the close of 1861 it was $158,913 93—showing an increase of $21,355 58.

The equipment of the road consists of 25 locomotives; 31 passenger, 9 baggage, 123 house freight, 47 platform, 33 coal, and 20 gravel cars.

CONDENSED BALANCE SHEET, NOV. 30, 1862.

Capital stock	$3,160,000 00
Bonds payable 1862 and 1868	122,720 00
Dividends unclaimed	3,284 50
Dividend due Jan. 1, 1863	126,400 00
Cash balances due from the corporation	25,873 01
Funds for renewals, etc	115,571 24
Income—balance Nov. 30, 1862	180,269 51
	$3,734,118 26
Construction	$2,952,600 00
Equipment	207,400 00
Notes receivable	120,405 65
Cash in bank	90,691 40
Cash balances due the corporation	58,160 80
Land, etc., that may be sold	9,094 75
Do., to represent surplus and funds	45,591 40
Materials on hand	45,298 37
Boston and Providence R. R. shares	30,000 00
Stoughton Branch "	40,000 00
Land purchased of Boston water Power Co., and filling in	134,875 80
	$3,734,118 26

President.—C. H. WARREN, Boston.

Directors—C. H. Warren, Joseph Grinnell, John Barstow, G. W. Hallet, S. T. Dana, J. H. Wolcott, C. C. Chadwick.

Superintendent—DANIEL NASON.

Treasurer—HENRY DALTON.

Trade and Navigation of Canada.

(Continued from page 600.)

The value of the British and foreign merchandise entered for consumption in 1862 was $48,700,633 and the duty collected thereon $4,652,748, against value of merchandise entered in 1860 $34,447,935, duty $4,758,465; and in 1861 value $43,054,836, duty $4,768,192. In 1862 the value of the principal articles imported from sea amounted to $18,091,317; in 1861 to $17,249,055, including goods in transit to United States in the former year $490,298 and in the latter year $522,514. Free goods in 1862 $24,624,623, against $14,655,413 in 1861 and $4,176,010 in 1860. Under the Reciprocity Treaty with the United States, the imports amounted in value to $14,430,626 in 1862, while in 1861 it was only $9,980,937. From the provinces of Nova Scotia, New Brunswick, Prince Edward's Island, and Newfoundland there were imported last year goods to the value of $535,469. The value of goods passing through the United States under bond in 1862, and thence into Canada, was $5,508,427; goods purchased in the United States the produce of that country and imported, $21,128,077; goods purchased in the United States and imported being not the produce of that country, $4,045,080. A comparative table of imports, exhibiting the value of and amount of duties collected on goods entered for consumption, from 1859 to 1862, shows that in 1859 the value amounted to $33,555,161, duty $4,437,846; in 1860 value $34,447,935, duty $4,758,465; in 1861 value $43,054,836; duty $4,768,192: in 1862 value $48,600,633, duty $4,652,748. It will be seen that though the imports of 1862 were larger than those of the two previous years, the duties collected fall somewhat short of those of 1860 and 1861. This was owing to the increase in free goods, which in 1862 were nearly equal in amount to one-half of the whole importations of the province. The imports of grain and flour last year show a vast increase as compared with the two years that preceded it; in cotton goods there is a falling off, and an increase in hardware and iron manufactures generally—as well as in sugars, teas, coffee and tobacco.

The value of exports for the year 1862 are returned at $33,596,125, of which the exports to Great Britain are valued at $15,224,417; to the British North American colonies at $826,871; to the British West Indies at $13,775; to the United States at $15,063,734; to other foreign countries at $550,252. The shipments from Quebec amounted in value to $6,813,164; from Montreal to $8,765,594; from Gaspe and outports to $691,075; from Rimouski to $40,988; from Isle Verte to $31,581; and from inland ports to $15,346,643. The comparative exports of the last three years are as follows:

Prod'ce of the mine	$558,306	$463,118	$702,906
Do. fisheries	832,646	663,700	703,896
Do. forest	11,012,253	9,572,645	9,482,897
Animals and their products	4,221,257	3,681,468	3,923,590
Agricultural products	14,259,225	18,236,476	15,041,002
Manufact'res	502,037	289,130	415,327
Coin & bull'n	89,228	224,513	178,997
Other articles	137,240	154,718	242,002
Total value of exports	$31,612,192	$33,305,768	$30,690,617
Value of ships built at Quebec	749,268	1,411,480	988,428
Estimated amount of exp's, short returned at inland p'rts	2,270,439	1,896,947	1,917,080
Grand total of exports	$34,631,890	$36,614,195	$33,596,125

The total imports and exports seaward in 1861, *via* the St. Lawrence, were of the value of $39,773,790, whereof $17,249,055 were imports, and $21,113,255 were exports, besides the value of ships built at Quebec, $1,411,480. Total value of imports and exports *via* the St. Lawrence in 1862, $38,690,514, of which the imports were $18,091,317, the exports, $19,610,769, besides value of ships built at Quebec, $988,428. The value of imports and exports for Canada in 1862 were—Imports, $48,600,633; exports, $33,596,125; total, $82,196,758; in 1861—Imports, $43,054,836; exports, $36,614,195; total, $79,669,031; increase in 1862, $2,527,727, or 3 1-6th per cent.

The Franking Privilege.

We are requested to call special attention to the following change of the law in relation to the franking privilege:

Hereafter, all correspondence addressed to any Executive Department of the Government, or any officer in it, must be prepaid, except official communications written by some officer of the department, or an officer under its control or responsible to it; and in such cases, under the words "official business," on the envelope, the officer must sign his name, with his official designation. All other persons, and all officers writing to departments with which they are not connected, must prepay their postage. All communications to the President, not written by a public officer, and all to the Vice President must be prepaid.

All communications addressed to Postmasters must be prepaid, and if a reply is required, stamps for return postage must be inclosed.

The observance of this regulation will save much disappointment and expense.

Dimensions of the Earth's Coal Fields.

Professor Rogers states, we have it on the authority of competent surveyors, that the great coal field of South Wales, the largest and deepest in Europe, covers a surface of not less than 1,000 square miles, and has a maximum thickness of from 7,000 to 12,000 feet in its coal measures. In this prodigious "book of time," there are, it has been computed, not less than 50 beds of coal, from 6 inches to 6 feet in diameter, and 25 of these are said to be each at least 2 feet thick. The smaller Forest of Dean coal basin contains, according to the "Memoirs of the Geological Survey," 31 coal beds in a thickness of coal measures of 2,400 feet. From the same source (the survey) we learn that the North Staffordshire coal measures have an aggregate depth of about 5,000 feet; while those of the Newcastle district are believed to be at least 2,000 feet thick, and to embrace a total thickness of coal equivalent to 60 feet. In the deepest portions of the extensive coal basin of Scotland, the upper productive coal measures of Mid-Lothian have been found by the survey to possess a thickness of not less than 1,800 feet. The number of the seams of coal wrought in the Lanarkshire field is in all 18. Turning to other countries, the depths or thicknesses of the coal measures, and the numbers of coal beds, will be found to be on an equally grand scale. Looking first to the western side of the Atlantic, North America displays, commensurately with the breadth of her physical features generally, several enormous coal regions, three at least of which are the largest known upon the globe. One of these, the Appalachian basin, has a length of 875 and a maximum breadth of 180 miles, with an area in square miles of 55,500. Where deepest its coal beds have an aggregate thickness of 40 feet. A second, the coal field of Illinois, Indiana, and Kentucky, has length, 370, maximum breadth 200, and area 51,100 miles. This basin has 15 or 16 good coal seams, with a maximum thickness of 50 feet, and the third and largest, but least opened, shows length 550, breadth 200, and superficial area 73,913 miles. In the anthracite basin of Pennsylvania, the thickness of coal measure, amounts to 3,000 feet, while that of the workable coal is not less than 120 feet. The aggregate area of the five chief coal fields of the American continent, amount by careful estimates based upon the latest surveys and the best geological maps, to rather more than 200,000 square miles; a surface greater by about 20 times than the sum of all the coal fields of Europe, or indeed, of the whole Eastern world. The British carboniferous basins may be estimated to embrace some 5,400 square miles of coal; the French a little less than 1,000; and the Belgian about 510. Rhenish Prussia has 960; Westphalia 380; the Bohemian field some 400; that of Saxony only 30; that of Spain probably 200; and that of all Russia scarcely 100 square miles. Comparing the coal areas with the total surfaces of the respective coal producing countries, the United States has one square mile of coal to each 15 of land; Great Britain one to every 22½; Belgium a like proportion; and France but one of coal to every 200 of country. Adopting for the commuted total area of the coal fields of the world 220,000 square miles, and accepting 20 feet (a low estimate) for the average thickness of the available coal, the entire mass of the fuel under the soil for the future wants of man amounts by calculation to a cubic lump of nearly ten miles lineal dimensions, or to a square platean of coals of 100 miles wide in its base, and something more than 500 ft. in height. The British lump of coal is a cube of a little more than three miles in diameter. In 1854 Great Britain extracted from her mines more than 64,000,000 tons. In 1861 the product was about 80,000,000 tons, equal to a cubic block of 430 yards in height. For the present year the probable product may be safely estimated at not less than the enormous

quantity of 100,000,000 of tons. In the preliminary report lately printed on the census of the United States for 1860, it is shown that the coal product of the State of Pennsylvania amounted in that year to about 11,500,000 tons, while that of all the coal yielding States together exceeded 15,000,000 tons. In the year 1850 Belgium took from her mines nearly 6,000,000 tons; France some 4,500,000 tons, and Prussia nearly 4,000,000 tons. It has been calculated that one-fifth at least of the present vast product in coal of the civilized world, which fifth part we may roughly estimate at nearly 30,000,000 tons annually, is applied in the smelting and manufacture of iron alone, and it is probable that more than one-tenth of the whole of the fuel lifted, or some 15,000,000 tons, is converted directly into mechanical power, through the generation of steam for the propulsion of machinery.—*London Artizan.*

Northwestern Virginia Railroad.

The following communication from the Mayor was transmitted to the City Councils of Baltimore on the 23d ult.:

BALTIMORE, June 22, 1863.

To the Honorable the Members of the First and Second Branches of City Council.

I return without my signature the ordinance entitled "an ordinance to aid in a re-organization of the Northwestern Virginia Railroad Company on certain conditions." I am under the impression this power does not exist in the Mayor and City Council of Baltimore. The act of assembly, chapter 146, entitled "An act giving certain powers to the Mayor and City Council of Baltimore in regard to the Northwestern Virginia Railroad Company," empowers the corporation to loan the stock, or bonds of the city, or to guarantee the bonds of the said railroad company, thereby prohibiting the city from becoming a stockholder in the road.

The ordinance entitled "An ordinance to guarantee the bonds of the Northwestern Virginia Railroad Company, approved June 5, 1852," does, by the provisions of the third section, provide for a good and sufficient deed, pledging the property of the said company for the payment of said bonds, or certificates of loan, and the interest thereon, according to their tenor, in which deed there shall be a provision that the said Mayor and City Council of Baltimore, having first obtained authority from the general assembly of Maryland so to do, may at any time during the continuance of, or within five years after the completion of said road, elect to take stock at par to the amount of the bonds, or certificates of loan, so guaranteed, or any part thereof. The act of the General Assembly of Maryland only gave power to loan the credit of the city in aid of the road, and the ordinance especially provides that the corporation must first obtain authority from the General Assembly before they can change the guarantee or become stockholders in the road. If the power did exist, which I feel confident does not, justice to the tax payers demand that we should not relinquish a first mortgage, and agree to come in on an equality with the second and third mortgages, and a stockholder interest and outstanding indebtedness without a single equivalent. If we part with the first mortgage, the tax payers are bound to pay the interest upon the bonds, ninety thousand dollars, yearly, and the principal when the bonds mature in 1873.

The first mortgage covers the entire road from Grafton to Parkersburg, including the first named town and all the buildings and workshops of the company. I feel convinced a better disposition can be made of our interest than the one provided for in the ordinance herewith returned. The principal argument that has been used to induce me to approve the ordinance is this: The Northwestern Virginia Road is entirely in the power of the Baltimore and Ohio Railroad Company, and that the latter company will use all their power to make this interest valueless until this or a similar arrangement is made, giving it the control of the Northwestern Virginia Road. It must be remembered that the Baltimore and Ohio Railroad Company is, to a very large extent, the creation of the tax payers of the city of Baltimore, and that as late 1852, when in great distress for available means, it made an appeal to our citizens for assistance to complete the main stem to Wheeling, and to construct a double track to Piedmont.

This appeal was most liberally responded to by the Mayor and City Council endorsing the bonds of the company to the amount of five millions of dollars. The large pecuniary interest the city holds in the Baltimore and Ohio Railroad Company, with the liberal feeling that has always characterized the corporation towards that road, ought to induce a similar feeling on the part of the company towards the city, but unfortunately this state of affairs does not exist.

We find this company recently expending a million and a quarter of dollars in the State of Ohio to sustain a crippled railroad interest, notwithstanding the remonstrances and entreaties of the city of Baltimore in favor of the Northwestern Virginia Railroad.

It has been asserted, and not without effect, that Judge McLain, of Ohio, has decided that a fourth party coming in to complete a road has a prior right to a first mortgage, and the Baltimore and Ohio Railroad Company claims to be that party in this case, and argues that our first mortgage is valueless. If this be the fact, and the Baltimore and Ohio Railroad Company has this prior right, where is the necessity of any legislation upon the subject? She already has the power she wants, and if she has not, she can easily obtain it by an advance of the amount necessary to complete the Northwestern Virginia Railroad Company, but I am assured by the most eminent legal gentlemen that no such decision has been given, and that the report is a perverted definition of quite a different case. If such a decision had taken place and was the law of Ohio, why did the Baltimore and Ohio Railroad Company go into that State sixty days since and expend a million and a quarter of dollars in a first mortgage with the avowed purpose of securing a further interest, thus occupying a position opposite the one it now seeks to stand in.

There is in the minds of our merchants the conviction that there is a policy of discrimination on the part of the Baltimore and Ohio Railroad Company against the city of Baltimore, and in favor of Philadelphia and New York, and that the trade between Baltimore and the Ohio River is subjected to exclusion in many cases, in consequence of exorbitant rates of freight on coal and other merchandise. This conviction produced a determined effort, when the subject of the re-organization of the Northwestern Virginia Railroad was first agitated, to insert in the ordinance a provision to prevent discrimination against the city of Baltimore. I find no such provision in the ordinance. Why has it been abandoned? It is estimated that the completion of the tunnels, building of the bridge over the Ohio River, and the repair of the entire line from Parkersburg to Grafton, will cost two millions of dollars. The working expenses of the road must first be paid. The interest on the cost, or $120,000, must be paid next, and when that is paid, if this principle of re-organization takes place, we come in for our share of the profits, with about $8,000,000 representation, trusting to the Baltimore and Ohio Railroad Company, who will be by this action the largest stockholder, and can, in consequence, control every movement of the stockholder interest, for such dividend as she may think we are entitled to. The city of Baltimore holds an interest in the Northwestern Virginia Railroad of about one million eight hundred thousand dollars.

We have made repeated applications during the past two years for a statement of the working of this road, but up to this time no response has been received. On the 27th of December, 1860, an agreement was entered into between the Baltimore and Ohio Railroad Company and the Northwestern Virginia Railroad Company, by which the first named company agreed to pay the interest on the guaranteed bonds—ninety thousand dollars yearly. This agreement was complied with for four years only, since which time not one dollar has been paid by the Baltimore and Ohio Railroad Company. A suit is now pending in the courts against the Baltimore and Ohio Railroad Company to recover back the amounts paid by the city. I mention this fact for fear it might be overlooked.

I am, with high regard, your obedient servant,
JOHN LEE CHAPMAN, Mayor.

To the White Mountains.

The Boston and Maine Railroad, as will be seen by an advertisement in another column, offers the advantages of two routes to the White Mountains, over both of which passengers are transported to the terminus of the railroad without change of cars. One of these is the old and favorite route via the Concord and Montreal Railroad to the Weirs' Plymouth or Littleton. At the Weirs this road connects with the steamer Lady of the Lake, which runs to Centre Harbor, whence stages connect with Conway. The other is by the way of Alton Bay, over the Dover and Winnipiseogee Railroad, whence the steamer Dover connects with the Concord and Montreal Railroad at Weirs, or runs up to Centre Harbor. Both of these routes, it will be seen, include a trip on the beautiful Lake Winnipiseogee, which no tourist should miss, in going or coming from the mountains. By either route baggage is checked through, and so perfect are the arrangements that the passenger need give himself no trouble about it until he reaches his destination. The excellent arrangements of Mr. Merritt, the Superintendent of the Boston and Maine road, for the comfort of passengers, in providing well ventilated cars, courteous conductors, faithful baggage masters, and in making sure connections, cannot fail to be appreciated by the traveling public.—*Boston Journal.*

North-West British America.

BY H. Y. HIND.

(Continued from p. 626.)

In Upper Canada with a population of 1,396,091, there are 13,354,907 acres held by proprietors, of which only 6,051,619 acres are under cultivation, cropped or in pasture.* If the whole quantity of land fit for cultivation were occupied in the same proportion, the population of Upper Canada would exceed eighteen millions. At the same ratio of inhabitants to cultivable and grazing land the basin of Lake Winnipeg would sustain a population exceeding 19,000,000, or, leaving out of consideration the land suitable to grazing purposes, its capabilities would be adapted to support 12,000,000 people. If European countries such as France and Great Britain were taken as the standard of comparison, or even many of the states of the American Union, the number would be vastly greater.

It must, however, always be borne in mind that the arid region of the great American desert, which places an uncultivable and unhabitable wilderness between the present north-westerly settlements in Nebraska and the Rocky Mountains, extends into British America only in the form of the apex of the cone-shaped figure it has on the map, with its base in the highest lands of Texas and Mexico. It is well defined in British America by the precipitous and wave-worn escarpment of the Grand Coteau de Missouri, and with the outlying patches between the two branches of the Saskatchewan it certainly does not exceed the estimated area of 108,000 square miles of surface. Much of the Prairie Plateau not included within the fertile belt contains splendid pasturage.

It is at the "Edge of Woods," within the limits of the fertile belt from the Touchwood Hills to the Rocky Mountains, that vast herds of buffalo come in winter, to feed and fatten on the rich

* The number of acres given in the census returns for 1861 as cropped by fall and spring wheat is 1,386,366, or differing from the population by 9,725, from which it appears that in 1861 there were about the same number of acres under wheat as there were people in Upper Canada.

natural grasses which the early frosts in autumn convert into nutritious hay. The perennial supply of food for cattle is a feature of immense importance in the North-West. Without that inexhaustible storehouse of provender it would have been impossible for the prairie Indians to have reached the numbers they attained before the whites thinned their ranks with the diseases they imported. It would have been impossible for the buffalo to have swarmed throughout the land if nature had not provided them with abundance of food at all seasons of the year. Nor could the prairie Indians maintain the large number of horses which form the chief part of their worldly treasure if fodder were not accessible in extraordinary abundance during the winter season. The Indians and the buffalo are fast passing away, and civilised man will soon occupy with his domesticated flocks and herds the rich pastures of the fertile belt, which would still be the hunting grounds of numerous nomadic tribes if the fur trade had not prepared the way for the spread of civilisation.

MINERAL RESOURCES—COAL.

A large part of the region drained by the north and south branches of the Saskatchewan is underlaid by a variety of coal or lignite. On the North Saskatchewan coal occurs below Edmonton in workable seams.

A section of the river bank in that neighborhood shows in a verticle space of sixty feet three seams of lignite, the first one foot thick, the second two feet, and the third six feet thick. Dr. Hector, who made the section, states that the six foot seam is pure and compact.* Fifteen miles below the Brazeaus River, a large tributary to the North Saskatchewan from the west, the lignite bearing strata again come into view, and from this point they were traced to the foot of the Rocky Mountains. On the Red Deer River the lignite formation was observed at various points. It forms beds of great thickness; one group of seams measured twenty feet, "of which twelve feet consisted of pure compact coal." (Dr. Hector.) These coal beds were traced for ten miles on Red Deer River. At one point they were on fire (1858), the beds exposed are a cliff of about 300 yards in length, being at many places in a dull glow, the constant sliding of the bank continuing to supply a fresh surface to the atmosphere. "For miles around the air is loaded with a heavy sulphureous and limy smell, and the Indians say that for as long as they can remember the fire at this place has never been extinguished, summer or winter." A great lignite formation of cretaceous age, containing valuable beds of coal, has a very extensive development on the upper waters of the North and South Saskatchewan, the Missouri, and far to the north in the Valley of the Mackenzie. Colonel Lefroy observed this lignite on Peace River and Dr. Hector recognized it on Smoking River, a tributary of Peace River, also on the Arthabaska, M'Leod River, and all to the north of the Saskatchewan, "thus proving the range of this formation over a slope rising from 500 to 2,300 feet above the sea, and yet preserving on the whole the same characters and showing no evidence of recent local disturbance beyond the gentle uplift which has effected this inclination."†

South and east of the cretaceous lignite or coal region lies the great tertiary lignite formation of Nebraska, which extends into British America, and large denuded areas, containing a vast abundance of lignite boulders, have been discovered on the Souris River in several localities. It is very probable that the Nebraska tertiary lignites extend *in situ* to a considerable distance north of the boundary line on the grand Coteau de Missouri, which is touched by the south branch of the Saskatchewan at the Elbow. In the lignite tertiary, beds of lignite six and seven feet thick have been found near the boundary line of Nebraska. It has also been discovered in beds a foot thick at the Wood Hills, about eighty miles south of the Quesnelle mission. The specimens which have been brought from that locality have the appearance of cannel coal and burn freely. The existence of such extensive deposits of fuel on both the branches of the Saskatchewan and their tributaries is of great importance. The ease with which supplies can be procured on the banks of navigable rivers gives additional importance to wide areas of fertile soil, which, from the absence of timber, would otherwise lose much of their value as a region fit for settlement.

IRON ORES.

A marked feature in the cretaceous rocks of the Winnipeg basin is the extraordinary abundance and wide distribution of clay iron stone. From the Souris River to the Rocky Mountains this ore is found in great abundance. It occurs on the escarpments of the Riding Mountain, west of the great lakes, and for many miles the bed of the Souris River is formed of its concretionary nodules. It has been observed associated with cretaceous coals near Edmonton and Rocky Mountain House, on the Upper Saskatchewan. On Red Deer River, Dr. Hector says that "a few miles above Shell Creek the lower part of the banks are to a great extent composed of a bed largely charged with iron stone nodules, which have very irregular shapes, unlikes the nodules in other parts of the strata. The profusion of these strewn on the slopes of the valley reminded me of the heaps of wasted iron stone scattered in the neighborhood of iron furnaces. A little way further on, where a creek joins the valley, thick beds of coal appear at the base of the section. The lowest bed is four to five feet thick, and very compact and pure." The association of coal and iron ore suggests, without comment, the importance of these mineral deposits. An analysis of the clay iron stones, taken without special selection from the Souris River by the writer in 1858, showed the ore to be of a remarkable purity. The specimen analysed contained not less than 82 per cent. of carbonate of iron, which would give about 40 per cent. of pure iron, the celebrated iron ore of the Glasgow coal field containing 41.25 per cent. of the pure metal.

SALT.

This important material is distributed throughout a large part of the valley of Red River, the basin of Lakes Manitobah, Winnepegosis, and thence northwesterly towards the Arctic Sea. The brine springs occur at the junction of the Silurian and Devonian rocks of the Winnipeg basin, and have already yielded salt of excellent quality in several localities. Many years ago (1823) salt was manufactured at Pembina, and more recently at the salt works, Manitobah Lake, by Red River natives and at Swan River by the Hudson's Bay Company. Springs rich in brine are known to exist in upwards of twenty different places along a stretch of country extending from the boundary line to the Saskatchewan. In the valley of La Riviere Sale, about twenty-six miles from Fort Garry, salt springs are numerous, and the ground in their vicinity is frequently covered with a thick incrustation. Springs issue from the sides of the hills in positions very favorable for solar evaporation in shallow basins, which might be excavated at a lower level than the spring and salt extracted without the employment of artificial heat. The cold of winter might also be employed to obtain concentrated brines, as in France and Russia. The strength of the brines in the basin of Lake Winnipeg is remarkable. The celebrated wells of Onondaga yield one bushel of salt from 30 to 50 gallons of brine; whereas in dry seasons 24 gallons of brine from the Winnepegosis springs will yield one bushel of salt.

BUILDING MATERIALS.

Lime stone admirably adapted for building purposes exists throughout the low regions west and south of the great lakes. The sand stones of the tertiary and cretaceous series which overspread the prairie and plain plateaus are too incoherent and friable to be used as building materials, but then bands of lime stone from six inches to two feet in thickness are not uncommon in those formations.

Clays suitable for bricks occur in many places —on the Assiniboine, the Saskatchewan, the Red Deer River, Battle River, and elsewhere. There is always a profusion of bouldgrs of unfossiliferous rock to be found in the valleys and beds of the different streams, and in some places they are inconveniently numerous.

* Proceedings of the Geological Society, 1861, page 421.

† *Ibid*, page 420.

The Irving House, New York.

The Irving House, situated on the corner of Broadway and Twelfth street, New York, is conducted on the European plan, by Mr. Hunt, formerly connected with the Brevoort House, in that city. Mr. H., who was always popular with the guests of the Brevoort, has made the Irving quite equal to the former establishment. The location of the Irving is most excellent, and the accommodations afforded to guests are liberal and not to be surpassed. The tables are supplied with all the delicacies of the season and they are placed upon the table in a manner suitable to be eaten with some degree of relish. The rooms are all well furnished and are kept in excellent order by attentive servants. The prices of this hotel are reasonable. A gentleman can obtain a good room for one dollar per day and regulate his other expenses at the table by the quantity he consumes in eating and drinking.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending June 26, 1863, was as follows:

Passengers	$20,299 98
Freight and live stock	22,155 44
Mails and sundries	1,938 50
Total	$44,393 92
Corresponding week of 1862	43,087 43
Increase	$1,306 49

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 2d week in June, 1863, were $27,401 48
Same week, 1862 15,893 65

Increase $11,507 83

The earnings of the Cleveland and Toledo Railroad for the 4th week of June, 1863, were $29,825 00
Same week, 1862 19,745 00

Increase $10,078 00

The earnings of the Galena and Chicago Union Railroad for the 4th week of June, 1863, were:

Freight	$47,164 34
Passengers	10,338 38
Mails	1,300 00
Total	$58,802 72
Same week, 1862	65,215 46
Decrease	$6,412 74

The earnings of the Chicago and Alton Railroad for the 4th week of June, 1863, were:

Passengers	$12,206 14
Freight	21,153 28
Sundries	1,085 33
Total	$34,444 75
Same week last year	22,553 33
Increase	$11,891 42

The earnings of the Detroit and Milwaukee Railroad for the 4th week in June were $17,436 11
Same week, 1862 14,752 96

Increase $2,683 15

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103½
Registered Bonds / Coupon Bonds... / Under Act 31st December, 1848	8,908,842	6	1868	106
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	6	1868	102
Registered Bonds / Coupon Bonds... / Under Act 14th June, 1858	20,000,000	5	1865	104½
Registered Bonds / Coupon Bonds... / Under Act 22d June, 1860	7,022,000	5	1874	97
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	5	1871	98½
Registered Bonds / Coupon Bonds... / Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	105
Treasury Bonds (coupon) / Treasury Bonds (coupon) / Under Acts 17 J'y & 5 Aug '61	139,998,000	6	1881	104½
Registered Bonds / Coupon Bonds... / Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	7.3	1864	100½
Treasury Notes—		7.3	1864	100½
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	1882	101½
Under Acts 2 Mar. '61, & 17 Mar. '62 / convert. into 20	14,913,315	6	2 y'rs	143
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 / y'r b'ds due '81		---	Dem.	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	100⅝
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	131
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112½
Georgia—Coupon Bonds	525,000	7	62-'74	112
" — " "	2,073,750	6	'65-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101¾
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,986	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	109½
" —War Fund Bonds of 1861	2,000,000	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1880	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	65
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,241	6	'68-'72	105
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1867	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,298,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var.	65
Maine—Coupon Bonds	669,000	6	'63-'77	112½
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	115
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds		6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,000	5	'61-'72	134
" — " " of 1861 "	247,000	6	'68-'72	123
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	130
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	71½
" — " "	100,000	6	1862	70
" — " " (loans to Railroads)	23,800,000	6	'72-'86	87
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates		6	'61-'62	108
" — "		6	'64-'65	108
" — " State Loan	$6,756,654	6	65-'66	112
" — " Railroad Loan	339,000	6	'72-'75	121½
" — " Canal Debt—(old)	9,739,025	6	1874	128
" — " " " —(new)	13,200,000	5½	1865	----
" — " " " —(misc.)	642,585	5	'66-'74	110
" — " " " —(floating)	2,500,000	5	1868	103½
" — "		4½	1864	----
" — "		7	1864	108½
" —War Loan of 1861		7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	70
Ohio—Inscribed Certificates	4,095,309	6	1881	109
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	109½
" — " "	2,400,000	6	1886	106
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	105
—War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates (1st January, 1862	37,087,760	5	'61-'82	105
" — " "	400,630	5	'61-'82	100
" — " "	388,200	6	1879	110
" — " "	100,000	4½	'63-'82	----
" —War Loan (15 May, 1861)	2,612,150	4	1877	----
South Carolina—Inscribed Certificates	1,708,017	6	1871	----
" —Coupon Bonds (sterling)	484,444	6	'68-'90	----
" — " " (R. R.)	1,310,000	5	1868	----
Rhode Island—War Loan (1861)	100,000	6	1877	----
Tennessee—Coupon Bonds (banks)	1,125,000	5½	1863	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	5	Var.	----
" —War Loan (1861)		6	Var.	64½
Vermont—Inscribed Certificates	175,000	6	1881	----
" —War Loan (1861)		6	1871	108½
Virginia—Inscribed Certificates	404,000	---	18--	----
" — " " (Sinking Fund)	18,264,842	5	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	Var.	----
" — " " (sterling)	1,865,000	6	'85-'93	66½
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	100,000	5	1892	----
City Loans.	1,000,000	6	Var.	----
Albany—Coupon Bonds, (municipal)	150,000	5	'77-'86	----
" — " " "	265,000	5	'64-'74	----
" — " " " (Alb. Northern R. R.)	800,000	6	'62-'76	----
" — " (S. F.) Bonds (Water Works)	850,000	6	1879	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'70-'81	----
Alleghany—Coupon (S. F.) Bonds	400,000	6	'66-'76	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	4	------	47
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1886	109
" — " " (Water Works)	3,400,000	6	1878	112½
" — " " (Bank Stock)	553,986	6	1875	108¾
" — " " (Improvement Stock)	4,963,215	6	1870	106
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	6	1890	109
" —Coupon Bonds (Water)	6,228,787	5	Var.	115
Chicago—Coupon Bonds (Municipal)	880,000	6	Var.	115
" — " " "	609,000	6	18--	100
" — " " (Sewerage)	822,000	7	1872	115
" — " " (Water Works)	1,133,000	7	1884	111½
New York—Public Building Stock, No. 3	250,000	7	18--	103
" —Tompkin's Market Stock	162,000	5	1868	----
" —Central Park Fund Stock	3,058,000	5	1873	----
" — " " "	720,000	6	1887	118
" — " " Improvement Fund Stock	3,500,000	5	1898	----
" — " " " "	2,140,000	6	1876	107
" —Public Education Stock	150,000	6	1887	118
" —Floating Debt Fund Stock	2,320,000	5	1873	109
" —Union Defence Fund Redemption Bonds	1,000,000	6	1878	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	1864	100
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'69-'83	100
" " — " (Municipal)	1,136,200	6	'71-'75	95
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	6	'61-'80	89½
" — " " (Fire)	178,500	10	1871	----
" —Coupon Bonds (Municipal)	329,000	10	1866	----
" — " " (City and County)	1,134,500	6	1875	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1888	----
" — " " "	180,000	6	1863	----
County Loans.		6	1867	----
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	98½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	116
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	108
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	101
" " 2d " " "	3,980,670	6	1882	85
" " Improvement " "	586,500	6	1870	87
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	60
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,047,650	---	------	23½
Chicago and Alton, Preferred	2,464,336	7	------	90
Elmira & Williamsport, Preferred	500,000	---	------	50
Erie Preferred	8,535,700	---	------	102
Housatonic Preferred	1,180,000	8	------	59½
Marietta & Cincinnati, 1st preferred	4,198,462	---	------	----
" " " 2d "	3,123,914	---	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	114
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110½
" " " 2d "	1,014,000	7	------	83
New York & Harlem, Preferred	1,500,000	---	------	94½
Philadelphia & Reading, Preferred	1,551,800	7	------	----
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	71
Toledo & Wabash, Preferred	926,200	---	------	80

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,104	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	97,398	860,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,786	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,754	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	103,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,375
1863	139,686	126,521	119,836	122,255	144,097	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,201	28,066	24,326	26,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,178	84,552	104,382	93,022	62,263	101,060	125,695	107,735	91,263	979,107
1863	68,143	81,750	90,677	100,904	107,886	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	80,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,072	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,881	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,230
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	70,151	66,600	69,938	79,655	100,072	113,730	124,639	160,710	1,171,300
1863	145,950	147,487	164,845	117,908	100,225	100,085	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	426,890	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,[illegible]35,424
1861	404,507	391,932	458,560	547,174	506,610	430,663	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,324
1863	835,453	820,734	946,041	938,453	858,867	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,924	122,907	89,844	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,168	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	148,194	225,048	190,456	129,019	188,370	203,875	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	156,601	172,343	208,701	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,023	1,933,424
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,124,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	------	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,869	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,199	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	165,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,980	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,895	1,163,794
1863	67,130	76,132	44,925	88,177	106,967	111,260	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	181,000	226,819	276,109	325,018	304,084	279,539	2,647,918
1863	248,784	230,508	254,208	267,693	283,981	237,982	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,233	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	226,492	238,495	236,453	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,386	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,582	868,985	811,458	739,736	523,047	7,164,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,9[illegible],783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,186	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,066	88,593	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,071	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	87,504	101,857	103,223	99,434	107,093	99,135	125,715	1,213,177
1863	129,775	128,766	125,445	118,075	108,905	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	265,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,062	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,674
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	160,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortvage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	70
Stock, convert. (Coupon)	710,000	6			'65-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100
" " " 1850	700,000	6	J n. & July.	"	1880	102½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Semi-annually.	"	1890	110¼
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	380,000	7	May & Nov.	" "		103¾
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ⅓ in '59, ⅓ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	104
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	106
Sterling (£210,000)	1,008,000	5	"	*London.	1864	
Sterling (£225,000)	1,040,000	6	"	"	1864	
New Loan (iss'd $437,000)	2,500,000	6	"	New York.	1870	108
Camden and Atlantic:						
1st Mortgage Coupon	1,000,000	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	111
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	104½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	116
" " " inconvertible	2,690,000	8	" "	" "	1883	116
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		105
1st Mortgage (general)	3,600,000	7	" "	" "		86
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	97
2d Mortgage	2,000,000	6	" "	" "		58
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		99½
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7			1864	100
3d Mortgage	658,200	8			1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	99
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	83
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	439 000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	105
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	110
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	108½
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	111
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	360,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	111
1st Mortgage (Extended)	871,000	7	" "	" "	1882	113
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	104
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	109
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	78
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	121
Convertible	1,002,000	7	" "	" "	1867	127
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	117
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "		100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Mus.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		41
2d Land Grant (Western Div.)	353,600	†	" "	"		41
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6			'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	106
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	
Mortgages on Land	473,809	7				
Louisville and Frankfort:						
Louisville Loan	109,000	---			1881	
1st Mortgage	228,000	---			'63-'78	
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	116
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,075,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,656,500	7	" "	" "	1877	102
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	Jan. & July.	New York.	1891	1 3
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oakaloosa Division	500,000	7				
1st Land Grant	2,000,000	7				60
2d Land Grant	700,000	---				
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,635	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	---	Jan. & July.	New York.	1869	
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63'4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	106½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	118
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov	" "	1883	104½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106½
Real Estate Bonds	252,975	6	" "	" "	1883	100½
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	104½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	120
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	111½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	111
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	107½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	104½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	113
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	102
3d Mortgage	980,300	7	Jan. & July.	" "	1867	105
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1876	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	98½
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	104
2d Mortgage	3,077,000	7†	" "	" "	1861	22½
North Missouri:						
State Loan (30 years)	4,350,000	6				90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "	" "	1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64-'74	105¾
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6				90
State Loan (S. W. Branch)	1,268,000	6				
Construction	3,235,000	7				55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	112
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	135,500	8			var.	----
Phila., Germann'n and Norris'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	105
Loan of 1852	100,000	6	June & Dec.	"	1863	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106
" 1867, "	275,000	6	Jan. & July	"	1871	102
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1867, "	3,417,000	6	" "	"	1886	107
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6				----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	
" " (series D)	875,000	7	April & Oct.	" "	1912	
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	100
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	80½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000				1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	66
2d Mortgage	937,500	7	" "	"	1863	15½
3d Mortgage	435,050	7	" "	"	1863	3½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	123,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	133,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000					----
South-Western (Ga.):						
1st Mortgage	631,000				1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000					
2d Mortgage	450,000					----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					----
St. Louis County Subscription	1,000,000					----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	110½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	90½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	104
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	92
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	92
Interest Bonds	245,700	7				94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	18
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	106
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30 3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,445,584	122.4	229,088	391,402	126,918	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927 000	—	4,063,215	73.0	374,466	747,300	380,299	11½	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439.775	*	—	2,000,000	240.000	61,872	2,625,23.	124.0	.....	284,485	70,187	4	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	760,000	156 429	1,644,967	62.0	127,390	135,072	.....	—	.....
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	.....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,562	*	—	602,167	75,526	—	696,827	66 0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,495	—	3,000,000	2,000,000	—	5,7 4,362	117 4	518 810	1,036,437	454,096	12	125
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,982	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	385,664	158,927	—	89½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	.....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,285	10,280	9	.....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,102,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	765,000	*	—	161,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,670	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,915	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and owned by State.				138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721,057	281 0	976,381	1,225 001	457,794	—	64
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,119	168.0	1 067,025	1,551,227	679,772	—	114½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,670	11,817,5.7	213.0	.....	849,719	414,828	—	.....
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,72.	*	—	5,603,000	1,467,0.0	—	7,743,0.9	228.4	1,030,884	1,529,141	513,100	6	94
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	580,000	—	—	.....	84.0	.....	.....	.....	—	28
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,541	1,777,741	834,605	6	91½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,075,671	*	—	16,824,360	15,000,500	—	36,071,030	768.3	2,561,192	3,445,827	1,870,723	4	107½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	—	.....	—	—	—	—	—	.....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	oper. by Chic. & R. Is.		125,000	.....	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	—	.....	—	—	—	—	—	.....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	.....
31 Dec. '61	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	—	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	205.0	.....	1,117,603	568,020	—	42
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,659,900	1,364,284	140.889	3,458,108	110.0	.....	448,858	230,834	9	85
31 Dec. '61	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11.066	2,082,545	84.0	.....	331,813	165,939	—	.....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,949	3,080,128	135.0	201,402	230,563	99,080	—	.....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	.....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80.000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	782,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	—	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	25
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	837,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	604,024	*	—	sold, 1859,	for $26,000.	—	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.6	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	604,444	71,000	—	.....	13 0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	....	—	}			Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	—	13	10	230	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,805	716,478	371,12.	—	.....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	....	205.0	46	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
1 Aug '60	58.7	—	....	135.3	...	...	.....	*Vicsburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINS.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*											
31 May,'61	56.0	—	—	—	9	10	125	Androscoggin and Kennebec	2,210,947	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	21,925	457,900	1,748,867	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	112
31 May,'59	37.0	—	—	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	23,404	—	.....
31 May,'61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,308,788	6	80
30 Sep. '60	39.0	—	—	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	38
								MASSACHUSETTS.													
								Berkshire	500,000	100,000		600,000			600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	21.2	—	2.1	—	—	—	—	Boston and Lowell	2,245,145	183,345		1,830,000	440,000	21,046	2,755,815	70.9	836,565	421,909	136,191	6½	103½
30 Nov. '62	26.7	1.8	43.0	—	21	37	602	Boston and Maine	3,880,350	396,834	498,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	126
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Providence	2,962,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	136
30 Nov. '62	47.0	7.0	32.5	—	25	40	20	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	136
30 Nov. '62	44.6	24.0	60.1	—	30	68	275	Cape Cod Branch	907,760	125,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,063	2½	30½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	108
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	3,912,207	315,165	264,102	2,853,400	1,912 600	30.000	4,786,000	89.0	452,168	635,629	315,734	—	104½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	742,592	4,416	—	299,108	280,261	184,7.0	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	2,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	111½
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	234,774	40,226	—	219,926	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	99¾
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	832,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	12.4	—	2.3	—	2	4	28	Lowell and Lawrence	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	832,364	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	134½
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	132
30 Nov. '62	43.4	1.0	14.9	—	13	18	252	Providence and Worcester	381,470	82,543	—	243,503	228,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	462,367	39,228	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	15
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usaton,	31,409	7	—
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	1,756,370	—	—	923,810	979,208	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	36
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	147
30 Nov. '62	156.1	17.3	126.6	—	75	61	1,179	Western (incl. Alb.& W.S. etc.)	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	77
30 Nov. '62	45.7	—	9.3	—	10	12	146	Worcester and Nashua													
								MICHIGAN.													
1 Jun '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
30 Jan. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,625	647,596	—	2,960,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	107½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,037	2,813,831	1,461,276	—	77½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	208.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,752	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....	250,047	121,669	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	—	—	—	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	—	—	37.0	.....	—	—	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	—	—	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	—	—	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	—	52.0	.....	—	—	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196 7	507,040	679,956	227,398	—	—
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	—	114.0	98,371	241,482	128,888	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	St. *Louis and Iron Mountain*	5,331,493	344,166	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	258,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	43½
30 Nov. '62	53.6	—	.....	—	13	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	42
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,851	112,327	7	65
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,758	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,796	525,205	ope	r. by Eas	tern Ma	ss.	4	104½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	168,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,985	7	117
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	67
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,609,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	169
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic (Pref.)	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	17
31 Dec. '62	64.0	—	49.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687.204	1,297,587	774,341	10	177
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	2	6	17	—	Northern New Jersey	422,297	*	.....	156,850	204.200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. .62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 Dec, '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907.750	24.0	.....	239,889	124,742	6½	111
31 Dec, '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,328	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

A *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	
								NEW YORK.														
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075		—	—	—	—	—	.....
30 Sep. '62	11.6	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Re ns. & Sarat.		—	—	—	.....
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	120,939	—	—	.....
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	ope	r by Ti oga.		44,100	—	—	.....
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	464,073	52,327	10,231	3	—	.....
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	—	.....
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150	.....
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,028	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	—	.....
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	550,000	2,426,714	135,647	3,082,852	176 0	609,076	823,425	275,486	—	—	90
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	457,522	1,307,921	636,570	11	195	.....
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,500	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	—	.....
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	958,365	6.3	2,468,019	369,955	121,565	12	—	.....
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	.....	30,000	6	—	.....
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,792	*	—	19,975,200	19,831,500	480,665	40,285,365	683.0	4,582,369	863,973	2,993,542	—	95	.....
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	15,420,640	148.0	1,152,545	2,637,529	1,269,954	—	175	.....
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	752,442	15,213	2,928,474	100.5	226,011	293,457	109,457	2	58	.....
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,207,149	5,257,077	782,580	24,000,000	14,279,5 3	—	41,566,835	554.9	5,308,772	9,356,828	3,749,077	6	117	.....
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,775	1,154,003	456,098	—	90	.....
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N. Y. Central.		60,000	6	—	.....
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	799,360	22,000	—	875.774	5.0	779,880	89,498	19,429	—	—	.....
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,000	—	6,066,800	121.8	541,704	492,488	176,755	—	—	.....
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77, 50	7	—	.....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6	—	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	355	Rome, Watert'n & Ogdensbrg	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	94	.....
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65.000	—	480,684	incl.	in Rens. & Sar.		—	—	—	.....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,357	51.3	111,286	146,227	52,258	—	—	.....
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	—	.....
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,291,960	558,033	88,285	10	—	.....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944 457	88.6	229,424	280,871	172,757	—	—	.....
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240	.....
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	803,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	—	.....
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462 500	----	o er. by	Vt. Co.	.....	—	—	.....
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	----	oper. by	the 4	Comps.	—	—	.....
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,587	—	—	.....
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	—	—	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—	.....
-- -- '58	223.0	—	----	—	—	—	----	North Carolina	4,236,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	—	.....
-- -- '59	97.0	—	----	—	—	—	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,641	—	—	.....
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	—	.....
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,291	8	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—	—
								OHIO.														
-- -- '58	—	—	----	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '61	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	.....	404,533	168,633	—	25	.....
1 Aug. '61	137.0	—	----	—	41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	17	.....
31 Mar. '62	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,818,784	198.5	.....	646,205	329,714	7½	125	.....
31 Dec. '60	30.0	—	----	69.1	----	----	----	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28	.....
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441.176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—	.....
31 Dec. '62	135.4	55.8	----	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,118	74,010	5,000,000	510,000	—	6,454 1 0	191.2	926,628	1,724,917	1,033,637	20	160	.....
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,045	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	89	.....
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	50,000	4 888,060	96.6	5 8,991	1,241,935	764,991	10	185	.....
30 Nov. '62	101.	102.5	----	—	45	30	898	Cleveland and Pittsburg	7,836 98	*	—	3,832,712	4,324,608	94,329	8,251,64	203.5	.....	1,436,317	552,800	—	83	.....
31 May '62	109.2	79.4	----	—	32	45	431	Cleveland and Toledo	6,700 495	550,727	5,025	3,526,800	3,867,595	—	7,810,8 8	188.6	.....	1 384,53	747,502	4	108½	.....
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,488	.....	61.5	75,120	68,128	19,765	—	—	.....
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99	.....
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,555	541,249	1,490,500	282,900	—	2,076,102	ope	r. w. Lit.	Miami.	229,883	8	150	.....
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,686,705	144.0	365,470	400,1 8	222,951	—	—	.....
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,175	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	3,566	—	—	.....
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—	.....
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	—	.....
-- -- '59	36.0	—	----	84.0	---	---	----	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—	.....
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—	.....
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—	.....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,1 8	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1 682,485	689,649	8	135	.....
31 Jan. '62	182.0	21.6	----	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—	.....
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½	.....
31 Aug. '58	117 0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—	.....
30 Jun. '62	153.9	52.0	----	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	407,452	438,153	107,035	—	—	.....
31 Dec. '62	116.0	9.0	----	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	—	.....
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—	.....
31 Aug. '58	19.5	—	----	23.5	---	---	---	Springfield and Columbus	346.500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	.....	—	—	.....
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—	.....
31 Dec. '62	242.4	—	----	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	76	.....
								PENNSYLVANIA.														
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1	.....
31 Oct. '62	88.0	—	----	—	----	----	----	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—	.....
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1.500	—	1,817,650	24.5	191,545	365,365	210,817	8	74	.....
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284.000	115.762	3,749,762	146.0	549,045	275,880	.....	—	7½	.....
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	58 545	1,384,456	74.5	.....	255,560	73,235	8	—	.....
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596.200	4,629,000	637,114	10,862,314	202.0	1,107,63	1,505,382	753,46	6	170	.....
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	548,500	27,478	1,118,168	38.9	180,602	1 3,393	98,654	—	—	.....
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	2 7.088	347,823	133.498	—	37	.....
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,0 0	—	1,000,0 0	—	—	228,556	126,496	10	—	.....
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,5 0	700,000	—	1,882,550	55.5	oper. by	Pe m.	R.R. Co.	7	66	.....
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,5 5	500,000	100,000	2,409,565	32.5	23,4 6	29,799	5,079	—	—	.....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,9 4	198,0 4	164,134	—	22½	.....
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747 833	205.000	2,662,833	80.0	242.40	307,389	149,056	—	—	.....
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927.385	76.0	367,239	822,927	460,516	8	80	.....
31 Oct. '62	28.3	5.6	8.0	—	10	---	61	Little Schuylkill	1,371,868	*	—	2,256,100	960.0 0	72,600	3,288,700	38 8	62.155	126,346	68,801	—	4	.....
31 Oct. '62	24.5	105.5	62.5	—	—	—	----	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	154,435	8½	64	.....
30 Nov. '62	50.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	403.187	—	3,147,350	3,106,360	280,000	6,447 780	66.4	283 331	397,186	218,960	—	16½	.....
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,877	Pennsylvania	1 308,347	3,582,504	—	13,274 1 0	9,527 400	—	28,324,218	141.4	.....	10,304,291	4,373,218	8	65½	.....
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1 521,520	236,289	—	1,243,500	438,900	—	1,852,696	24.0	2 2.9 8	262,353	129,742	6	60	.....
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157 739	12,129,857	190.0	213,574	413,474	180,909	—	24½	.....
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	2,088,16	3,911,836	2,095,775	—	51½	.....
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	218,000	575,000	175,000	930,000	31.0	58,218	57,416	20,831	—	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)														
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,480	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	----
31 Oct. '62	95.9	—	34.8	—	87	110	630	Phila., Wilmington and Balt.	6.9 9 924	744,425	351,129	5,620,500	2,579,000	—	9,608,406	200.5	582,615	2,250,362	1,080,995	9	72½
31 Oct. '62	59.5	—	6.4	89.6	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,601,853	72.0	194,000	129,918	50,379	—	----
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	66½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,925	159,534	99,060	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,451	953,208	8,000	1,644,659	26.4	105,800	141,101	79,544	—	6
								RHODE ISLAND.														
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	302,600	311,370	140,707	6	85
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,229	—	4.5,7 17	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----------	109.6	----	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----------	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	—	----------	2,643,833	----------	----------	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----------	----------	—	----------	----------	----------	----------	25.1	----	----------	----------	—	----
								TENNESSEE.														
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,183	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).														
— — '58	32 0	—	----	158.0	—	—	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	—	----------	----------	----------	----------	32.0	----	----------	----------	—	----
— — '58	56 0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275-000	240,000	171,580	----------	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	—	—	----	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----	----------	----------	—	----
— — '59	28.0	—	----	756 0	—	—	----	Southern Pacific	----------	----------	—	----------	----------	----------	----------	28.0	----	----------	----------	—	----
								VERMONT.														
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,608	----------	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	18.0	—	26	25	541	Rutland and Burlington	3,987,708	558,275	—	2,233,376	3,183,038	963,019	----------	119.6	394,393	322,829	61,180	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679.677	713 418	191,466	—	----
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----------	4	153
30 Jun. '62	23.7	—	0.9	—	3	6	89	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	89.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.														
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	15
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	—	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,746,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,755,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,063	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,828,800	2,467,000	58,549	8,036,604	234.4	----------	1,108,354	436,039	—	52½
— — '57	50.0	—	----	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	----------	—	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.														
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938.000	16.10	----------	236 798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
-- -- '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	—	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	2,196,810	653.990	—	----
31 July, 62	229.0	128.0	----	—	92	128	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	26,104,72)	357.0	----------	1,221,145	585,885	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	—	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	—	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	—	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	—	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.														
31 Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	-	—
								NEW GRANADA.														
31 Dec. '62	48.5	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,765,728	48.7	----------	1,743,294	1,013,444	13	190

New York Stock Exchange.

Actual Sale Prices for the week ending July 8.

	Th.2.	F.3.	Sat.4.	M.6	Tu.7.	W.8.
STATE STOCKS:—						
California 7s	----	----	----	----	----	----
Illinois War Loan	----	----	----	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	68	70	----	73	67	71½
Do. iss. to H.&St.J.R.	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	68	70
Ohio 6s, 1881	----	----	----	----	----	----
Tennessee 6s, 1890	59	----	----	66	59	64½
Virginia 6s	----	----	----	----	----	----
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago & Alton	68	----	----	----	----	64
" " pref.	----	----	----	----	90	----
Chicago, Burl. & Q.	----	----	----	114½	----	----
Chic. & Northwest'n.	30	30½	----	30	30½	28
Chicago & Rock Isl.	95½	95½	----	95½	96½	94
Clev., Col. and Cin.	----	----	----	100	----	----
Clev. and Pittsburg	83½	85	----	87	86½	83
Clev. and Toledo	----	----	----	111½	110	108½
Del., Lack. & West.	----	----	----	----	----	----
Galena and Chicago	----	93½	----	92½	93½	91½
Hudson River	152	155	----	158	180	175
Illinois Centr. (scrip)	102	103½	----	103½	109½	107½
Michigan Central	110	110	----	108½	109½	107½
M. S. and N. I.	76	81½	----	79½	83	77½
M. S. & N. I. guar'd.	116	117	----	114½	116	114
Mil. and P. du Chien	54	54	----	----	55½	52½
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	----	----	----	----
New York Central	121	121	----	120½	120⅝	117½
Erie	95	96½	----	95½	95⅝	93
Erie pref.	102½	103½	----	102½	103	102
Norwich & Worcest'r	----	----	----	----	89½	----
N. York & Harlem	96½	96½	----	94	94½	96½
N. Y. & H. "pref."	95	95	----	94	----	94½
Panama	189x	----	----	----	----	190
Phila. and Reading	96½	97½	----	104	105½	103
Pitts. Ft. W. & Chicago	65	66	----	68	69	66½
St. L., Alton & T. H.	44½	45	----	44	----	42
" " " pref.	70	72	----	72½	74½	71
Toledo & Wabash	75	75½	----	----	76	----
" " Pref.	----	----	----	----	----	----
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chic. & N. W. 1st M.	----	----	----	----	----	----
" " 2d M.	58½	----	----	----	59	58
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	88	----	----	----	----	----
Ol. & Tol. S. F. 7 p.c.	----	----	----	----	----	----
Chi., Bur. & Q. 8 p.c.	----	----	----	----	----	----
Chi. & R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-5.	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p.c. '63	----	----	----	----	----	----
" 2 M. 7p.c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	----	----	----
Huds. R. 1 M. 7p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7p.c. '75	----	----	----	----	121	----
" conv. bonds	----	----	----	----	----	----
Illinois Central bonds	----	----	----	----	118½	117
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	----	----	----	----	103
Mich. Cen. S F. 8pc. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	109½	----	----	109	109	----
" " 2 M.	----	----	----	----	----	102
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. Central 7s, 1864	----	----	----	----	----	----
" 7s, S. F. 1876	----	----	----	----	118	----
" 7s, conv. 1876	----	----	----	----	----	----
" 6s, S. F. 1883	----	----	----	----	----	106½
N. Y. & E. 1 M. 7p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7p.c. '83	111	111½	----	----	----	111
" 4 M. 7p.c. '80	109	----	----	----	109	107½
" 5 M. 7p.c. '88	104	104½	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	113	----	----	----	----	113
" 2 M. 7p.c. '64	----	----	----	----	102	----
" 3 M. 7p.c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	103x	----	----	----	----	----
" " " 2d M.	----	----	----	----	----	x100
" " " 3d M.	----	----	----	----	----	80½
St. L., Alt. & T. H. 1 M.	----	----	----	----	101½x	----
" " 2 M. pref.	91	----	----	----	90	90½
" " Inc. b'ds.	82	----	----	----	83	82
Toledo & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	92	----	----	92½	92½	92
" " Int. b'ds.	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	144	144½	----	----	----	144
Penn'a Coal Co.	136	----	----	----	135	135½
Pacific Mail S.S. Co.	186	----	----	180	183	181½

New York Stock Exchange.

Actual Sale Prices for the week ending July 8.

	Th.2.	F.3	Sat.4.	M.6.	Tu.7.	W.8.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	96	----	97½
U. S. 5s, 1865	----	----	----	104½	----	----
U. S. 6s, 1881, reg.	103	102½	----	104½	106	----
U. S. 6s, 1881, coup.	106	106	----	107	106½	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	100½	----	----	----	100½	----
U. S. 6s, " new	97½	98	----	98½	98½	98½
U. S. 6s, 5-20s, coupon	101	----	----	----	100½	101½
Treasury 7 3-10 Notes	105½	105½	----	106½	101½	106½
U. S. Demand Notes	----	----	----	----	----	----
American Gold	143½	144	----	138	132½	131⅜

Boston Stock Exchange.

Actual Sale Prices for the week ending July 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	126	----	----	----	126	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Connecticut River	108½	----	----	----	108	----
Eastern, Mass.	105½	105	----	105	104½	----
Eastern, N. H.	----	104½	----	----	----	----
Fitchburg	----	112½	----	----	111½	----
Manchester & Lawr'ce	----	----	----	----	----	117
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony and Fall R.	135	----	----	----	----	----
Ph., Wil. & Baltimore	68½	68½	----	71½	72	72½
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	153	153
Vermont & Mass.	37½	37½	----	----	----	36
Western	----	----	----	----	----	----
Cambridge (Horse)	125½	126	----	125	125½	125½
Metropolitan "	72½	----	----	72½	72½	73
Middlesex "	----	108½	----	108½	109	108
Central Copper Co.	45	45½	----	46	44	43½
Franklin Copper Co.	----	53	----	53	----	53
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	95	----	66	----	----
Pewabic "	63	----	----	64	64	63½
Pittsburg "	----	----	----	----	83	----
Quincy "	91	93	----	93	93	----
Rockland "	----	20	----	19½	----	19½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	20½	----	----	----	22½	23½
Camden & Amboy	----	----	----	----	----	169
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89-104	104	----	----	----	----	104
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	48½
" " 7s	----	----	----	----	----	----
Long Island	36	----	----	----	38	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	64
North Pennsylvania	13½	14	----	----	15½	16½
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	60½	----	61	----	65½	----
" 1st m.	110½	----	----	----	112	112
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	----	----	----	100
" " 5s, coupon	105	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	105	----	104½	----	----
" " new	108	108	----	108	108½	----
Philad., Germ. & Nor.	----	60	----	----	----	----
Phila. & Reading	48½	47½	48½	----	51	52⅝
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	106	106	----	----	----	----
Philadelphia & Erie	22½	22½	23½	----	----	24½
" " 6s, 104	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	16½
13th & 15th sts., "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 6.

	Tu 30.	W.1.	Th.2.	F.3.	Sat.4.	M 6.
Baltimore City 6s, 1875	104½	104½	105	----	----	----
" " 1886	105	105	105½	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	105	105x	105½	105½	----	106
Balt. and Ohio	71½	----	----	72½	----	80
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	101
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	100½	----	100
Northern Central	35	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	100
" " " '95	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 23rd June:

Maryland 5s	74	to	76
United States 5s, 1874	59	"	61
Virginia State 5s	48	"	50
Do. 6 per cent.	43	"	45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	74	"	76
Do., Pennsylvania do. do.	70	"	72
Erie shares, $100 (all paid)	59½	"	60½
Do., 7s, preference	61	"	63
Do., 7s, 1st mort., 1867	73	"	78
Do., 7s, 2d mort., 1859	73	"	78
Do., 7s, 3d mort., 1883	70	"	72
Do., 7s, 4th mort. x. c.	66	"	68
Do., 7s, 5th mort.	64	"	66
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	74	"	76
Do. do. $100 shares, $90 paid, dis.	29½	"	28½
Do. do. $100 shares, all paid.	61½	"	62½
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	73	"	78
Do. do. S. F. 1st mort., do., '82. x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	65	"	70
Do. do. do. $100 shares.	--	"	--
New York Central 6s, S. F., 1883	63	"	68
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	70	"	75
Do. do. $100 shares	72	"	74
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	65	"	70
Do. 2d mort., 6s, do.	36	"	37
Do. $50 shares	39	"	41
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal

Saturday, July 11, 1863.

Stock Exchange and Money Market.

The events of the past week have been of the most exciting character. In our last issue, we gave a faithful picture of the gloomy aspect of our public affairs, under the influence of the dangers attending the country from the invasion of Pennsylvania, and the damage done to the particular interests of which this JOURNAL is the advocate.

But all this is suddenly changed like the shifting of the scenes in a drama, and an entirely different view presents itself to the public gaze. Gen. Lee has retired from Pennsylvania with great loss; and on the memorable 4th of July, now more memorable than ever, the strongest fortress in the possession of the enemy, one which has completely commanded and checked the use of the Mississippi river, to the great detriment of the material interests of the Western States, has yielded after an obstinate defence, which in its fierceness reminds us of the various sieges and final fall of Saragossa. The money market at once responded to the news, by a fall of ten per cent in gold in two days; and it is believed a further decline will take place, as there is a considerable pressure to sell, and really no demand for export.

The defeat of Gen. Lee at once liberated the Pennsylvania Railways from further interruption, and though by a natural panic their shares were for a short time nearly unsaleable, they have not only resumed business, but the market in regard to them has recovered its usual tone. They have

all resumed business with scarce any injury to their lines, rolling stock or plant. The Baltimore and Ohio alone, is yet to resume operations, which in fact will be immediate, as it has already sent Engineers and workmen in force to reconstruct and set in motion every portion of the material which has been destroyed or removed in the recent raid of the enemy. And here we may notice the mechanical skill and aptitude shown by our American Engineers and workmen in the rapid repairs and reconstruction of our railways. Whenever the enemy is defeated on a railway line, or whenever he abandons it, the trains almost immediately resume their routes, and business returns with increased alacrity.

The general sentiment, at least for the hour, is, that our recent successes will lead to peace, since it will be next to impossible to raise any new armies in the South. The prisoners recently taken say their whole strength is in the field, and we think so; for if it had been possible to have saved Vicksburg by reinforcements or new levies it would unquestionably have been done. We hope this view of the subject is a correct one; and we shall be but too happy to record the restoration of the Union, which has been in such imminent danger from its own children. And while for the leaders in this conspiracy against the cause of freedom —those anarchs who would carry us back to monarchical institutions, feudalism and despotism, who lighted the torch of war against a country and institutions under which they have been so long favored and promoted—we have no sympathy, no feeling but indignation, and no sentiment but of horror at their audacity: for the poor misguided, unlettered, people whom they have forced into their ranks, we entertain the deepest commisseration; against them we entertain no unappeasable resentment; they have been betrayed if not ruined. But when safe back under our flag, and sheltered by its folds, they will find the North magnanimous and friendly as ever, ready with its capital to assist them in their business, our workshops ready to supply them anew with the implements of husbandry, and Engineers and iron rails to renew their railways. Let us have peace and fraternity once more, with the people of the South, whatever may be the fate of their unscrupulous leaders.

The public mind being of this cast, the inquiry arises, what will be the effect of a sudden close of the war on the financial and commercial interests of the country. Will railway stocks decline, will the public funds depreciate, will bank stocks go down 30 or 40 per cent., will real estate lose its value? Will there be great pecuniary losses to our merchants? While we confess our inability to solve all these questions, and they are continually raised, we do not hesitate to say that we apprehend no such general results.

We have seen no great appreciation in prices, notwithstanding the large increase in paper money, except in a few articles, which can produce any such reaction. The paper of the Treasury has been preferably taken by all dealers and men of business. In the ordinary transactions of life with a few exceptions affected by the tariff, or the scarcity of material, such as teas and sugar, and cotton, a paper dollar has brought a dollar's worth, and if specie payments were to be resumed by the banks to-morrow, the greenbacks so called would pass as readily as now. Under the national banking system the new national currency will have a preference over ordinary bank bills, because they will pass at par throughout the United States, and be received in payment for certain debts due the Government when ordinary bank notes may not.

Some eminent financiers predict that specie payments might be very soon resumed by the banks without injury to themselves or to the currency. For as long as the Government notes are a legal tender, the banks cannot throw them out or refuse to receive them from their debtors. Thus an equality between specie and paper would continue, as long as the Government currency had its present character by the operation of law. With regard to bank, railway and Government securities, we imagine they are all on such a solid foundation, that holders would feel no apprehension about them, particularly the latter which pays interest in gold, just as punctually as in time of peace. The flexibility and adaptability of the American character to surrounding circumstances are all in favor of this view. We expect to see the country more prosperous than ever. Already it is ascertained that the revenue from the customs will this year be over sixty millions of dollars, which will be six per cent. on one thousand millions of dollars. The amount of the income from internal and direct taxes will certainly be twice this amount, if not three times, so that the interest of the national debt will not only be paid, but there will be a margin for the reduction of the principal within a reasonable limit. No more wondrous spectacle than this we are presenting, has been witnessed in any age. A civil war, with armies half a million of men on each side, enormous expenditure in its prosecution, which on our side at least is to be fully reimbursed to the patriotic capitalists who have advanced it, the interest punctually paid, the debt itself capitalized and actually entering into and becoming a part of the means and resources of the industry of the country, and producing enormous profits in the very act of expenditure!

By the semi-official returns of the Treasury, it is ascertained that the whole national debt bearing interest, at the close of the month of June, was but about six hundred and ninety-two millions of dollars. The U. S. Notes and fractional currency amounted to about four hundred millions of dollars bearing no interest, and actually requiring no funds for their redemption, as they will be absorbed and returned in the payment of taxes, acting meantime as a most useful medium of trade, commerce and exchanges. Who would cast a doubt over the power, or credit, or stability of this Government after recognizing such facts as these?

We perceive from the Custom House reports that the revenue will this year be sixty-seven millions of dollars and upwards, so that our estimates of revenue are within bounds, and cannot be erroneous.

We learn also from the same official sources, that our exports exclusive of specie, continue large, exceeding for the past reported week, by a million those of the same period in 1861, and nearly half a million in 1862. The imports of foreign dry-goods at this port appear to have been, from July inclusive 1861 to June inclusive 1863, as follows:

1861	$83,310,345
1862	38,155,720
1863	61,963,038

This fact is in strong confirmation of the opinions entertained in England, which we have alluded to in the leading article in this week's JOURNAL, that our trade with Great Britain has been reciprocally large and valuable, and really seems to have been but little affected by the war; a fact which astonishes British statesmen, and has had no doubt some influence on their political conduct towards this country.

Conversions into Government securities continue without interruption. The management of the Treasury gives great satisfaction to the public, and is creditable to its chief. We take this opportunity of saying on the assurance of a particular and trusted friend of Mr. Chase, that the idea that he is seeking Presidential honors is an aspersion on his character; that he is not a candidate, and that he holds no man his friend who presents him to the public in that light. We are glad to hear this, and that so eminent a statesman and successful a financier keeps aloof from the demoralizing influences of a Presidential canvass, and when, to speak the truth, no one now thought of will have the least chance of success. Let us all think of our beloved country first; its honors will belong justly to those who deserve them.

We continue this week the description of "Northwest British America." This is particularly worthy of the attention of those who take an interest in the future prospects and resources of the country beyond the Lakes; at present not on the best terms with the mother country, and likely from appearances to modify its institutions into either a democratic or monarchical form. In either case this movement concerns us, and is a critical one for them.

The condition of the specie and bullion market at this port on the 1st of July is as follows:

In the Banks and Sub-Treasury 1st June.	$40,160,442
California receipts in June	809,176
From foreign ports	109,997
From hoards, brought out	2,929,211
Total	$44,008,829
Specie exported in June	1,367,784
	$42,641,045

The total amount exported for six months ending 1st June was $20,631,957. Notwithstanding this export, the amount in Banks and Sub-Treasury on the 1st of July was still $42,641,051—showing that the sum shipped was not practically taken from those institutions.

The total of exports exclusive of specie, for the six months ending 30th June was as follows:

In 1861	$67,792,105
In 1862	62,187,058
In 1863	91,752,576

The following half-yearly dividends on the Public Stocks of the United States, are payable, in gold coin, on 1st July:

On 6 per ct. loan of 1881	$68,417,000	$2,052,510
On 6 per ct. loans of 1867-'8	18,333,000	549,990
On 6 per ct. Oregon	1,030,000	30,900
Total 6 per cents.	$87,780,000	$2,633,400
On 5 per ct. loan of 1874	20,000,000	500,000
On 5 per ct. loan of 1871	7,022,000	175,550
On 5 per ct. loan of 1865	3,450,000	86,250
Total Jan. & July stock.	$118,252,009	$3,395,200

The Cleveland and Pittsburg Railroad Company

offer to pay in advance their River Line Certificates due September 15, 1863; also, the interest on their mortgage bonds, due September 1, and November 1, 1863, deducting the Government tax and interest at the rate of six per cent. per annum for the prepayment. Certificates and coupons may be presented for payment at the office of Wm. C. Gilman, No. 46 Pine st., New York.

The Norwich and Worcester Railroad Company pay, on the 15th July, a dividend of three per cent., free of tax, on the preferred stock, at the office of the Farmers' Loan and Trust Company.

The Tenth and Eleventh Street Railroad Company, Philadelphia, have declared a dividend of $1 75 per share. The par of shares is $20.

The Beaver Meadow Railroad Co. has declared a semi-annual dividend of five per cent. payable July 10th.

The Lehigh Luzerne Railroad Company has declared a dividend of four per cent., clear of taxes payable 14th July.

The coupons of the Allegheny City municipal bonds, due the 1st instant, are paid on presentation at the office of Work, McCouch & Co., Philad.

The Minnesota Mining Company have declared a semi-annual dividend of five dollars per share, (being ten per cent. on the capital stock), from the net earnings of 1862, payable free of Government tax, on the 15th inst.

The Little Schuylkill Railroad Company have declared a dividend of 3½ per cent., payable on the 10th inst., free of State and Government taxes.

The Chesnut and Walnut Street Passenger Railway Company, has declared a dividend of $2 per share payable on the 16th instant.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Lackawanna and Western bonds, 108½; Kansas State 7s, 95; Long Island R. R., 80; Illinois Central cancelled bonds scrip, 90; do., full stock, 99; Miss. and Mo., 25½; do., L. G. bonds, 60; Cumberland Coal pref., 21¼; Quicksilver, 39¼; Central American Transit Co., 38; Minnesota Mining Co., 100; American Coal Co., 57; Canton Co., 27¼; Ohio and Miss. Certificates, 31¼.

Boston.—Northern (Ogdensburg) 2d mort., 22½; Rutland and Burlington 2d mort., 13¾; Vermont Central 1st mort., 75¼; Cheshire, 43½; South Shore, 14¾; Worcester and Nashua, 78; Rhode Island 6s, 1883, 110; do., 1871, 105¼; Maine 6s, 1882, 111; New Hampshire 6s, 1873, 108½; St. Louis 6s, 1875, 89½; Cincinnati 6s, 1883, 99½; Bangor 6s, 1875, 104¼; Portland 6s, 1870, 104¾; Fall River 5s, 1878, 100¼; Acton Mining Co., 4⅜; Albany and Boston, 10⅞; Canada, 1½; Chaudere, 37½c.; Copper Falls, 10¼; Great Western, 3¾; Huron, 17; Manhattan, 4; Mesnard, 10⅞; North Cliff, 2⅜; Ottawa, 20c.; Petherick, 2⅝; Pontiac, 6; South Side, 2⅜; Star, 3; Wickam, 75c.; Quartz Hill, 18⅛; Winthrop, 3¼; Hancock, 9¼; Phœnix, 8¼; Toltec, 2¼.

Philadelphia.—Sch. Nav., 13½; do., pref., 25½; do., 6s, 1882, 85; Susq. Canal, 14; do., scrip, 45; Union Canal pref., 3¾; Wyoming Canal, 22; Delaware R. R. bonds, 102½; Camden and Amboy mort., 108; Morris Canal, 72; Lawrence Co., 6s, 25; Wilmington R. R., 70; 17th and 19th streets, 13.

Baltimore.—Central Ohio 2d mort., 101. The latest quotations are: Balt. and Ohio, 78@80; do., 6s, 1867, 95; do., 1875, 99@101; do., 1880, 102¾; do., 1885, 97@100; Northern Central, 38@45; do., bonds, 1885, 98½@100; N. W. Va., 5@10; do., 1st mort., 102; do., 2d mort., 95; do., 3d mort., 20@30; Central Ohio 2d mort., 102½; do., 4th mort., 40; do., income 1857-'60, 15; Western Md., bonds, 82@83; do., guar., 103; Maryland 6s, coupon, 1870, 114; do., Ins., 114½; do., 1890, 113½; Baltimore 6s, 1875, 105¼; do., 1890, new, 105¼; do., coupon, 108; do., 5s, 1838-'70, 95.

Cincinnati.—Cincinnati, Hamilton and Dayton, 125; do., 2d mort., 110; Covington and Lexington 2d mort., 100; Dayton and Michigan 2d mort., 100; Indianapolis and Cincinnati, 85; do., 2d mort., 100; Little Miami, 135; do., only mortgage, 105; Bellefontaine and Indiana R. R., 25; Ohio and Miss. Trustees' Certificates, 35; Marietta and Cincinnati 1st preferred stock, 47@50; do., 2d preferred, 25@26.

Krupp's Cast Steel Tires.

These celebrated tires which we observe are fast coming into general use on the principal roads in this country, appear on every test to give the most gratifying results. The evidence of their superior quality is abundant on European railroads, where they have been in service several years, and the testimony of master machinists leaves no doubt of the great economy subserved in their use. All the reports which have been sent in by American roads are of the same favorable character. The latest report is that of the Housatonic road, Andrew Winslow master machinist. We feel our own readers will thank us for placing it before them, as it shows clearly another step forward in the service of railroading. The preservation of the machinery is of the first consideration, since with it comes economy and safety. Krupp's steel tire may be regarded as one of the principal means to that end.

The data furnished us by Messrs. Thos. Prosser & Son of this city, sole agent for Fried Krupp in America, is as follows:

A set of Krupp's Cast Steel Tyre was shrunk on to the engine "Reindeer" June 25th 1861, the engine going on the road two days afterwards. This locomotive was in constant hard service from that date up to June 3rd 1863, when she was taken off the road for repairs, a template taken from her tyre shows the wear in all that time to be only about 3-16ths, and her run was 72,483 miles. This great distance was accomplished by the tyre *without turning*. The total weight of the engine is 45,050 lbs.

Such a record as this is conclusive and must soon bring the tires into universal service.

Port Huron and Lake Michigan Railroad.

The Detroit *Commercial Advertiser* says "that responsible parties have purchased the property and charter of this company, and are about to take steps to complete the road from Port Huron to Corunna. The road is graded in all some 30 miles, principally from Port Huron westward. The route of the road has been surveyed by a careful engineer, and pronounced a feasible one. Owing to the extreme high price of land at its contemplated eastern terminus, it is proposed to bring the road to the Lake at Fort Gratiot. This point, however, is not yet settled."

Dayton and Michigan Railroad.

The earnings of this road for the year ending March 31, 1863, were:

From passengers	$190,180 58
" freight	430,312 38
" mails and express	43,312 58
Total	$663,705 55
The operating expenses, exclusive of taxes, for the same time were	216,203 08
Leaving net earnings	$447,502 47

Showing that the expenses of operating and maintaining the road were 32.60 per cent. of the gross earnings. The net revenue of $447,502 47 should be reduced by the amount paid to the Cleveland and Toledo, Michigan Southern, and Columbus, Piqua and Indiana railroads, for rent of bridges, depot and track at Toledo and Piqua, and State and national taxes, $20,430 21—leaving actual net revenue, $427,072 26.

Camden and Atlantic Railroad.

The earnings and operating expenses of the Camden and Atlantic Railroad for the years ending December 31, 1862 and 1861, thus compare:

Receipts from	1862.	1861.
Passengers	$99,690 82	$62,593 01
Freight	41,042 05	33,518 73
Other sources	3,653 36	3,320 87
Total	$144,386 23	$99,432 61
Operating expenses	79,258 79	69,356 70
Net receipts	$65,127 44	$30,075 91
	Jan. 1, 1863.	Jan. 1, 1862.
Capital stock paid in	$1,000,553 56	$999,363 56
Funded debt	1,037,375 80	1,037,375 80
Floating debt	117,094 58	92,211 20
Cost of road & equip't	1,837,385 84	1,833,934 88
Interest paid in 1862.	53,725 95	*33,164 00

* In 1861.

Commerce of Philadelphia.

The arrivals at Philadelphia from January 1, to July 1, 1862 and 1863, have been as follows:

	1862.			1863.		
	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.
January	25	465	499	41	1,269	1,313
February	38	989	1,027	37	1,044	1,081
March	48	2,242	2,290	61	1,911	1,972
April	70	3,477	3,547	53	2,977	3,030
May	72	3,758	3,830	72	3,558	3,630
June	67	2,802	2,869	66	3,492	3,558
	320	13,733	14,053	330	14,251	14,684

☞ We read in the newspapers that come to us from Western States, that the cotton crop bids fair to yield a large return to those who are engaged in its growth. From these accounts we have abundant authority for stating that at least six loyal States will this season produce a respectable harvest of cotton, in many instances enough to supply the home demand. In Missouri and Kansas the plantations are probably in the best growing condition, and will perhaps yield a finer staple than the States of Illinois and Indiana. The producers of cotton in Western Kentucky and Tennessee have been somewhat disturbed by the nearness of the battle-fields, but it is gratifying to know that farmers in that region are turning their attention to cotton-raising. In due time it is possible that King Cotton may have a throne to sit upon much nearer the loyal North than his worshippers have hitherto believed to be possible.

The Income Tax.

The assessment of this tax, now in progress, awakens attention and interest in the results of taxation in other nations. In England in 1856 the number of persons assessed on income tax was 256,891. The amount assessed was £4,683,744, or something over $23,000,000. It is a striking fact that of this number assessed 212,610 were charged for incomes of less than £300, or $1,500 per year. There were but 44,281 persons out of over a quarter of a million whose incomes exceeded $1,500 per year. Nearly one half the whole number had incomes between £100 and £150.

We find the following table in Sir S. M. Peto's new work on taxation, which will be interesting to many at this time, showing the classes assessed, the number of each class and amount of tax:

Classes.	Number of persons in each class.	Amount of tax.
Under £100 a year.....	29,916	£63,205
£100 and under £150.....	118,793	634,632
150 " 200.....	40,390	424,329
200 " 300.....	32,511	481,665
300 " 400.....	14,984	318,177
400 " 500.....	7,173	200,877
500 " 600.....	5,414	185,705
600 " 700.....	3,061	126,641
700 " 800.....	2,003	96,931
800 " 900.....	1,703	92,933
900 " 1,000.....	804	50,161
1,000 " 2,000.....	5,271	453,245
2,000 " 3,000.....	1,503	232,548
3,000 " 4,000.....	781	171,749
4,000 " 5,000.....	434	129,468
5,000 " 10,000.....	701	350,074
10,000 " 50,000.....	445	547,568
50,000 and upwards.....	40	23,954
	256,981	£4,683,744

From this table it appears that forty persons in England have an income of over $250,000 per year.

The amount of income on which duty was charged was £74,150,136, or about $370,000,000. The rate per cent. varies with the necessities of the Treasury. In 1853 this rate was 7d. per pound sterling on all over £150 per year. In 1854 this rate was increased to 1s. 2d., and in 1855 to 1s. 4d., on account of the expenses of the Crimean war. This is more than double the rate imposed by our Excise Law.

Statistics of Coal in Great Britain.

Mr. Hunt estimates that 83,635,214 tons of coal were raised in the United Kingdom last year. Of this amount Dunham and Northumberland, with 217 collieries, contributed 19,144,965 tons; Cumberland, with 28 collieries, 1,255,644 tons; Yorkshire, with 397 collieries, 9,874,600 tons; Derbyshire and Nottinghamshire, with 180 collieries, 5,116,319 tons; Leicestershire, with 11 collieries, 740,000 tons; Warwickshire, 16 collieries, 647,000 tons; Staffordshire and Worcestershire, with 580 collieries, 7,253,750 tons; Lancashire, with 373 collieries, 12,195,500 tons; Cheshire, with 39 collieries, 801,570 tons; Shropshire, with 66 collieries, 829,750 tons; Gloucestershire, Somersetshire, and Devonshire, with 112 collieries, 6,514,025 tons; Wales, with 398 collieries, 8,561,021 tons; Scotland, with 424 collieries, 11,081,000 tons; and Ireland, with 46 collieries, 123,070 tons. The coal production of the empire appears to have largely increased during the last eight years. Thus, in 1854, with 2,397 collieries worked 64,661,401 tons of coal were raised; in 1855, with 2,613 collieries, 64,453,079 tons; in 1856, with 2,829 collieries, 66,645,450 tons; in 1857, with 2,867 collieries, 65,394,707 tons; in 1858, with 2,958 collieries, 65,008,649 tons; in 1859, with 2,949 collieries, 71,979,765 tons; in 1860, with 3,009 collieries, 84,042,698 tons; and last year, with 3,052 collieries, 83,635,214 tons. Of this vast quantity, only 7,560,758 tons of coal 286,150 tons of coke, and 79,017 tons of patent fuel were exported, the remainder being absorbed at home. France was last year our best customer for coal, having taken 1,436,160 tons (this year the exports in the same direction have been somewhat reduced in consequence of the use of French coal for the Imperial navy); Denmark came next, with 542,567 tons; Hamburg, 514,427 tons; Prussia, 439,096 tons; Italy, 417,629 tons; Spain and the Canary Islands, 403,238 tons; America (Atlantic Ports), 349,931 tons; Russia (northern ports), 342,513 tons; the foreign West Indies, 262,932 tons; Holland, 262,868 tons; Sweden, 214,004 tons; British India (continental territories), 199,060 tons; Turkey, 174,686 tons; the British North American colonies, 165,824 tons; Brazil, 157,281 tons; Norway, 135,221 tons; the British West Indies, 127,768 tons; Malta, 115,731 tons; Portugal, the Azores, and Madeira, 108,794 tons; and Hanover 100,312 tons. Our other foreign customers took less than 100,000 tons each.—*London Times.*

New Postage Regulations.

In order that our readers who are not officially connected with the mail service may have a full understanding of the changes in postal matters effected by the new law, which went into operation on the first of the present month, we give below from *Holbrook's United States Mail*, a condensed summary of those of its provisions of which it is necessary for persons using the mails to "take due notice and govern themselves accordingly."

1. The rate of postage on all domestic mail letters to be carried any distance within the United States is now three cents per half ounce or fraction thereof, to be prepaid by stamps. The former rate of ten cents to California, Oregon and Washington Territory is abolished.

2. All local or drop letters must hereafter be prepaid by stamps, at the rate of two cents for every half ounce or fraction thereof, instead of one cent each, as heretofore.

3. The postage on transient newspapers and periodicals, sent in one package to one address, is now two cents for each four ounces or fraction thereof, to be prepaid by stamps; on books, double that rate. The postage on single transient newspapers not weighing over four ounces is now two cents.

4. The rate of postage on circulars is now as follows: Three or any less number may be sent, unsealed, to one address, at the single rate of two cents, and in that proportion for a greater number, adding one rate for every three circulars directed to one address. They can no longer be sent at the former rate of one cent each. No extra charge is now made for business cards stamped or printed on the envelopes of circulars.

5. The former carriers' fee of one cent on each letter delivered is abolished. Hereafter, carriers collect nothing, except such unpaid postage as may be due on the letters delivered by them.

6. The extra one cent stamp formerly required on all letters deposited in lamp-post boxes and branch stations is no longer necessary.

7. All communications to any officer or department of the Government (including the President), written by a private citizen, whether on "official business" or otherwise, must now be prepaid by stamps.

8. A fee of twenty cents (instead of five, as heretofore) must hereafter be paid on each registered letter in addition to the postage.

9. A letter cannot be forwarded without a charge of extra postage when it has once been mailed according to its original address.

Atlantic and Great Western Railroad.

About 3,000 men are now at work on the line of the A. and G. W. Railway between Akron, O., and Galion. The line is being pushed towards the Occident with all the energy and dispatch peculiar to the construction of this road.

Canadian Pacific Railway.

The subject of a railway from the Canadian border of the British possessions on the Pacific, is being revived. The Toronto *Globe* says the provincial parliament having desired to be informed what could be done in England towards the project, the imperial authorities have resolved to grant £12,500 a year, and also a very large tract of land, for the purpose of constructing a road across the continent. They request the Canadian Government to say in what shape the enterprise should be carried on, whether by joint stock company or by the direct action of the Government.

Railroad Lands Granted to Michigan.

The General Land Office has just transmitted to the Governor of Michigan three certified transcripts of approved lists in favor of that State, to aid in the construction of railroads, as authorized by act of Congress, approved June 3, 1856.

1. List embracing 26,428 77-100 acres, being "sections in place," falling within the 6 mile limits of the Bay de Noquet and Marquette Railroad.

2. List for 22,244 7-100 acres, as "indemnity," situated between the 6 and 15 mile limits of said roads.

3. List for 3,168 72-100 acres.

Total number of acres, 51,841 56-100.

German Railways.

In the kingdom of Wurtemburg all the railways have been constructed by the State. The net revenue which they produced in 1862 amounted to 6½ per cent., whilst the different loans contracted by the Government for the construction of those lines were obtained at an average interest of 4 per cent. The working of those railway now forms one of the principal resources of the budget of that state. Among the other German governments, Hanover, the Grand Duchy of Baden, and the Duchy of Brunswick, have also constructed all their lines, which have as yet produced a revenue of from 4 to 6 per cent. In Bavaria and Saxony the greater part of the railways belong to the State, but in Prussia the government has only constructed those of Westphalia, and that from Berlin to Koenigsberg and the Russian frontier.

Missouri Bonds.

A movement has lately been made in Missouri sixes, on the strength of the passage of the emancipation ordinance. They have risen from 66 to 71. As they carry 15 per cent overdue interest, the price cannot be considered very high. We presume that the State authorities will within a short period of time see the necessity of redeeming their State credit from its present condition of disgrace, and will effect some arrangement with capitalists by which the back interest shall be liquidated and future payments secured. As the whole State debt of Missouri is a first mortgage on railroads which ought to do a good business, we can see no difficulty in the way of such an arrangement, especially as the State, on becoming free, will naturally enjoy a higher credit than it did when it was a slave State. Some of the bonds will probably become good before the others. Negotiations are in progress, as we learn, by which the interest due on the bonds issued to the Pacific Railroad and the Southwest Branch will be paid this summer, and future coupons paid by the Railroad Company, just as those on the Hannibal and St. Joseph are now paid. Such an arrangement would prove a good investment for the railroad company.—*N. Y. Herald.*

Franklin Branch Railroad.

Regular trains are now running on the Franklin Branch Railroad, between Meadville and Franklin.

New York Central Railroad.

Workmen are busily engaged in laying down the balance of the double track on the Central Railroad, between Rochester and Syracuse. This track has been graded for some time, ready to receive the iron and ties. It is thought that an entire line of double track will be completed during the season between Albany and Rochester, and before the expiration of another year to Buffalo. The completion of this double track between Albany and Buffalo will largely increase the freighting facilities of the Central Railroad Company, and add to the value of their stock. The freighting business of the Central has assumed gigantic proportions within the past five years.—*Syracuse Journal.*

Reading and Columbia Railroad.

The work upon the unfinished portion of the Reading and Columbia Railroad is progressing rapidly, and it is expected that by the first of September next the cars will be able to run through from Columbia to Sinking Spring, where the new road connects with the Lebanon Valley Branch of the Philadelphia and Reading Railroad.

The Columbia Bridge.

The great bridge over the Susquehanna river, at Columbia, Penn., which was destroyed by fire on the 28th ult., was constructed in 1834, and cost $157,000. It was 5,020 feet long, 14 feet above high water, built all of wood, and about 40 feet wide; comprised 28 spans, resting upon stone abutments; was covered; roof above roadway 25 feet; had two tracks also, used for vehicles and foot passengers, and tow paths, the latter for the Susquehanna and Tidewater Canal. It was owned by the Columbia Bank. The credit of the Bank is not affected by the loss.

☞ It is reported that the Air Line Railroad (or Midland, as it is now called) between this city and New York, which has fallen into the hands of enterprising capitalists and is likely to be resuscitated, will be altered to a broad gauge. A connection with the Erie would then be possible, by which merchandise loaded in Boston could be landed at St. Louis without change of cars. We doubt not that such a connection could be made with the cordial co-operation of the Erie Railroad, the liberal management of which has already made it a favorite route for merchandise from Boston to the West.—*Boston Journal.*

☞ A meeting of the Executive Committee of the late Chicago Canal Convention was held on the 2d inst., at the St. Nicholas Hotel. There was but a small attendance, and no business of importance was transacted. The following permanent officers were elected:—Hon. J. N. Arnold, of Chicago, President; A. A. Low, New York, Vice President; Colonel Foster, Illinois, Secretary.

☞ Judge Wylie, sitting in the District Court at Washington, as a Court of Admiralty, is at a loss to know what to do with a large amount of so-called Confederate money, included in property brought before him for condemnation. He says that to condemn it would be to recognize it as property; to sell it would be to give it circulation; and to destroy it would be to give aid and comfort to the enemy by relieving him of his liabilities.

☞ The Commissioner of Internal Revenue has instructed the assessors and collectors to enforce the stamp duty on free goods imported from Canada under the reciprocity treaty of June 5th, 1854. The merchants claim that no tax, whether collected by means of a stamp or in any other way, can be levied on goods declared free on the faith of the nation expressed in a treaty.

Philadelphia and Trenton Railroad.

The necessary arrangements have been made to lay a double track on the Philadelphia and Trenton Railroad from Frankford to Trenton. At Frankford the Branch road, to avoid going through the city of Philadelphia—which has been forced upon the Company by the action of certain citizens and the Councils, thus driving all the through travel from the city—strikes off in the direction of the Schuylkill, and after crossing the river, it will connect with the Reading, Pennsylvania Central, and the Baltimore railroads. About three hundred hands are now employed between Bristol and the Neshaminy widening the bank. The Company want at least two hundred more hands. Very soon they will have a double track from Philadelphia to New York, a large portion of it already being laid beyond Trenton.—*Doylestown Democrat.*

Prince's Metallic Paint.

This article is highly spoken of as a durable and fire-proof paint for iron, tin or wood. It is extensively used by the Boston and Worcester and Grand Trunk Railroads, and many others, who commend it highly. C. Gay, 29 Doane street, is the N. E. Agent.—*Boston Commercial Bulletin.*

North Pennsylvania Railroad.

The earnings of the North Pennsylvania Railroad for the first six months of the fiscal year, to May 31, were:—

1863	$226,123 99
1862	189,770 31
Increase	$36,353 68

☞ The Pennsylvania Railroad has resumed business. All passenger and freight trains are running as usual. The road was not injured at any point by the Rebels.

☞ The Hartford and West Hartford Horse Railroad Company has been incorporated by the Legislature, with a capital of $30,000 and power to increase to $100,000.

☞ The bill incorporating the Succook Valley Railroad and providing for the extension of the Dover and Winnipiseogee Railroad to Portsmouth, has passed both branches of the Legislature of New Hampshire.

SOMETHING NEW.

MANDUBA GOODS
WARRANTED
WATER-PROOF
AND FREE FROM
Sulphur, and all offensive ODORS,
WHOLESALE & RETAIL,
J. A. BROWN,
417 Broadway, New York.

2 Second Hand LOCOMOTIVES.
10 GRAVEL CARS.....$165
ONE ENGINE, 18 tons; Cylinder, 14×20; 5½ ft. wheels with crank. Price.....$6,000.
One Engine, 20 tons; Cylinder, 15×20; 5 ft. wheels; fitted for coal or wood. Just put in good order, with new Boiler. Price.....$7,000.
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LEMUEL W. SERRELL,
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No. 121 NASSAU ST.,
NEW YORK.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, July 1, 1863.

THE Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY have THIS DAY declared a DIVIDEND of TWO (2) PER CENT. free from Government tax, upon all the shares and canceled Bonds. Scrip standing in the name of holders on the books of the Company at the close of business on the 20th day of July instant, payable on and after the 1st day of August upon all shares the calls upon which shall have been duly paid; and that the dividend upon the full paid stock shall be a discharge of the interest payable thereon on the 1st day of January next, and payable upon surrender of the coupons issued therefor. The transfer books of the Company will be closed from the afternoon of the 20th to the morning of the 30th July.

4127 THOMAS E. WALKER, Treasurer.

NOTICE to RAILROAD CONTRACTORS.

MILWAUKEE & ST. PAUL RAILWAY COMPANY,
GENERAL OFFICE, Milwaukee, June 25, 1863.

SEALED proposals will be received by the undersigned, at the office of the Milwaukee and St. Paul Railway Company, in Milwaukee, until Saturday the 18th day of July, 1863, for the grading, masonry, bridging, cattle guards, and fencing of 28 miles of the line of road extending from Columbus to the City of Portage.

The line will be divided into sections of convenient lengths, and proposals will be received for single sections, or for the whole line.

The line will be ready for the examination of contractors on and after July 6, and maps, profiles and plans, with specifications, may be examined at the Engineer's Office, in Milwaukee, on and after that date.

Parties proposing, who are unknown to the undersigned, will be required to give satisfactory references.

The work to be offered to contractors will include about 600,000 cubic yards of excavation in a desirable location of the country for doing work. PAYMENTS IN CASH.

The Company reserve the right to reject any or all proposals as may be deemed for their interest.

D. M. HUGHES, President,
Wm. B. GILBERT, Chief Engineer.

NOTICE to RAILROAD CONTRACTORS.

PROPOSALS WANTED.—FLINT to FENTONVILLE (or HOLLY).—Proposals will be received at my office in Flint, Michigan, till TUESDAY, the 14th day of July next, for grading, furnishing ties, building fences, culverts, bridges and cattle guards, and for laying tracks on either of two routes already surveyed from Flint to the Detroit and Milwaukee Railroad, being about seventeen miles in length. Bids to specify:

Price of earth-work, per cubic yard.
Price of cross-ties, per piece.
Price of track-laying, per mile.
Price of clearing and grubbing, per mile.
Price of fencing, per rod, as per specifications.

The line of route and profiles and specifications may be seen at my office.

The company reserve the right to vary the line on final location, as may seem necessary; and also to accept or reject any or all bids made, as the interests of the Company may dictate. They also reserve the right to let the works as a whole or in parcels. Payments, Cash.

HENRY H. CRAPO,
Pres't F. & F. R. R. Co.

Flint, Michigan, June 19, 1863.

NOTICE TO

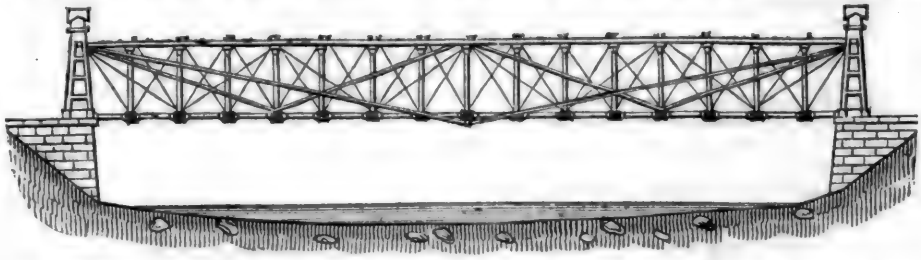
RAILROAD CONTRACTORS.

THE CATASAUQUA AND FOGELSVILLE Railroad Company will receive, until the 15th day of July next, proposals for the grading and masonry, also for the trestling and railroad ties, for the extension of their road from Tretlestown to Rittenhouse Gap, a distance of eight miles.

Specifications, plans and profile of the work can be seen at the office of the Company, at Catasauqua, Lehigh County, Penn., on and after July 10. Any further information obtained on application to

DAVID THOMAS, President,
Or P. BRADY, Engineer,
2127 Catasauqua, Penn.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,392, Pittsburg, Pa.

DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,
No. 229 BROADWAY, NEW YORK,
AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, MD.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. **GAS WORKS** ERECTED on THE MOST APPROVED PLANS. **New** and **Second-hand MACHINERY** constantly on hand. **IRON BOUGHT AND SOLD ON COMMISSION.**

SOLE AGENTS FOR BATES' STEAM GAUGE.
MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS AND GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR AND WOOL FELTING.

HENRY J. DAVISON. WM. LEE STILES. P. P. DICKINSON.

RAILWAY SPRINGS.

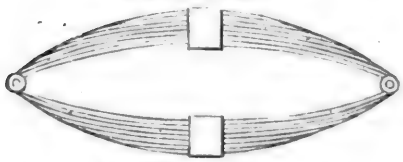
FREIGHT.



PASSENGER.



BOLSTER.



LOCOMOTIVE.



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, A SUPERIOR QUALITY OF

ELLIPTIC AND SEMI-ELLIPTIC

SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest Elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,
No. 14 N. FIFTH St., Philadelphia. No. 42 CLIFF St., N. York.
SHOPS—SEVENTEENTH & COATES STS., PHILADELPHIA.

Burden, Hubbard & Co.,
MACHINISTS,

MANUFACTURERS of Horizontal, Portable and Hoisting Steam Engines, Sugar Mills, Saw and Grist Mills, Boilers, Hydraulic Presses, Pumps and Gearing for working mines etc etc. No. 102 Front st., BROOKLYN, N. Y.

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SECURITIES
OF EVERY DESCRIPTION.
STATE, CITY AND COUNTY BONDS,
BOUGHT AND SOLD.
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HALLET & CORNWELL,
No. 24 PINE STREET,
Note & Exchange Brokers,
STOCKS, BONDS AND GOVERNMENT SECURITIES BOUGHT AND SOLD ON COMMISSION.
JACOB G. HALLET, (late with Blake Bros. & Co.)
RICH'D H. CORNWELL (late with G. S. Robbins & Son)
New York, February 14, 1863.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

HOYT & CO.,
No. 45 Exchange Place, New York.

STOCKS, BONDS AND
FOREIGN EXCHANGE.
Bought and Sold (exclusively) on Commission.
J. A. HOYT, R. VERNAM.
Refer to Messrs. J. & J. Stuart & Co., Messrs. Harper & Bros., Hon. M. F. Odell, M. C; Messrs. Barclay & Livingston, Messrs. John Trippett & Bro., New York and Liverpool.
Orders promptly executed by mail.

DUNCAN, SHERMAN & CO,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

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BANKERS,
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NEW YORK CITY.
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Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

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23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.

STOCKS and BONDS,
GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

Livermore, Clews & Comp'y,
BANKERS,
34 WALL ST., N. Y.
DEALERS IN
GOVERNMENT SECURITIES & GOLD.
STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS.
Received on the most favorable terms.
Advances made on approved collaterals.

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Loans obtained on good securities.

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Stock and Note Brokers,
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Directly opposite the Mechanics' Bank.
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ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

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STOCK & BOND BROKER
AND AUCTIONEER,
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☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, AMERICAN GOLD, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS as ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, **No. 52 WILLIAM STREET,** OR AT THE MERCHANTS' EXCHANGE SALES ROOM **No. 111 BROADWAY,** whenever desired.

☞ Orders by mail promptly executed.

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BROKERS,
No. 11 PINE STREET.
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BOUGHT AND SOLD ON COMMISSION IN
NEW YORK, BOSTON & PHILADELPHIA.

EDWARD KING,
(Late of the firm of JAMES G. KING'S SONS,)
OFFERS his services at the Board of Brokers for the purchase or sale of
STOCKS, BONDS AND
GOVERNMENT SECURITIES.
No. 4 HANOVER ST.

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BANKERS and BROKERS,
52 WALL STREET.
STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

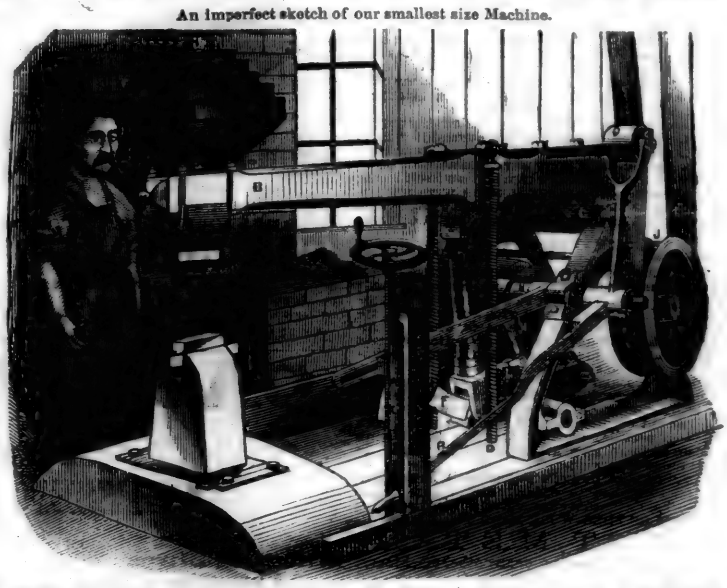
300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **21 Nassau st.**, or by addressing

CHAS. W. WELSH,
Secretary.

AMES IRON WORKS,
OSWEGO, N. Y.,
SOLE AND EXCLUSIVE OWNERS AND MANUFACTURERS, UNDER PAYE'S PATENT.

An imperfect sketch of our smallest size Machine.



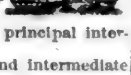
PAYE'S PATENT FORGE HAMMER, A HAMMER ADAPTED TO BOTH HEAVY AND LIGHT FORGINGS, with an adjustable stroke of from one inch to three feet. This hammer is adapted to both heavy and light forgings; the force of the blow being entirely at the will of the operator, and for all forgings under six inches, either round or square, is the best hammer now in use, and requires but one-half the power used by every other hammer to do the same work. For an engraving and description of this hammer, see page 1, Vol. V (new series) of the SCIENTIFIC AMERICAN; some valuable improvements have, however, been since made. All communications should be addressed to H. M. Ames, Box 422, New York, or Ames Iron Works, Oswego, N. Y.

These hammers may be seen in operation at the Allaire, Neptune, Secor, Delamater, Fletcher & Harrison, Duncan & Crampton, Anderson & McLaren, Duhurst & Emerson, Charles T. Porter, all in New York City; Joseph Colwell, Jersey City; Wm. White, Newark, N. J.; Providence (R. I.) Tool Co.; Whiting & Wilcox, Kaigh's Point, Phila.; Mallory & Cottrell, Mystic, Conn.; J. Dillion, Rondout; James Horner & Co., Sing Sing; Henry Esler & Co., Brooklyn; James B. Eads, St. Louis, Mo.; Central Railroad Shop, Albany; Burlington, Quincy & Chicago Railroad Shop, Ames Iron Works, Oswego; M. Guinness, Albany; Sweet Brothers, Syracuse.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st, as follows, viz:



7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.
8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.
10.00 A. M., MAIL, for Buffalo and intermediate Stations.
4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.
7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

CHA'S MINOT, *Gen. Sup't.*

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OF THE MOST APPROVED KIND,
MANUFACTURED BY BURDON, HUBBARD & CO., 103 Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the BEST PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both **fine** and **coarse** gold.

RAILROAD IRON.
1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " 50 " 52 " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by
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New York, Nov. 7, 1862. 28 Beaver st.

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
RUSSING, CROCKER & CO.,
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RAILROAD IRON.
2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by
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THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England or exship at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
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70 Beaver st., New York.

RAILROAD IRON.
THE subscriber is prepared to sell AMERICAN and ENGLISH RAILROAD IRON, CHAIRS, SPIKES, CARS and LOCOMOTIVES, at the lowest market price, and securities taken in part payment.
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Cor. Nassau and Cedar Sts., N. Y.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.
MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

FOX LATHES.

F. W. BACON & CO.,

No. 84 JOHN STREET,

NEW YORK,

RESPECTFULLY ask attention to their stock of Machinists' and Brassfinishers' tools from the establishment of Messrs. Geo. H. Fox & Co., of Boston.

Nason's Patent Screw Chasing Lathe manufactured solely by the above firm is without a rival or substitute for the manufacture of Cocks, Valves, Hose Couplings, Steam and Gas Fittings, and general Brass Finishing.

They have and are constantly receiving from the same celebrated manufacturers, Chucks, and Slide Rests, Shafting, Pullies, Hangers, etc.

The Hangers manufactured by them are of the most approved kind. The bearing being suspended by a universal joint; its advantages over the rigid Hanger will be at once seen and appreciated by any mechanic. It is every way calculated for economy, being fitted with a patent box, which adjusts itself to the shaft, and they guarantee it to run SIX MONTHS WITHOUT REOILING, thereby saving labor, friction, oil, and the disagreeable and sometimes destructive effects of the dripping of oil from above.

ELEVATORS

For warehouses, manufactories, hotels, mechanics' shops, stores, or any other use where power Elevators are required; they guarantee all the safety that can be combined in any machine that is made. They are arranged with an improved apparatus, to hold the load in case the rope parts, which is unerring; also an invention of their own, to automatically arrest the descent of the load, if by any cause it should move downwards beyond the prescribed speed.

They also manufacture and are the exclusive licensees of Otis Tuft's Patent Elevator. The distinctive features are: the winding drum is driven by an endless screw—two or more ropes are used instead of one, thereby insuring more than double the safety—a peculiar mode of shipping the driving Belts, which insures it to stop at the required point. It operates without noise or jarring.

Belting, Belt Lacing, and Pickett's Patent Belt Fastenings kept on hand and furnished to order. Steam and Water Gauges, Gauge Cocks, Packard's Patent Ratchet Drills.

ALL DESCRIPTIONS OF MILL WORK MADE TO ORDER.

BABBITT METAL.

Parties wanting Shafting, Elevators, or any other machinery, will be waited on by an experienced Engineer, their premises surveyed, plans and estimates made, machinery located, and the erection superintended when desired.

Having made this branch of Engineering a SPECIALITY the past ten years, with uniform success, they confidently offer their services to those requiring such aid.

DELAFIELD & BAXTER'S,

Late OGDEN & DELAFIELD,

ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well paperred, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.

The above CEMENT is used in most of the fortifications building by government. 45

PACIFIC RAILWAY.

THE undersigned will receive proposals to furnish four thousand (4,000) tons of railway iron (or any part thereof) for the track of the first section of the Union Pacific Railway, Eastern Division. The iron to be of American manufacture, of the best quality, and to be delivered either at Leavenworth or Kansas City. Communications for further information to be addressed to the undersigned or to SAMUEL HALLETT & Co., 58 Beaver st., New York. Terms, cash on delivery.

J. C. FREMONT,
Pres't Union Pacific Railway, E. D.

NEW YORK, June 9, 1863.

SAFES.

FIRE AND BURGLAR-PROOF SAFES.

M. MOSSMAN,
24 West Broadway.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Car Covering.

THIS is a kind of Elastic Mastic, a thick coating of which is applied to the top of the Car, and into it a heavy Burlap or Bagging is imbedded and thoroughly painted, thus making a covering VERY MUCH LIKE **CAR DUCK**, but at this time at half the cost. It is now successfully used by several New England Roads and Car builders. Directions and particulars sent when requested. This Mastic and Burlaps for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.

March, 1863.



Semi-Steel Locomotive Tires, Fire-box & Tube Sheets,

AND BOILER PLATES.

TIRES—ROLLED, BLOCKED AND WELDED TO FIT ANY GIVEN DIAMETER OF CENTRE
PLATES—ROLLED AND CUT TO ANY PATTERN AND SIZE ORDERED.
ROLLED AND HAMMERED BARS, AXLES AND FORGINGS OF SAME METAL.

MANUFACTURED BY
CORNING, WINSLOW & CO.,
ALBANY IRON WORKS, TROY, N. Y.

SOLE AGENT,
GEORGE T. M. DAVIS,
47 EXCHANGE PLACE, N. Y.

CAST STEEL WORKS

OF

FRIED. KRUPP,

At ESSEN, in RHENISH PRUSSIA.

Patent Railway Tires, without a weld. **Axles, Cannon, Anchor-Flukes, Propeller Blades and Shafts. Cranked Axles and Shafts up to Twenty Tons weight.**

CAST STEEL IN BARS, BEST QUALITY,

Suitable for Axles, Shafts, Rolls, Tools, Dies, Needle and Music Wire, Fine Cutlery, etc.

KRUPP'S TIRES

ARE CHEAPER AT THEIR COST THAN IRON ONES GRATIS.
THEY WILL, WITHOUT TURNING, ENTIRELY OUTWEAR THE BEST IRON ONES.
WEAR UNIFORMLY, WITHOUT FLAT PLACES, OR LAMINATION.
ARE NOT AFFECTED BY EXTREME COLD.
MORE THAN SIXTY THOUSAND OF THESE TIRES HAVE BEEN SUPPLIED.

KRUPP'S AXLES

Possess similar advantages over Iron ones that the Tires do.

THOMAS PROSSER & SON, 28 Platt St., N. Y.
SOLE REPRESENTATIVES IN AMERICA.

I. KENDRICK,

No. 125 WALNUT ST., PHILADELPHIA,

AGENT OF THE

UNION COAL & OIL CO.

OF MAYSVILLE, KY.,

FOR THE SALE OF THEIR

Paraffine Lubricating Oil,

FOR ALL CLASSES OF

STATIONARY MACHINERY, LOCOMOTIVE ENGINES.
RAILROAD CARS, COTTON SPINDLES,
SEWING MACHINES AND WOOLEN FACTORIES.

ALSO,

MAYSVILLE COAL OIL
FOR BURNING,
PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND
ROLLING MILL GREASE,
FROM PURE CANNEL COAL.

P. S.—All Oils **warranted** to answer the purpose represented.

☞ **Particular attention given to orders for shipment in cans or barrels.**

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address **HENRY RUTTAN,**
Coburg, Canada.

NEW YORK, HARLEM & ALBANY R. R.

CHANGE OF TIME.

SUMMER ARRANGEMENT, commencing MONDAY, May 18, 1863, Trains will leave Twenty-sixth street Depot:

For Albany—10.30 A. M., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and all stations north to Chatham, Chatham Centre, Kinderhook, and Schodack, connecting with New York Central R. R. for all points west, and with the Northern R. R. for Saratoga and all points north.

For Croton Falls—8.15 A. M., stopping at all stations.

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 P. M., stopping at all stations.

For White Plains, 6.15 P. M., from White Street Depot.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

For Williamsbridge—8.15, 10 A. M. 2.30, 4.10, 5, 6.15 and 8.30 P. M., stopping at all stations.

RETURNING WILL LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls, also Bedford, at White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—5 P. M., stopping at all stations.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M., stopping at all stations.

Williamsbridge—5.30 A. M. stopping at all stations.

JOHN BURCHILL, Superintendent.

HAMILTON E. TOWLE,

CIVIL AND MECHANICAL ENGINEER

OFFICE, { NEAR MAIDEN LANE, **156 BROADWAY,** NEW YORK.

REFERENCES:

Hon. Moses H. Grinnell, New York. J. Munroe & Co., Bankers, N. York and Paris. Hon. John P. Hale, Washington. B. F. Delano, U. S. Naval Constructor. G. J. F. Bryant, Architect, Boston. J. W. Emery, Pres. Cambridge Railroad.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 29.] SATURDAY, JULY 18, 1863. [WHOLE No. 1,422, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the anthorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 18, 1863.

The New French Railway in South America.

The occupation of Mexico by France, under the pretence of a friendly intervention in behalf of law and order, is a step, the consequences of which are likely to be of great importance to the United States. When Mr. Monroe laid down the memorable American doctrine that we could suffer no foreign powers to intrude upon this continent, he had no presentiment that such a danger was near at hand; but the rebellion has furnished the aristocracy and thrones of Europe an opportunity they have long coveted of damaging this republic, and if possible of bringing its name, its power, and its unity to a close. That they desire to inter-meddle is no longer doubtful.

Among those foreign powers so disinterestedly anxious to stop the effusion of blood in this country, France, as now represented by the Emperor, has been most conspicuous. The man who himself rose to power by shedding the blood of Paris in torrents, who climbed over barricades of corpses to a throne, who has cared neither for Russian, nor Austrian, nor Chinese blood when he had a purpose to serve of his own, has now taken the initiative on this continent, and it is an appropriate subject for comment by this JOURNAL, when a policy is proposed by him which is to affect all our American interests of a national character, threatening the existence of a great American Railway Company across the Isthmus and our present communications with the Pacific and California. By the latest arrivals from Europe, where the news of the French successes in Mexico were producing the utmost attention, we learn that the Emperor has announced the following as a leading feature in his projects, viz., to construct a railway between the Atlantic and Pacific Oceans through the territory of Mexico exclusively, and afterwards to take possession of the Isthmus of Panama, and destroy the present railway of the American Company, so as to prevent all competition with his own. This proposition is communicated to a London journal as authentic by its well informed Paris correspondent, and is naturally exciting great attention. Nor is it so improbable after all. If we consider the antecedents, and the present of Louis Napoleon, we find them in no way inconsistent with such a future as he is charged with proposing for himself on this continent.

The subject of inter-oceanic communication by canals and railways has long been a favorite study with him.

He has written favorably on it, he has patronized all those adventurers who have entertained similar opinions, and with a singular pertinacity of character which has been one element of his success, he has gained thus far every advantage in life or power which were his dreams in exile or in prison; of course he will never stop until he is compelled to do so.

The possession of Mexico offers to his grasp one of his earliest idols, a French route between the Atlantic and Pacific, the possession of the gold and silver mines in Sonora, and an influence on the Western continent equivalent to that which he possesses on the Eastern. This will make him, he hopes, more illustrious than Charlemagne, and win him a renown greater than that of the first Napoleon.

Nor is the Mexican railway, the only scheme of which he is the friend if not projector. A French Company has recently obtained the grant of a right to make a ship canal, by the route of Lake Nicaraugua, a project which has been discussed for more than forty years, and even then pronounced perfectly practicable. By improving the river San Juan, and the small river which connects Lake Nicaraugua with the small lake Leon, and cutting a short canal thence to the Pacific, the problem will be solved, of a ship navigation between the two Oceans. It is somewhat singular that this plan was strongly urged on the British Government, by the celebrated Bryan Edwards, the Historian of the West Indies, more than sixty years ago, who then urged it to seize the Isthmus of Costa Rica by conquest in war, or obtain it by negotiation for the purpose of executing and controlling this work of a ship canal. In this, as in the Isthmus of Suez, French policy and enterprise have finally supplanted British interests, and by these routes therefore East and West, under French auspices, the Emperor really expects to control the commerce of the world, and to be the greatest Monarch of his times.

It is not generally known that his influence on this continent has been extending itself for years past. The state of Equador has been under French protection as it is called since 1859. President Morena proposed it himself, as the only security for his country, against to use his own words, the "devastating torrents of Anglo-Americanism." Mexico, Equador, Sonora, a railway and a canal between the Oceans, exclusively French, and to be made of exclusive advantage to those interests by the destruction of the Panama Railway, may therefore be considered a part of the policy, which is to establish a great foreign power on this continent. Even more than this which concerns ourselves. The destruction of the Panama Railroad involves, as a matter of course, the overthrow of the republic of Colombia, and a war with the United States which guaranteed to New Granada, now Colombia, the security of that route. It also involves the loss of our trade and commerce with California by that route, and the endangering of our possessions on the Pacific, by the French power which is to have its head and front at Guaymas.

We believe most honestly this is what Louis Napoleon proposes to execute. Our civil war gives him just the opportunity he desires. The Monroe doctrine at present is dead; the Confederates on the promise of recognition and support from the Emperor will become his allies in every scheme which can humble and break down this country. The truth is the democratic principle of Liberty and equality is really at this moment in the greatest danger. If the Union is destroyed, the principle and foundation of this government

are destroyed. A despotism will rise up of a military character, which if it subjugates the North will permit of but two classes, master and slave, and in this last term we mean to imply white men, not negroes merely. The many are to be sacrificed to the few. Families of wealth are to be masters of toiling millions, and the poor are here to be a doomed race as they have been and still are in Europe. This is what we are to expect if we do not re-establish the United States in all their former strength, and this can now only be done by a successful close of the war. The men who do not see this truth, are committing political suicide and will live to become hewers of wood and drawers of water for an aristocratic class, such as is now the sole idea of southern politicians. The policy of occupation, intervention, railways and ship canals is that which now fills the mind of a monarch who has been called in his own country both an usurper and a despot. We certainly have great cause to distrust his movements on this continent, though they are ostensibly for the benefit of the world. If therefore we would protect and preserve our material interests in and on the Pacific and the Isthmus, and above all our former right to enjoy life, liberty and the pursuit of happiness, we must lay aside every feeling of party, of politics, and selfishness, to secure the one great and final success—the preservation of the Union. If we do this, the world will be safe for another century; otherwise we must prepare for a return of the dark ages, and the subjugation of humanity and freedom by a fresh race of tyrants ruling and destroying in the name of GOD.

Cleveland and Toledo Railroad.

The earnings and expenses of this road for the fiscal years ending April 30, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From passengers	$427,285 25	$564,536 82
" freight and mail.	576,352 07	797,000 44
	$1,003,637 32	$1,361,537 26
Expenses, viz:		
Repairs of road	$107,588 83	$128,044 60
" bridges	9,014 06	2,159 32
" buildings	15,434 41	12,574 81
" locomotives.	29,241 11	44,197 85
" cars	45,964 25	59,644 52
" machinery	2,704 54	2,865 66
Fuel	37,823 89	43,456 16
Oil and waste	7,263 28	9,269 78
Train hands	51,953 92	56,579 24
Watchmen	8,280 21	7,199 97
Agents, clerks, and expenses at stations	68,769 36	76,228 57
Taxes	16,126 54	33,010 37
Gen'l Superintendence.	30,265 02	36,398 73
Loss and damage.	3,793 48	7,624 82
U. S. mail	652 00	671 00
Contingencies	25,278 32	24,557 09
	$460,149 22	$544,482 49
Earnings less exp.	$543,488 10	$817,054 77
Interest, profit and loss, etc.	360,490 77	372,203 11
Net income	$182,997 33	$444,851 66

The net earnings of 1862-'63 have been applied as follows:

Dividend, 4 per cent. April 22	$133,752 00
Floating debt, entirely paid off	148,660 37
Contribution to sinking fund	35,000 00
Balance, being in cash on hand	127,439 29
	$444,851 66

—equal to nearly four per cent. on the capital stock of the company, applicable to future dividends, or to the improvement of the company's property.

The earnings for the year ending April 30, 1862, show an increase over those of 1860-'61 of $83,-666 24; with an increase in expenses of $34,133 82—making the increase in net earnings $49,532 42.

The earnings for the year ending April 30, 1863, show an increase over those of 1861-'62 of $357,-889 94; with an increase in expenses of only $84,333 27—making the increase in net earnings, $273,566 67.

The income account shows a balance of $522,-417 37 as the undivided net earnings since the closing of construction account to May 1, 1863.

The following is a comparative statement of the bonded indebtedness of the company as given in their reports for the last and preceding years:

	1862.	1863.
Junction income bonds.....due June 1, 1862	$22,500	$.....
" Lloyds " .....due Oct. 1, 1862	5,000	.....
" 2d mort. " .....due Nov. 1, 1862	221,000	.....
T., N. & C. 1st mort. bonds..due Aug. 1, 1863	521,000	439,000
Do. 2d mortgage bonds.....due Aug. 1, 1863	298,200	176,500
C. & T., income bonds of 1853.due Sept. 1, 1863	104,400	66,150
Do. income bonds of July '54.due July 1, 1864	174,000	119,000
Do. do. Sept. 1854 .....due July 1, 1864	256,000	169,000
Do. dividend bonds.....due Apr. 1, 1865	147,885	126,410
Do. certificates.....due Apr. 1, 1865	3,610	2,805
Junction 1st m. 1st div. b'ds..due Apr. 1, 1867	299,000	284,000
C. & T., income bonds of 1857.due Sept. 1, 1870	39,000	25,000
Junction 1st m. 2d div. b'ds..due Dec. 1, 1872	219,000	164,000
C. & T. sink fund bonds.....due July 1, 1885	1,545,000	2,677,000
Total Bonded Debt June 1, 1863	$3,850,595	$4,248,865
Less amount of Redemption Fund, derived from sales of S. F. bonds, to pay bonds due in 1863	581,270	
	$3,667,595	

—a reduction of $183,000, by conversions into capital stock of $20,000 Junction 1st mort. 2d division bonds; $15,000 T., N. & C. mort. bonds; $1,000 C. & T. income bonds of Sept., 1854; and $147,000 C. & T. sinking fund bonds.

The sales of sinking fund bonds amounted to $894,000; with the proceeds of which there have been paid: Junction income bonds, $12,000; Junction 2d mort. bonds, $184,000; Junction, Lloyd's bonds, $5,000; T., N. & C. 1st mort. bonds, $42,000; do., 2d mort. bonds, $52,900; C. & T. income bonds of 1853, $15,750; and dividend bonds and certificates, $1,080—making a total of $312,730, and leaving applicable to redemptions, as above, $581,270.

Of the assets, the stocks and bonds of other companies owned by this company now amount to $55,025—a reduction by sales during the year of $40,653 94.

The bonds issued in exchange for other bonds, and cancelled, from June 1, 1862, to October 1, 1862—at which date the privilege of exchanging was terminated—amounted to $385,000. The bonds so returned and cancelled were: Junction 2d mort., $37,000; T., N. & C., 1st mort., $40,000; do., 2d mort., $48,800; C. & T. income of 1853, $22,500; do., of July, 1854, $55,000; do., of Sept., 1854, $86,000; do., of Sept., 1857, $14,000; do., dividend, $20,825; do., dividend certificates, $375; Junction 1st mort., 1st div., $15,000; do., do., 2d div., $35,000; do., income $10,500—total $385,000. The sinking fund bond account now stands as follows:

Bonds outstanding, June 1, 1862	$1,545,000
Bonds sold, October, 1862	894,000
Bonds issued in exchange for other b'ds	385,000
	$2,824,000
Bonds converted into stock	147,000
Sinking fund bonds now outstanding	$2,677,000

It will be observed that while the bonded indebtedness of the company has been reduced $183,000 by the conversion of 183 bonds into stock, the capital stock of the company has been correspondingly increased.

Of the bonded debt, there falls due in August and September next, the sum of $681,650; and the company have on hand, arising from the sale of bonds, $581,270—leaving a balance to be provided for of $100,380. This amount could be paid from the current earnings of the road, without reducing its dividends, and thus retire so much of the bonded debt of the company. The report says:

The long pending suits against your company, to compel it to run the Northern Division west of Sandusky, have been decided, at the last term of the Supreme Court, in favor of the company—which not only releases the company from running so much unproductive road, but also from maintaining a very expensive line across the waters and marshes of Sandusky Bay, and enables the company to remove some thirty miles of iron rails. These rails are somewhat worn, but are still valuable for use in any new branch road which it may be contemplated by the company to construct.

The authority given to the Directors, at the last annual meeting of the stockholders, in reference to connecting the two divisions of the company's road between Oberlin and Elyria, has not yet been exercised any further than to make overtures to the citizens of Elyria to furnish the company with the right of way—which, to a certain extent, they have acquiesced in, and but for the other necessary work on the main line of the company's road, and the difficulty in procuring men, the work would now be in progress. We are in hopes to be able to make some progress with the work this season, or at least to prepare the road bed.

The question now arises, since the termination of the suits against the company as to the Northern Division, what is to be the future policy of the company in reference to this line of the company's road. Overtures have been made to the company, by the citizens of Sandusky, to furnish the right of way between Sandusky and Fremont to the company free of expense, conditional that the company will connect their lines of road between these points, a distance of about twenty-five miles. This connection, to some extent, would give the company two lines a distance of about sixty miles—uniting at Elyria on the East, and at Fremont on the West—and would be some advantage to the company in running its freight trains during the winter months; and by constructing this line it would, unquestionably, bring considerable freight from the Fremont & Indiana road to Sandusky, for shipment, and add, in some extent, to the business of the road—though the expense of maintaining and running it would increase the expenses of the company. Should the stockholders deem it expedient to make a connection by constructing this twenty-five miles of road, it will be advisable for them to give the Directors discretionary authority.

The road is now in good condition, having been very much improved since the Spring rains ceased; and the engines and cars are in their usual good order. It is necessary, with the large increasing business of the company, to add to the equipment of engines and freight cars, to meet the wants of the company for the coming winter. Under a resolution of the Directors, we have now under contract three freight locomotives, to be delivered the first of December next, and two more building at the shops of the company, and in considerable state of forwardness; and it is contemplated to convert one of the passenger engines of the company into a freight locomotive, which, when completed, will be equal to any new engines which can be purchased, and which will add six new freight locomotives to the power of the company. It is also necessary to add to the freight cars of the company as many new cars as can be conveniently built at the company's shops during the season—and which will be about one hundred—and if we can add more, by purchase or contract, it will be, unquestionably, for the interest of the company to do so.

We submit for your approval a contract entered into with the Atlantic & Great Western Railroad Company, to bring their road to the city of Cleveland, as a terminus for its Northwestern business, either over the road of the Cleveland & Mahoning Company, or as an independent line. This contract contemplates an arrangement for an interchange of business between the two companies, both of freight and passengers, on just and equitable terms. It binds the Atlantic & Great Western Company not to extend its line to the city of Toledo, and is to continue for a term of ten years. This arrangement, if carried out, will add largely to the traffic of your road, and will, in fact, be extending the broad gauge in an unbroken line from New York to the City of Cleveland, and in close connection with your road. This is a connection which has been needed for several years, to relieve your company of its accumulation of freight at Toledo during the winter months, and we trust that the stockholders of this company will give it their unanimous approval.

We also submit for your approval, or disapproval, an agreement or contract, bearing date of the 8th day of May, between this company the Cleveland, Columbus & Cincinnati R. R. Co., the Cleveland, Painesville & Ashtabula R. R. Co., and the Buffalo & Erie Company, for a consolidation of the earnings of the four roads, which agreement, if entered into, is to run for the term of twenty-five years, and gives the different companies the following per cent. of the gross earnings after deducting 50 per cent. for running expenses, viz:

	Per ct.
Cleveland, Columbus & Cincinnati R. R. Co.	28.00
Cleveland, Painesville & Ashtabula R. R. Co.	26.93
Buffalo & Erie R. R. Co.	23.57
Cleveland & Toledo R. R. Co.	21.50

This per centage is based on the earnings of the companies for the past seven years, which gives about the foregoing results, and if the relative positions of the roads is to continue, is a just and fair basis. The advantages to be derived from this arrangement are a stronger alliance of the roads for their mutual protection against rival lines, and greater harmony in their working for the benefit of each other, all being interested in each other's earnings. Whether your road has got a sufficient per cent., considering its rapidly increasing traffic, and the length of each, the present and probable future of the four lines, and with the prospective large traffic which will be added by the arrangement with the Atlantic & Great Western road, is submitted for your consideration.

The equipment of the road consists of 32 locomotives; 32 coaches; 8 second class passenger, 12 baggage, 4 mail, 313 box and stock, 46 rack stock, 120 platform and 3 boarding cars.

The number of miles run have been as follows:

	1861-'2.	1862-'3.
Locomotives	610,292	663,371
Passenger cars	1,034,044	1,139,259
Freight cars	5,520,775	6,145,262

The total number of tons of freight carried was 383,803, against 311,252 in 1861-'2—being an increase of 72,561. The price per ton per mile was 2.24 cents; and the amount received for each ton $2 07.65. The live stock traffic formed a very large part of the freight business. During the year there were transported over the road 6,249 cars of cattle, 329 cars of horses and mules, 5,214 cars of hogs, and 147 cars of sheep—in all 11,949 cars, which is an average of 38¼ cars per day. The total number of passengers carried was 323,859—an increase of 66,429, or 25¾ per cent. over last year.

Of the amount expended for road repairs, $33,120 59 was for the line from Cleveland to Grafton, on the C., C. & C. R. R., leaving $94,924 as strictly chargeable to this company. There have been placed in the track during the year, 34,704 crossties, 1,400 tons new iron, 7,727 new chairs, 21 tons spike, and 15,145 mended rails, also a large amount of timber, plank, lumber, etc. The bridges are all in good order, and considered in every way safe.

The following statement will show the financial condition of the company, May 1, 1862 and 1863.

	1862.	1863.
Cost of road to date	$6,699,373 33	$6,700,495 52
Value of equipment	504,420 00	530,727 50
Stocks and bonds owned by Co.	95,678 94	55,025 00
Materials on hand	96,119 32	106,013 64
Real estate	29,821 92	34,210 68
Bills receivable	70,459 57	61,303 21
Due from other Co's, and War Depart.	.....	88,866 98
Cash	15,488 97	126,381 59
Collectible accounts	4,879 17	.....
Sinking fund	101,577 60	137,212 02
Mahoning stock sold.	.....	11,250 00
U. S. Cer. of Indebt.	.....	13,000 00
Disbursed on new year	11,001 21	1,352 40
Advanced on wood contract	.....	5,000 00
	$7,628,820 03	$7,810,838 54
Capital stock	$3,343,800 00	$3,526,800 00
Bonded debt	3,850,595 00	3,667,595 00
Bills payable	148,660 37	.....
Dividends not called for	5,581 00	4,910 00
Unpaid pay rolls	1,305 54	1,621 42
Unpaid-approv'd bills	9,603 57	7,898 65
Accrued interest not called for	6,997 49	5,805 16
Miscellaneous unsettled accounts	4,674 02	10,301 88
Receipts of May not adjusted	46,285 38	63,489 06
Income account to balance	211,317 71	522,417 37
	$7,628,820 03	$7,810,838 54

President—JOHN GARDINER.

Directors—John Gardiner, James Mason, Jos. Lyman, H. B. Hurlbut, Samuel M. Young, William M. Vernilye, Amasa Stone, Jr., A. G. Jerome, A. N. Ramsdell.

Superintendent—L. D. RUCKER.

Treasurer—H. C. LUCE.

☞ The New Jersey Railroad and Transp. Co., invite proposals until the 20th of July, for $450,000 of six per cent. bonds, interest payable semi-annually, and the principal reimbursable August 1, 1878.

Amendments to Railroad Charters.

THE ACT CHANGING THE NAME OF THE FOX RIVER VALLEY RAILROAD COMPANY TO THE MILWAUKEE NORTHERN ILLINOIS RAILROAD COMPANY CONSTRUED. THE LEGISLATURE AMENDED THE CHARTER, BUT DID NOT CREATE A NEW CORPORATION.

This action was brought by the "Fox River Valley Railroad Company," for money due on a subscription to its capital stock. It appears that the defendant, Field, subscribed for ten shares of the company's stock, at $100 each, payable in instalments, with a stipulation that the amount paid thereon should bear ten per cent. interest from the time of payment until twelve miles of the company's road should be completed. There was written on the fly-leaf of the subscription book an agreement, signed by the president of the company, as follows:

"*Fox River Valley Railroad Stock Subscription.* It is understood by and between the Fox River Valley Railroad Company, and the subscribers to the capital stock of said company whose names appear on the following pages, that the amount due on such stock, and liable to be called for by the terms of subscription, is not to be considered due or liable to be called for, until the same shall be necessary for the construction of, or procuring the right of way on that portion of the line of road of said company extending from the village of Rochester to the city of Milwaukee, and also not until a sufficient amount of stock has been subscribed, or other means obtained to warrant in the judgment of the board of directors of said company, the commencement of the construction of that portion of the line above-named, and that all sums received from said subscribers shall be applied only to the construction of said part of said road."

The complaint contained the necessary allegations to show that according to the terms of the defendant's subscription, the sum sued for had become due. It also averred that by an act of the legislature, approved March 11, 1859, the name of the plaintiff was changed to "The Milwaukee and Northern Illinois Railroad Company."

On the trial the plaintiff offered in evidence the charter of the Fox River Valley Railroad Company, and the act amendatory of its charter approved March 11, 1859. The former act by its ninth section, gave the company power to construct a railroad from the southern line of Wisconsin, at a point designated; "thence in a northerly course to the village of Waukesha, with power to construct a branch of said road from some point on said road north of the village of Rochester to the city of Milwaukee." The tenth section was as follows: "If said corporation shall not within two years from the passage of this act, commence the construction of said railroad, and within ten years complete the same, then the rights, privileges, and powers of said corporation under this act shall be void." The act of 1859, declared that the name of the Fox River Valley Railroad Company, was thereby changed to the Milwaukee and Northern Illinois Railroad Company and enacted that nothing therein should be construed to release any stockholder from his subscription to the capital stock of the company theretofore made, but all money which should thereafter be paid on subscriptions made to said Fox River Valley Railroad Company, or which

should be realized on securities &c., should be received and receipted for in the name of the Milwaukee and Northern Illinois Railroad Company; and should be faithfully and exclusively applied by said Milwaukee and Northern Illinois Railroad Company, the same as under the old title to the construction of said company's line of road from Milwaukee to the state line at the point designated in the charter to which said act was amendatory. The 4th section of this act repealed the 10th section of the act of 1853.

The plaintiff then produced a witness and offered to prove by him the other matters alleged in the complaint. Thereupon the defendant's counsel objected to the introduction of any testimony, because the plaintiff was a new corporation created in 1859, and the suit was commenced prior to that time; because the plaintiff had no right to maintain its action in its present form, and because the act of March 11, 1859, repealed and took away the right to build a railroad from Rochester to Waukesha; this objection was sustained by the Court and the plaintiff excepted.

The trial was had before the Milwaukee County Court, which entered judgment in favor of the defendant. The plaintiff then appealed to the Supreme Court of Wisconsin. The following opinion was rendered by the appellate tribunal, which now reverses the judgment of the County Court, and holds that the act of 1859 changed the name of the company and made some amendments to its charter, but did not create a new corporation.

Dixon, C. J.—It is very evident from the provisions of the act of March 11, 1859, that no new corporation was contemplated. It purports to be, and is, in fact, only an act changing the name of the old corporation, and making some slight amendments of its charter. If the name had not been changed, we doubt whether the counsel would ever have insisted that its provisions amounted to the creation of a new company. If the legislature had merely changed its name, by declaring that the Fox River Valley Railroad Company should thereafter be known and called the Milwaukee and Northern Illinois Railroad Company, and thereafter should sue and be sued by that name, &c., there can be little doubt that it would in law have been quite as effectual for the purposes intended, and that the company known by this new name would have succeeded to, or rather continued in all the rights which it formerly possessed. It certainly cannot alter the question that the legislature have expressly declared that such shall be the effect of the act. Nor does this declaration afford any reason for saying that a new corporation was created. Neither do we think that the act made, or authorized the company to make, any change in the line of its route between the city of Milwaukee and the State line. After having changed its name, the act provides that nothing in it shall be construed to release any stockholder from his or her subscription theretofore made to the capital stock of the company; and that all money which shall thereafter be paid on subscriptions made to the Fox River Valley Railroad Company, or which shall be realized on securities given or to be given, shall be received and receipted for in the name of the Milwaukee and Northern Illinois Railroad Company, and shall be faithfully and exclusively applied by it, *the same as under the old title, to the construction of said company's line of road from Milwaukee to the State line;* that holders of stock under the old, shall be entitled to receive in exchange certificates of stock under the new title; and *that the company under its new title shall be authorized to use all the rights, privileges and immunities contained in its charter as the Fox River Valley Railroad Company.* Whether called by the old or the new name, it is spoken of throughout as one and the same company; and where the act declares that "the moneys realized shall be faithfully and exclusively applied as under the old title to the construction of the company's line of road from Milwaukee to the State line," it must be understood as the line which was established by the charter.

The repeal of section 10 of the original charter can by no means be said to deprive the company of the power to build the road from Rochester to Waukesha. Its authority to do this is conferred by section nine, the provisions of which are left unimpaired. Its repeal operates generally to remove the restrictions, as to the time of the commencement and completion of the road, which were imposed by it. Nor can we say that the declaration that the moneys realized shall be applied faithfully and exclusively to the building of the road from Milwaukee to the State line, operates to prevent the construction of that portion of it which extends from Rochester to Waukesha. When construed in connection with section nine and other parts of the charter, which remain in full force, it amounts merely to a legislative postponement of the construction of the latter part of the road, until the former shall be completed. This view of the statute of 1859, disposes of most of the objections raised by the respondent's counsel. There is certainly no room for saying that the stipulation for the application of the moneys subscribed, to the construction of that portion extending from the village of Rochester to the city of Milwaukee is against public policy. The argument of the appellant's counsel is a complete answer to this objection.

The powers conferred on the board of directors by the sixth section, are ample for the purpose of enabling them to agree to pay interest on the stock subscribed and paid for, until twelve miles of the road should be completed and in operation. In respect to all contracts, covenants and agreements touching their corporate affairs and business, the power conferred upon the directors of this company is of that enlarged and plenary character usually found in the charters of railroad corporations in this State; and it is not the province of this Court, by violating the rules of plain grammatical analysis, to restrain or abridge this power, simply because it has been improvidently exercised by the managing officers, or exerted in a manner seriously detrimental to the best interests of the corporation or its stockholders. This court is no more the guardian of the interests of corporations than of private individuals; and can no more protect them from the effects of hasty and ill-advised bargains or agreements, provided they have the authority to make them, than it can individuals. We know of no authority of law for drawing any such distinction. The question of what powers the company should possess, was a matter of legislative discretion in the first instance, and the legislature having exercised it, it is not for this Court to say that they were improperly granted. As to past transactions, the evils whatever they may be, must be endured. As to the future, the power of correction, if its exercise be needed lies with the legislature.

The objection that a new suit should have been commenced after the change of name, we do not understand to be insisted upon. If it were, it is too technical to be countenanced in these days of liberality in all matters of amendment.

The judgment of the County Court must be reversed, and a new trial awarded.

Railroad Earnings--Weekly.

The earnings of the Chicago and Alton Railroad for the 1st week of July, 1863, were:

Passengers	$13,307 31
Freight	20,988 06
Sundries	1,024 33
Total	$35,319 69
Same week last year	22,859 72
Increase	$12,459 97

The earnings of the Chicago and Northwestern Railway for the 1st week in July, 1863,

were	$25,186 72
Do., 1862	18,487 40
Increase	$6,699 32

The earnings of the Toledo and Wabash Railroad Company for the 1st week of July, 1863,

were	$28,035 25
Same week, 1862	27,985 87
Increase	$49 38

The earnings of the Cleveland and Toledo Railroad for the 1st week of July, 1863,

were	$22,440 00
Same week, 1862	14,096 00
Increase	$8,344 00

The traffic of the Great Western Railroad for the week ending July 3, 1863, was as follows:

Passengers	$20,838 19
Freight and live stock	22,320 41
Mails and sundries	1,226 58
Total	$44,385 18
Corresponding week of 1862	40,667 31
Increase	$3,717 87

The earnings of the Galena and Chicago Union Railroad for the 1st week of July, 1863, were:

Freight	$30,624 32
Passengers	12,787 48
Mails	1,300 00
Total	$44,711 80
Same week, 1862	48,144 77
Decrease	$3,432 97

The earnings of the Grand Trunk Railway for the week ending June 27, 1863, were:

Passengers	$27,157 46
Freight and live stock	3,300 00
Mails and sundries	50,129 62
Total	$80,587 08
Corresponding week, 1862	66,213 30
Increase	$14,373 78

☞ The earnings of the Rome, Watertown and Ogdensburg Railroad Company for the past six months, since the new road to Ogdensburg has been in use, show an increase of $95,977 63 over the same period of the previous year.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,104	58,881	56,174	45,993	46,117	43,516	51,212	73,822	70,400	78,788	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,024	84,322	91,278	850,845
1863	100,183	81,130	100,376	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	220,081	163,815	154,723	230,022	225,896	241,961	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	170,109	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	226,271	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	320,600	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	55,794	55,128	74,690	63,965	86,211	76,126	81,453	102,635	94,928	107,758	73,751	64,937	938,641
1861	81,551	75,021	78,361	65,358	77,250	63,761	73,474	136,897	141,174	122,487	101,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	51,994	90,626	95,096	128,194	152,639	119,409	115,201	111,995	1,225,001
1863	96,306	107,443	106,816	127,295	140,107	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island													
1859	60,058	55,497	68,176	71,792	73,578	72,592	67,076	87,223	120,055	126,090	100,440	82,252	984,577
1860	72,884	66,703	77,408	89,170	104,272	100,403	82,895	139,019	134,500	145,839	92,875	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	109,163	90,621	88,410	130,542	154,084	152,567	125,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	134,522	1,328,375
1863	139,686	126,521	119,826	122,255	144,397	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,533	51,340	55,821	55,003	42,101	400,459
1860	32,192	33,406	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,537	74,231	53,554	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	59,199	855,658
1862	46,605	49,103	59,249	54,178	84,552	104,815	93,022	62,263	101,060	125,095	107,755	91,263	979,540
1863	68,343	81,750	90,677	100,904	107,866	124,283	.....	.....	.....	.....	.....	.....	.....
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,885	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,761	85,990	84,950	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	82,392	95,081	96,485	89,028	82,680	106,505	120,702	135,690	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	125,465	131,423	173,152	192,174	172,981	165,178	180,063	1,716,843
1863	166,687	152,425	155,000	185,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,204	55,652	52,788	44,781	61,791	72,289	70,073	76,304	82,220	780,230
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,903	94,406	82,467	82,400	889,499
1861	85,239	73,918	85,603	90,321	65,302	63,137	52,269	60,285	84,640	98,598	88,401	105,286	965,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	.....	.....	.....	.....	.....	.....	.....
Erie:													
1858	376,257	328,047	461,195	557,985	473,366	381,379	383,922	380,973	375,250	456,226	436,890	392,293	5,014,992
1859	304,708	319,593	372,296	380,313	349,953	330,657	361,819	359,114	455,235	465,959	520,608	414,764	4,634,049
1860	354,000	345,000	433,311	457,161	393,109	393,409	349,955	477,642	600,124	587,242	561,448	412,723	5,305,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,554	734,108	714,211	6,214,182
1862	698,097	601,505	628,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,506	965,859	8,400,334
1863	805,453	820,734	946,041	968,455	878,867	760,808	.....	.....	.....	.....	.....	.....	.....
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	123,008	110,656	88,527	119,289	208,863	195,924	123,907	89,544	1,369,441
1860	60,653	62,698	80,795	93,254	115,505	93,449	89,705	166,541	249,528	252,108	147,658	94,880	1,462,752
1861	97,253	76,859	101,600	103,795	105,707	162,823	145,389	150,359	200,276	241,226	174,500	122,309	1,720,396
1862	109,867	105,424	71,346	90,180	128,194	225,048	190,456	129,049	188,370	205,575	149,530	143,562	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	208,701	.....	.....	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	190,580	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	189,060	193,041	169,549	220,370	2,075,822
1861	221,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	195,762	246,288	2,023,537
1862	307,330	281,568	308,963	202,316	192,442	151,427	159,769	196,142	212,118	239,941	270,083	403,571	2,922,070
1863	458,953	425,047	366,802	270,676	211,771	262,592	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1859	132,936	131,311	164,690	152,644	114,894	149,592	139,102	181,612	216,829	245,392	250,742	192,922	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	196,931	248,971	259,043	321,059	243,163	225,186	2,664,848
1861	321,814	279,268	220,394	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,889,642
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	239,198	265,773	267,643	314,166	397,729	.....	.....	.....	.....	.....	.....	.....
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,552	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,806	756,476
1861	53,808	48,689	52,159	67,245	113,472	108,066	84,287	76,319	112,483	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,675	137,187	164,809	122,863	65,771	1,095,046
1863	75,083	66,686	56,171	107,751	147,499	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,980	1,153,407
1862	85,903	62,907	47,010	61,759	139,218	144,915	108,721	76,163	109,661	154,589	122,572	61,835	1,165,754
1863	67,120	76,132	44,925	88,177	106,967	111,260	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,945	106,828	143,626	145,258	128,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,806
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	245,389	276,181	231,265	189,077	2,189,077
1862	167,152	155,728	157,500	195,120	200,826	181,983	181,000	226,819	276,109	325,018	304,084	279,539	2,647,918
1863	248,784	230,508	254,208	267,693	263,981	257,982	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1859	101,286	102,959	151,864	143,143	127,145	119,770	108,203	150,366	210,537	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	126,393	196,540	251,423	300,174	196,182	129,022	2,025,142
1861	142,334	119,764	151,971	172,614	149,550	133,620	123,377	144,982	236,845	307,235	242,089	200,154	2,124,514
1862	230,159	159,658	151,902	175,696	180,639	174,001	172,189	216,624	285,956	322,360	307,475	258,632	2,650,701
1863	242,073	245,857	276,432	238,495	230,453	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1859	380,649	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,702	520,396	6,307,703
1860	387,123	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,448	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,078	558,743	523,128	562,076	696,175	927,056	957,060	872,985	7,896,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	.....	.....
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,686	88,508	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,171	90,671	1,110,065
1862	100,604	96,089	102,808	94,957	94,157	97,347	101,857	103,223	99,435	107,096	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,005	116,898	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	359,011	368,956	321,208	249,051	3,315,500
1861	161,106	160,558	191,266	252,154	263,917	270,051	289,987	265,358	284,456	276,269	291,763	278,219	2,905,329
1862	192,216	217,161	244,423	258,674	283,966	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,683	361,834	396,771	429,929	505,517	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,038	286,844	231,253	191,138	2,235,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	362,790	301,958	3,051,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364,231	370,988	3,745,310
1863	317,350	366,598	461,322	464,357	418,739	382,314	.....	.....	.....	.....	.....	.....	.....
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	794,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,236	926,735
1861	59,639	47,043	62,551	76,274	70,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	82,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	$109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'86–'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61–'64	70
$1,100,000 Loan	538,100	6	" "		1890	70
Stock, convert. (Coupon)	710,000	6			'63–'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100⅞
" " " 1850	700,000	6	Jan. & July.	"	1880	100
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110¼
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101⅛
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	100⅞
1st Mortgage	300,000	7	" "	New York.	1860	102⅜
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103¾
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1886	107
Income ⅓ in '99, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
Mortgage	387,000	6	Semi-annual.	New York.	1864	104
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	104
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	106
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (ass'd $337,000)	2,500,000	6	"	New York.	1870	104
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65 '70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94⅛
2d Mortgage	800,000	7	June & Dec.	New York.	1865	102
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	80
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	104½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	115
" " " inconvertible	2,690,000	8	" "	" "	1883	115
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4⅔	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	98
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	105
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		105
1st Mortgage (general)	5,600,000	7	" "	" "		88
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	100
2d Mortgage	2,000,000	6	" "	" "		58½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		99⅛
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1860	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	80
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	106
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	110
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	108¼
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63–'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62–'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	111
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (Ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its int. rest. S. F.," Sinking Fund "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62 '65	105
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,316,000	7	May & Nov.	" "	1875	104
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	103
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	78
Convertible Bonds	1,250,000	7	Jan & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1880	45
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	117
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	121
Convertible	1,002,000	7	" "	" "	1867	127
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	110
Eight per cent. bonds	304,000	8	March & Sept.	" "	1885	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "		------	110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Mus. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	41
2d Land Grant (Western Div.)	353,600	†	" "	"	------	41
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort :						
Louisville Loan	109,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6			------	----
Mortgage	24,000	7			------	----
Mortgage	10,000	6			------	----
Marietta and Cincinnati :						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7			------	----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6			------	----
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	367,489	6	Jan. & July	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	116
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	193,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,075,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,656,500	7	" "	" "	1877	102
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.		
2d Mortgage	200,000	8	" "	" "		
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	103
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central :						
1st Mortgage	1,007,362	7				
Mississippi Central and Tenn. :						
State (Penn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		55
2d Land Grant	700,000			" "		
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '65 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
New Jersey :						
Company's (various)	638,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5			'63 '4 '8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central :						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	105
Funding (S. F.) Bonds	1,198,000	7	Feb. & Aug.	" "	1876	116½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds	252,975	6	" "	" "	1883	102
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	102½
Convertible Bonds	930,000	7	Feb. & Aug.	" "	1876	120
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	111½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	110
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	107½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	105
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	110
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	103½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	103
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	100½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	102
2d Mortgage	3,077,000	7†	" "	" "	1861	23½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct	Philadelphia.	1875	92
Chattel Mortgage	360,000	10	" "	"	1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	230,700	6	April & Oct.	Boston.	'64–'74	105¾
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63–'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July	New York.	'71–'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "		
Construction	3,235,000	7	" "	" "		55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	110¾
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	800,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	250,000	6	Feb. & Aug	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	578,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	135,500	8			var.	
Phila., Germant'n and Norristn.						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (nonconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	192,000	5	" "	"	1880	
" 1849, "	3,083,600	6	April & Oct.	"	1870	103
" 1861, "	273,000	6	Jan. & July	"	1871	106
" 1843, "	1,531,200	6	" "	"	1880	102
" 1844, (convertible)	863,000	6	" "	"	1880	108
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	110
" 1856, "	1,470,000	7	" "	"	1886	105
						102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1903	
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103¾
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	101
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	81
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	
" " "	39,420	8	May & Nov.	"	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	68½
2d Mortgage	937,500	7	" "	"	1863	14½
3d Mortgage	435,050	7	" "	"	1863	4
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	
2d Mortgage	997,000	7			1866	
3d Mortgage	1,000,000	7			1875	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
Dividend Bonds	120,083	7			1875	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000					
2d Mortgage	450,000					
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'mspt'n)	1,000,000	7	April & Oct.	Philadelphia.	1877	110½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	81½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	104
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	91½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	91½
Interest Bonds	245,700	7				94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	17
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	106
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's, endorsed by State.	150,000	6			1872	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,36	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,856	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	609,431	—	—	609,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	22	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
— — '61	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	593,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,429	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,022	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	467	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,784,362	117.4	518,810	1,086,437	454,096	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,943	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	88
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,486	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	701,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	649,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	....	....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,989	*	—	1,250,000	126,000	.....	1,507,985	86.7	.....	418,026	265,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	735,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	53	62	697		Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,285	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	771,248	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	35	Savannah, Albany and Gulf	1,386,654	52,574	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,125	*	—	2,921,900	396,500	19,915	3,822,913	228.8	.....	.....	388,858	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and owned by State.				138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,529	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,281	1,225,001	457,794	—	65
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	1,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	—	114
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,585	188,085	2,050,005	45.0	14 mo.	245,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,686	458,637	—	2,955,936	8,035,000	264,676	11,847,527	213.0	.....	849,719	414,828	—	30½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,360,708	*	—	5,603,000	1,467,000	.....	7,743,059	228.4	1,030,884	1,529,141	513,100	6	109
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	60	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,385,000	.....	10,551,145	341.7	1,420,341	1,777,541	834,605	6	98½
31 May, '61	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,300	15,000,500	—	56,071,630	768.3	2,561,192	3,445,827	1,870,723	4	108
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — —	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper. by Chic. & R. Is.			125,000	—	....
— — —	—	—	....	129.0	....	....	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by Bur. & Quincy			—	....
— — —	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper. by Chic. & R. I.				—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,693	568,020	—	44
								INDIANA.													
— — —	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,415	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,701	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,468,108	110.0	.....	448,858	230,834	9	85
31 Dec. '62	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,870,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	.....	2,175,223	108.6	312,859	527,865	268,156	—	....
— — '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,600,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	....	.....	Madison and Indianapolis	2,697,761	*	356,755	1,648,050	1,285,300	87,929	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,327	371,40	—	....
— — '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	.....	2,238,522	73 0	319,251	563,314	361,275	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	685,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,850,000	*	—	516,072	800,000	569,084	.....	86.0	7 mo's.	85,259	46,771	—	....
31 Dec. '62	111.0	—	....	289.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,83	111.0	.....	228,560	122,931	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	158,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
— — '62	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	4,198,900	*	*	2,700,000	4,600,900	15,000	.....	230.0	.....	.....	.....	—	207
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,275,993	111.8	.....	426,408	227,564	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	804,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by Cov. & Lex.	.....	.....	—	....
30 Jun. '61	29.0	—	....	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	108,944	45,267	—	80
30 Jun. '61	65.1	—	....	—				Louisville and Frankfort	1,388,526	126,735	6,540	1,104,587	414,519	.....	1,649,561	65.1	244,775	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,805	716,478	371,12	—	....
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by Cov. & Lex.	.....	.....	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,230	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	46	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
1 Aug '60	53.7	—	....	135.3	....	....	.....	*Vicksburgh, Shreveport & Texas*	1,862,691	*	—	1,283,015	248,969	108,424	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,647	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	345	Atlantic and St. Lawrence	6,788,205	967,734	—	2,494,900	3,472,000	7,000	7,963,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	3	3	4	Bangor, Oldtown and Milford	245,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,880	Loss.	.....	—
30 Sep. '61	63.0	9.5	8.0	—	12	14	126	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,612,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.5	—	.....	—	11	13	11*	Portland, Saco and Portsmouth	1,404,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	112
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,768	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	23	124	1,272	Baltimore and Ohio	21,314,012	3,604,731	3,579,807	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	82½
30 Sep. '60	30.0	—	.....	—	1	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,035,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	41
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,143	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	104½
30 Nov. '62	74.3	8.8	51.7	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	125½
30 Nov. '62	47.0	7.0	32.5	—	25	40	20	Boston and Providence	2,952,000	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	136
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,411	100,000	4,500,000	—	93,654	5,235,584	83.6	564,117	1,006,130	490,304	8	136
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	30½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,162	133,854	6	109
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,812,207	315,165	264,102	2,853,400	1,912 600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	103½
30 Nov. '62	19.0	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	6	67
30 Nov. '62	50.9	42.5	74.5	—	25	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	111½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Hampshire and Hampden	294,774	40,226	—	279,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,963	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,886	30,275	—	260,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	588,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,404	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,665	—	00
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	351,562	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	134½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	132
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	240,502	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,567	39,226	—	259,685	150 000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	925,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	36½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	146
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	77
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	5,270,623	647,596	—	2,050,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	100
31 Mar. '63	246.0	231.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	78½
-- -- --	—	—	—	89.5	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1.000,000	1,400,000	.....	.....	83.2	.....	250,047	121,059	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	—	—	—	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	208.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	.....	208.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,788	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,090	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	45½
30 Nov. '62	53.5	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	44
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34.045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,500	61.3	.....	243,651	112,327	7	61
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	n.	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,705	525,205	ope	r. by Eas	tern Ma	ss.	4	104½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,428	74,985	7	117
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	68
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	170
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic (Pref.)	1,837,386	*	—	1,000,553	1,037.376	117,095	2,155,024	60.2	.....	144,386	65,128	—	17
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687.204	1,397,587	774,341	10	177
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	—
31 Dec. '62	33.5	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,696,704	33.5	512,349	1,111,087	652,124	10	—
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,237	*	—	156,850	204.200	77,798	438,798	21.2	—	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	53,400	8	—
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	26,500	5½	—
31 Dec. '62	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,605	2,597,161	—	[2 mos.	10,588	—	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	111
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,323	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	----
30 Sep. '62	11.6	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Re	ns. & Sarat.	—	—	...
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,508	2,320,940	48.9	140,555	224,413	123,939	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	r by Ti	oga.	44,100	—	-----
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	104,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	8	-----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,867	807,217	14 5	803,720	127,343	10,867	—	-----
30 Sep. '62	23.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,570	312,136	—	1,000,000	170,000	10,000	1,332,566	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	-----
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	90
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,338	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	195
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,264	*	—	493,800	7,000	2,717	503,517	10.8	182,036	21.457	—	—	-----
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	61,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	-----
30 Sep. '62	48.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	—	30,000	6	-----
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,792	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,582 369	863,978	2,993,542	—	96
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,263,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,645	2,637,529	1,269,954	—	178
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,157	2½	38
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,306	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,533	—	41,366,835	654.9	5,568,772	9,356,828	3,749,077	6¼	118½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	107
30 Sep. '62	93.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	-----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	-----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,991,455	725,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,758	—	-----
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,026	—	396,340	208,500	16,375	815,161	38.1	75,023	140,634	77,.50	7	-----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,946	6¼	-----
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g	3,032,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	94
30 Sep. '62	21.0	—	1.0	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	—	—	-----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	-----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	906,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	-----
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,217	4.0	1,891,960	358,033	88,285	10	-----
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	-----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	-----
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271.158	134,958	—	-----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,000	—	—	325,000	189,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	-----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,691	—	—	30,000	650,000	—	752,691	.....	oper. by	the 4	Comp'ns.	—	-----
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,887	—	-----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	----	----	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	36,572	—	-----
-- -- '58	223.0	—	----	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	-----
-- -- '59	97.0	—	----	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	-----
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	-----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	-----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	-----
								OHIO.													
-- -- '58	—	—	----	—	----	----	----	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	-----
31 Dec. '62	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,581	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541.150	234,320	—	25
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	100,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,951	—	17
31 Mar. '63	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,445	10	125
31 Dec. '60	30.0	—	----	69.1	----	----	----	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	25
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	-----
31 Dec. '62	136.4	55.8	----	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,464 130	191.2	926,628	1,724,917	1,033,637	20	156
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,085	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	89
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	—	—	96.7	484,.97	1,651,628	975,923	33½	185
30 Nov. '62	101	102.5	----	—	45	30	896	Cleveland and Pittsburg	7,836,694	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	88½
31 May '63	109.2	79.4	----	—	32	40	498	Cleveland and Toledo	6,700,495	630,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	4	112
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	-----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,202	oper	r. w. Lit.	Miami.	229,883	8	150
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,951	—	-----
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	3,565	—	-----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	-----
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	-----
-- -- '59	36.0	—	----	84.0	----	----	----	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	-----
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	-----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	-----
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,490,000	—	4,879,806	138.0	846,882	1,632,488	689,649	8	135
1 Feb. '63	182.0	21.6	----	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	94,133	9,874,894	226.6	31 mos.	1,179,202	328,974	—	-----
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	-----
30 Jun. '62	158.9	52.0	----	—	38	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	-----
31 Dec. '62	116.0	9.0	----	—	30	10	237	Sandusky, Mansfield & New'k	2,209,419	*	—	348,770	1,316,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	-----
30 Nov. '56	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	-----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper	r. by C.,	C. & C.	.....	—	-----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	-----
31 Dec. '62	242.4	—	----	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	75
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	*	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	----	—	----	----	----	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	-----
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	70
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	7½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255.560	73,235	8	-----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	170
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,664	—	-----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000.000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	37
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	33,826	10	-----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700.000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,016,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	-----
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,0.4	164,134	—	22½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,289	169,056	—	-----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	387.230	822,927	460,516	8	80
31 Oct. '62	28.3	5.5	8.0	—	10	----	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	126,316	68,801	—	49
31 Oct. '62	24.6	105.6	62.5	—	----	----	----	Mine Hill and Schuylk. Haven	3,252 205	*	—	3,250,000	—	—	3,252,265	130.0	.....	451,918	174,455	8½	61½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 234	397,186	218,960	—	153
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,877	Pennsylvania	19,306,347	3,582,304	—	13,274,100	6,527,400	—	28,324,213	441.4	.....	10,304,291	4,872,218	8	63½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., German'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,852,696	24.0	229,938	262,333	129,742	6	59
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157 739	12,129,587	190.0	213,574	413,474	180,909	—	24½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	2,088,166	3,911,890	2,085,775	—	56
31 Oct. '62	81.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	992,481	27,519	—	218,000	670,000	175,000	930,000	81.0	58,218	87,410	20,861	—	-----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nothing." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9	—				Philadelphia and Trenton	552,422	51,460	—	999,200	250.000	—	1,249,200	28.2	102,364	432,351	228,844	8	----
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,979 924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	71
31 Oct. '62	59 5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,191	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194.000	129,918	50,379	—	----
31 Dec. '62	468.3	—	59.7	—	121	61	1,512	Pittsbg, Ft. Wayne & Chicago	17,736,553	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	67½
31 Oct. '62	54.0	1.1	5.5	—	7	4	56	Schuylkill and Susquehanna	1,197,774	*	—	1,269,160	97,000	8,405	1,374,555	56.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & Reading.		5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,775	112,824	—	600,000	791,597	5,659	1,297,256	----	57,928	159,534	99,060	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	107	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	45
31 Dec. '62	26.4	—	3.0	—	5	11	25	Westchester and Philadelphia	1,387,074	*	—	688,401	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug '62	50.0	—	2.6	—	12	17	102	N. Y., Providence and Boston	2,168,000	*	—	1,508,000	256,800	—	----------	62.0	302,600	311,370	140.707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,945	15,259	—	4 7, 17	8,500	—	----------	13.6	25,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	54,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	9,359	7,486	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	321,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug.'58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	607	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,143	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov.'60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204.544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'rdo	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275 000	240,000	171,569	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '62	90.7	—	6.6	19.5	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,608	----------	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	26	25	541	Rutland and Burlington	3,987,708	558,275	—	2,233,376	3,183,038	563,019	----------	119.6	394,393	322,829	61,180	—	----
31 Aug. '62	62.5	—	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	11	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679.677	713,418	191,466	—	----
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	----------	1,378,500	ope	r. by Vt.	Central	----------	4	103
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,167	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,968,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,352	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	17½
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222.214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.5	----	—	14	17	131	Petersburg and Roanoke	1,223,523	*	—	383,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,576	*	52,866	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2 8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '62	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,462,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121.053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,755	541,197	32,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
31 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,350,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '61	191.9	42.6	28.5	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	----------	1,108,354	436,039	—	57
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox River	Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,465,959	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	57,210,345	*	—	15,123,460	34,750,510	7,336,405	77,210,345	1,096	----------	2,196,810	533.990	—	----
31 July, '62	229.0	128.0	----	—	82	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	26,104,72	357.0	----------	1,221,145	585,885	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.5	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	80.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5 000,000	3,375,000	—	10,763,723	48.7	----------	1,743,294	1,013,444	13	188

New York Stock Exchange.

Actual Sale Prices for the week ending July 15.

	Th 9.	F.10	Sat 11.	M.13.	Tu.14	W.15.
STATE STOCKS:—						
California 7s	----	132	----	----	----	
Illinois War Loan	----	----	----	----	----	
Indiana War Loan	----	----	----	----	----	
Kentucky 6s	----	----	----	----	----	
Louisiana 6s	----	----	----	----	----	
Michigan 6s, 1878	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s 71	69⅞	70⅞	70	70⅛	70	
Do. iss. to H. & St. J. R.	----	----	----	----	----	
North Carolina 6s 70	70	----	69	69	----	
Ohio 6s, 1881	----	----	----	----	----	
Tennessee 6s, 1890 65	65	64½	64	----	----	
Virginia 6s	----	----	----	----	61	
RAILROAD SHARES:—						
Buffalo & State Line	----	----	201	----	----	
Chicago & Alton	65	----	65	----	----	
" " pref. 90	91	90	92	----	91	
Chicago, Burl. & Q.	----	114	----	----	----	
Chic. & Northwest'n	29	29	30⅞	30⅛	----	
Chicago & Rock Isl.	94⅛	94⅞	95⅛	95⅛	95⅛	
Clev., Col. and Cin.	----	155	----	----	----	
Clev. and Pittsburg	85⅞	87	88	89	87⅞	88⅞
Clev. and Toledo	108	110	111½	112	----	112
Del., Lack. & West	----	----	----	----	----	
Galena and Chicago	92⅛	93	94½	94⅞	95	95⅞
Hudson River	180	179⅛	178	178	172	178
Illinois Centr. (scrip 107		106⅛	107	108	----	108
Michigan Central	109	109	110	109⅛	----	109
M. S. and N. I.	79⅛	79⅞	80	79⅞	77⅞	78⅛
M. S. & N. I. guar'd	116	115	115⅛	115⅛	115⅛	116⅛
Mil. and P. du Chien	56	60	61	59	57	57
M. & P. du C. 1st pref.	112	----	110	----	----	
M. & P. du C. 2d pref.	----	----	78	----	----	
New York Central	118⅛	119	119	119⅛	118⅛	118⅛
Erie	94⅞	96⅛	96⅛	96⅛	95⅛	96
Erie pref.	102⅛	103⅛	103	102⅛	102	103
Norwich & Worcest'r	----	----	----	----	----	88
N. York & Harlem	102	103⅛	105⅛	109⅛	106⅛	107
N. Y. & H. "pref."	99	100	101	----	----	
Panama		188	188	----	----	
Phila. and Reading	105	104⅛	104	105	104⅛	106
Pitts. Ft. W. & Chicago	67	67	67⅛	68⅛	67⅛	67⅛
St. L., Alton & T. H.	43	44	44	44	----	
" " pref.	72	71⅛	72	----	----	
Toledo & Wabash	----	----	----	----	75	
" " Pref.	----	----	----	----	----	
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	
Chicago & Alton, 1 M.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chic. & N. W. 1st M.	----	----	----	88	----	
" " 2d M.	58	58⅛	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	100	100	----	----	
" "Ap. Ex'ch	----	----	----	----	----	
" " G. B. Ext.	----	----	----	----	----	
Clev. & Pitts., 1 M.	----	----	----	----	----	
" 2 M.	----	----	----	----	----	
" 3 M.	----	----	----	----	----	
" 4 M.	----	----	----	----	----	
Cl. & Tol. S. F. 7 p. c.	----	----	----	----	----	
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	
Chi. & R. I. 1st M. '70	----	----	----	----	----	
D. L. & W. 1 M. 8p. '71-5	----	----	----	----	----	
" 2M. 8p. c. '81	----	----	----	----	----	
Gal. & Ch. 1M. 7p. c. '63	----	----	----	----	----	
" 2M. 7p. c. '75	----	----	----	----	----	
" 1 M. Ex. '82	112	----	----	----	----	
Hann. & St. J. bonds	----	----	78	----	----	
Hous. R. 1M. 7p. c. '69	----	----	----	----	----	
" 2M. S. F.	----	----	----	----	----	
" 3M. 7p. c. '75	121	120	121	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central bonds	----	----	----	----	----	
La Grosse & Mil. L. G.	----	----	----	----	----	
Mil. & P. du C. 1st M.	103	----	----	----	----	
Mich. Cen. S F. 8pc. '82	----	120	----	120	120	120
" conv. 8p. c. '69	----	----	----	----	----	
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	
" " 2 M.	102	----	----	----	----	
N. J. Central 1st M.	----	----	----	----	----	
" " 2d M.	----	----	----	----	----	
N. Y. Central 7s, 1864	----	----	----	----	----	
" 7s, S. F. 1876	116⅛	----	----	----	----	
" 7s, conv. 1876	----	----	----	----	----	
" 6s, S. F. 1883	----	----	----	----	----	
N. Y. & E. 1 M. 7p. c. '67	----	----	----	----	----	
" 2M. 7 p. c. '79	----	----	----	----	----	
" 3M. 7p. c. '82	----	----	110	----	----	
" 4M. 7p. c. '80	----	----	----	----	----	
" 5M. 7p. c. '88	104	----	----	105	----	
N. Y. & H. 1 M. 7p. c. '73	----	----	----	----	----	
" 2 M. 7p. c. '64	103	----	----	103½	----	
" 3 M. 7p. c. '67	----	----	----	----	----	
Pitts., Ft. W. & Ch. 1M.	----	104½	----	104	----	103½
" " " 2 M.	----	100½	----	----	----	101
" " " 3d M.	----	----	----	81	----	----
St. L., Alt. & T. H. 1 M.	----	----	----	----	----	----
" " 2 M. pref.	90½	90½	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Toledo & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	91½	----	93	----	----
" " Int. b'ds	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	----	144	----	143	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Pacific Mail S.S. Co.	185½	186¾	196¾	199½	200	209

New York Stock Exchange.

Actual Sale Prices for the week ending July 15.

	Th 9.	F.10	Sat. 11.	M.13.	Tu.14.	W.15.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	
U. S. 5s, 1871, coup.	----	----	----	----	----	
U. S. 5s, 1874, reg.	----	----	----	----	----	
U. S. 5s, 1874, coup.	99⅛	99⅛	----	----	----	98⅛
U. S. 5s, 1865	----	----	----	106	----	
U. S. 6s, 1881, reg.	104⅛	105	105⅛	----	104⅜	
U. S. 6s, 1881, cou.	105⅜	107	105⅛	106	106	106⅛
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	
U. S. 6s, 1881, " 1y.	----	----	----	----	----	
U. S. 6s, 1867, reg.	102⅞	103	----	----	----	
U. S. 6s, 1867, coup.	----	----	----	----	----	
U. S. 6s, 1868, reg.	----	----	----	----	----	
U. S. 6s, 1868, coup.	----	----	----	----	----	
U. S. 6s, 1 year certif.	100⅞	----	100⅞	----	----	
U. S. 6s, " new 99	98⅝	98⅛	98⅞	----	----	
U. S. 6s, 5-20s, coupon	101	----	----	----	----	
Treasury 7 3-10 Notes	107⅛	106⅜	106⅝	----	----	
U. S. Demand Notes	----	----	----	----	----	
American Gold	131½	132½	132⅝	131¼	131½	128⅞

Boston Stock Exchange.

Actual Sale Prices for the week ending July 15.

	Th 9.	F.10.	Sat. 11.	M. 12.	Tu. 14.	W. 15.
Boston and Lowell	----	----	104½	----	----	----
Boston and Maine	125½	125¾	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest	----	----	----	----	----	----
Connecticut River	----	----	108½	----	109	----
Eastern, Mass.	103⅞	103⅞	----	----	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	111⅛	111⅛	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	110	----	----
Northern, N. H.	----	----	68	----	----	----
Old Colony and Fall R.	----	----	----	----	----	----
Ph., Wil. & Baltimore	72⅜	72	70¾	71	71	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	153	----	----	----	----	----
Vermont & Mass.	37	35¼	----	35⅛	36¼	----
Western	145	----	146	----	----	----
Cambridge (Horse)	125¼	----	125½	125¼	----	----
Metropolitan "	----	77	75	73¼	----	----
Middlesex "	107¼	----	----	----	106¼	----
Central Copper Co.	45½	----	----	----	43	----
Franklin Copper Co.	52	----	----	54⅞	54⅞	----
Isle Royale "	----	----	----	----	19¼	----
National "	26½	----	----	----	----	----
Minnesota "	----	----	----	90	----	----
Pewabic "	65⅜	64¼	66	66¼	66	----
Pittsburg "	----	82	82	82	----	----
Quincy "	92	92	----	----	----	----
Rockland "	19½	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 14.

	W. 8.	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.
Beaver Meadow	----	----	----	----	----	70
Cattawissa 7	----	7¼	----	----	----	----
" preferred	22⅞	22⅞	----	22⅝	----	----
Camden & Amboy	170	----	----	----	----	----
" " 6s, '67	104	----	----	----	105	----
" " 6s, '70	----	----	----	----	104	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	104	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s. 109	----	----	----	----	----	----
" " 10s.	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	57½	----	----	----	----
" " 6s	----	----	----	----	----	----
" " scrip	----	----	----	----	44	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	49	----	49	----	49	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	58	58
" " 6s	----	----	100	----	100	----
Minehill	----	----	----	----	----	61½
North Pennsylvania	17½	15¼	----	15⅞	15⅞	15¾
" " 6s	----	----	----	----	92	92
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	63	63⅜	63	63½	63⅜	63½
" 1st m.	----	----	----	----	----	110¼
" 2d m.	----	----	108	----	----	108
Penn. State, 5s	100	100	100	100	----	100
" " 5s, coupon	105¾	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	104½	104½	----	----	104	----
" " new	108¼	----	----	108	108	108
Philad., Germ. & Nor.	59	----	59	----	59	59
Phila. & Reading	51¾	52⅜	52¼	52¼	52¼	52⅜
" " 6s, '86	105	----	----	----	----	----
" " 6s, '70	106	106	----	----	----	----
Philadelphia & Erie	24	24½	25	----	24½	----
" " 6s	----	104¼	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	11	11	11	----	----	10½
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	16½	----	----	----	15½	15½
13th & 15th sts., "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 13.

	Tu. 7.	W. 8.	Th. 9.	F. 10.	Sat. 11.	M 13.
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	106	106	106¼	----	----	106¾
Balt. and Ohio	----	82	82⅛	82	82¼	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75-101	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85-100	----	----	----	101½	102	----
Northern Central	----	40⅛	41	----	----	----
" " b'ds, '85-100	----	----	----	----	----	----
" " " '95	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 4th July:

Maryland 5s	72	to	75
United States 5s, 1874	58	"	60
Virginia State 6s	48	"	50
Do. 6 per cent.	43	"	45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	70	"	72
Do., Pennsylvania do. do.	69	"	71
Erie shares, $100 (all paid)	59½	"	60¼
Do., 7s, preference	62	"	64
Do., 7s, 1st mort., 1867	73	"	78
Do., 7s, 2d mort., 1859	73	"	78
Do., 7s, 3d mort., 1883	70	"	72
Do., 7s, 4th mort. x. c.	66	"	68
Do., 7s, 5th mort.	64	"	66
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	74	"	76
Do. do. $100 shares, $90 paid, dis.	29½	"	28¾
Do. do. $100 shares, all paid	61½	"	62¼
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	76	"	78
Do. do. S. F. 1st mort., do., '82 x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	65	"	70
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	63	"	68
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	70	"	76
Do. do. 7s, Convertible, 1876	70	"	75
Do. do. $100 shares	72	"	74
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	65	"	70
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	39	"	41
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal

Saturday, July 18, 1863.

Stock Exchange and Money Market.

The events of the last week have been, at least, for us at New York, of intense interest. On Monday morning gatherings of discontented people, principally from the large workshops, began to assemble in the upper parts of the city, along the railways and in the avenues, and after a short time several of the enrolling stations were attacked and destroyed. The police and the small military force were everywhere overpowered by the rioters when they came in collision; and we may truly say the city was pretty much in possession of a mob, who excused themselves for their violence by the alledged unconstitutionality of the acts of the general Government and its discrimination between the rich and the poor. Some lives were lost, many valuable buildings were sacked and destroyed, and among these, several private residences of unoffending individuals, and a benevolent institution, entirely sustained by the charitable ladies of the city. Whatever sins of omission or commission may be chargeable to those in power at Washington, there is no excuse for the commission of arson, robbery and murder, which were unchecked on Monday either by the civil or military authorities of the city. New York, for so large a place, has hitherto been remarkably free from these outbreaks. We have but three instances of much note; the Doctor's mob in its early history, the flour mob, and that of the Astor Place Opera House. Baltimore and

Philadelphia have not been more exempt. British history is full of examples. Thirty or forty great riots are recorded with painful minuteness. Among the most remarkable of these was the Lord George Gordon mob in London in 1780, when 40,000 persons were engaged in the affair, when Catholic chapels and private residences belonging to people of that persuasion were destroyed, prisons broken open, the Bank of England endangered, thirty-six fires in full blaze at the same time, and the mob held for six days almost undisputed possession of the city. In the end they came off badly, two hundred and ten were killed, two hundred and forty-eight wounded, of whom seventy-five died in the hospitals, and a large number were tried, convicted and executed.

Mobs are entirely without excuse in this country. We have laws, which, if enforced are ample to redress all grievances, and therefore disgrace ourselves when we appeal to violence. We can make allowances for the repelling of great grievances, and the outbursts of outraged humanity, but none for violations of the institutions of which we ourselves are the founders, and under which we have prospered. The "sober second thought" may always be depended on to put everything right.

The Money Market and Stock Exchange was very naturally affected by this condition of things. Capitalists, the most sensitive of all classes, were feverish and excited. Business was unquestionably greatly disturbed, and the well-known operators in the street looked blue and seemed alarmed. Lenders met borrowers with anxiety and unwillingness, and holders of currency began to calculate the possibilities of a sudden collapse. The amount of business done on Monday and Tuesday was therefore light, and on Wednesday the same feeling continued. Yet strange to say while there was a marked falling off in some securities, others actually rose under the pressure. Gold was feverish, and under a rumor of General Lee's defeat, at one time fell to 120. Pacific mail went up to 209. Harlem, Erie, and Pittsburg advanced, and Governments were without change. Our tables this week will show the final condition of the market as we go to press.

We hope we shall next week have to record the complete restoration of order and resumption of business.

The following table gives a comparative view of the debt of the United States at different periods since the beginning of the war.

	Dec., 1861.	July, 1862.
Fives	$30,595,092	$30,095,092
Sixes	89,929,856	90,620,555
5-20s	.....	13,974,950
7-30s	100,000,000	122,836,550
Demand notes	22,464,762	2,830,641
1 Year Certificates	.....	49,881,982
Demand loan	.....	57,746,106
Currency	24,550,320	149,660,000
Total	$267,549,030	$514,211,376

	Jan., 1863.	June 29, 1863.
Fives	$30,595,092	$30,483,000
Sixes	87,765,191	87,781,392
5-20s	25,050,850	183,414,401
7-30s	139,996,950	139,996,950
Demand notes	3,267,511	776,650
1 Year Certificates	110,321,241	156,835,242
Demand loan	80,235,636	94,770,702
Currency	244,366,251	407,854,456
Total	$721,668,722	$1,100,912,793

The following table compares the financial condition of France for the year 1862 with that of Great Britain and Ireland for the year ending March 31, 1862, with their respective burdens upon the people per capita:

ANNUAL INTEREST ON PUBLIC DEBT.

Great Britain:	
On account of permanent debt	£23,703,738
On terminable annuities	1,837,968
On interest on exchequer bonds	122,500
On do. do. do. bills.	478,400
Total interest on public debt	£26,142,606
In dollars	$127,131,492
Annual expense per capita, $4.34.	
France:	
Interest of public debt	£23,773,019
In dollars	$115,608,191
Annual expense per capita, $3.09.	

TOTAL ANNUAL EXPENDITURE.

Great Britain:	
On account of public debt	$26,142,606
On army and navy	29,452,342
On cost of collection	4,836,723
On civil expenditure	11,791,956
Total annual expenditure	£72,223,627
" " in dollars	$351,223,498
Population, 29,293,319—$12.00.	
France:	
On account of public debt	£23,773,019
On army and navy	26,804,984
On cost of collection	8,471,007
On civil expenditure	27,746,406
Total annual expenditure	£86,795,416
" " in dollars	$422,086,108
Population, 37,382,225—$11 29.	

The interest on the stocks of New York city payable on the 1st of August will be paid by the City Chamberlain, at the Broadway Bank.

The coupons on the first and second mortgage bonds of the Pittsburgh, Fort Wayne and Chicago Railroad, maturing Aug. 1, and Sept. 1, will be paid, less the interest for the unexpired time, at the office of Winslow, Lanier & Co.

The Little Schuylkill Navigation Railroad and Coal company has declared a dividend of 3½ per cent. clear of State and National taxes.

The Frankford and Southwark City Passenger Railroad, Fifth and Sixth street, announce a semi-annual dividend of 3 per cent., payable on the 15th instant.

The Cleveland, Columbus and Cincinnati Railroad will pay, Aug. 1, at the office of the United States Trust Company, a dividend of 6 per cent., free of tax.

The Brooklyn City Railroad Company will pay, on the 1st of August, a dividend of 5 per cent.

The Lehigh Valley Railroad Company have declared a quarterly dividend of two and a half per cent., clear of all taxes, payable on the 15th inst.

The Philadelphia and Grays' Ferry Passenger Railway Company, Spruce and Pine, announce a dividend of three per cent. on the par of the stock, payable on the 20th inst.

The interest on the bonds of the Wyoming Canal Company, due 15th July, 1863, will be paid at the Bank of North America.

The Philadelphia City Passenger Railway Company have declared a dividend of $2 per share payable on the 16th inst.

The Minehill and Schuylkill Haven Railroad Company have declared a semi-annual dividend of four per cent., payable on and after the 23d inst., free of taxes.

The principal and unpaid coupons of the unextended 1st mortgage bonds issued by the Galena and Chicago U. Railroad Company, due 1st August, will be paid upon presentation at the office of H. F. Morgan & Co., 35 William street.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Jersey City Water Loan, 109½; Illinois Central full stock, 98; do., cancelled bonds scrip, 86; Miss. and Mo., 25¾; do., L. G., 59; Canton Co., 28; Cumberland Coal pref., 22; Central American Transit Co., 32; Quicksilver, 39¼; American Coal Co., 56.

Boston.—Northern (Ogdensburg) 1st mort., 102; do., 2d mort., 23½; Rutland 1st mort., 68½; do., do., 2d mort., 14½; do., 3d mort., 4; Vermont Central 1st mort., 75; do., 2d mort., 17; South Shore 6s, 1880, 100½; Hartford 6s, R. R. loan, 108; Central Pacific R. R. 7s, 1883, 100; Concord, 61; Cheshire, 44; Broadway R. R., 64½; Malden and Melrose, 24¼; Rhode Island 6s, 1882, 110½; Maine 6s, 1882, 111½; Connecticut 6s, 1881, 112¾; Boston 5s, 1876, 112½; do., 1868, 113¾; Salem 5s, 1871, 100½@102¾; Acton Mining Co., 4¼; Bedford, 50c.; Copper Falls, 10; Mesnard, 10; Phœnix, 10¼; Pontiac, 6¼; Quartz Hill, 18; Petherick, 2⅞; Canada, 1⅝; Hancock, 9⅛; Manhattan, 3¼; Superior, 7; Wickam, 75c.; Albany and Boston, 10¾; Huron, 16¾; Toltec, 2.

Philadelphia.—Sch. Nav., 12½; do., pref., 24⅛; do., 6s, 1872, 100½; do., 1876, 68; do., 1882, 84; Union Canal pref., 3¾; do., 6s, 25; Susq. Canal, 13; do., 6s, 54; do., scrip, 50; Del. Div. Canal, 43; Morris Canal, 72; West Chester R. R., 4; Camden and Amboy mort., 108; Wilmington 6s, 140; Chester Valley 7s, 41; Shamokin Valley, 39½; Allegheny Co., 6s, 81; 10th and 11th streets, 41¼; 17th and 19th streets, 13.

Baltimore.—Western Maryland bonds, 82¼; do., endorsed, 102½; Maryland bonds, 1890, 113. The latest quotations are: Balt. and Ohio, 81; do., 6s, 1867, 100; do., 1875, 101@102½; do., 1880, 100; do., 1885, 100¾; Northern Central, 41; do., bonds, 1885, 100¼@102; N. W. Va., 7½@10; do., 1st mort., 100; do., 2d mort., 95; do., 3d mort., 20; Central Ohio 2d mort., 102; do., 3d mort., 60; do., income 1857–'60, 30; Western Md., bonds, 80@83; do., guar., 103½104; Maryland 6s, coupon, 1870, 114; do., Ins., 114½; do., 1890, 113; Baltimore 6s, 1875, 106@107½; do., 1890, new, 106¼; do., coupon, 105¾; do., 5s, 1838–'70, 95.

Seat of War in Maryland and Pennsylvania.

This is a large well arranged and handsomely lithographed map of the seat of war in Maryland and Pennsylvania, published by the well-known Chartographer J. Disturnel, 337 Broadway. It is the most complete of any we have seen and should be in the hands of all those who are interested in the present great struggle going on in the States it represents.

Troy and Cohoes Railroad.

The work of constructing this enterprise is now being prosecuted in earnest. Ground has been broken for the laying of the track from the eastern terminus of the railroad bridge to the Lansingburgh track in River street, near Federal street. A large force of men are employed, and before many days the track will be completed as far as the island.

Commerce of Nova Scotia.

From the official returns made to the Legislature of Nova Scotia by the Secretary of Finance, we learn that the value of goods imported into the Province during the year 1862 amounted to $8,445,042, being an increase of $831,815 over the imports of 1861. The exports for 1862 amounted to $5,646,961, against $5,774,334 in 1861, thus showing a decrease in 1862, of $127,373, and a discrepancy between the value of the imports and exports of the Province of $2,796,080. But the Financial Secretary considers it would be absurd to take for granted that such a discrepancy really exists. He adopts the conclusions Mr. Galt has arrived at, that the exports which go abroad without finding their way into the Trade returns amount to 12½ per cent. on the whole, which amount is to be added to the value of our imports. Then, again, there were built in the Province during the past year, no less than 201 vessels, the aggregate tonnage of which amounted to 39,833 tons, the market value of which was $1,566,168; and the greater number of these vessels were sold out of the Province, and in the course of business, there are bills of exchange and ready money drawn out of the country which should also be taken into consideration in contrasting the exports with the imports. The exports of gold, which are estimated at not less than $200,000, do not appear in the customs returns. These items, it is assumed, would swell the exports to at least $8,000,000.

The exports of fish for 1862 amounted in value to $2,108,797, a slight decrease from the exports of 1861. In coal, there was an increase of $22,524; the value of coal exported during the past year amounting to $624,904. In the exportation of potatoes and other vegetables, there was also an increase, showing that the farmers have not been idle. The exports of potatoes and vegetables from the Province during 1861, amounted to $196,442, while the exports for 1862 reach $269,751—an increase over the former year of $78,309. During 1861 the value of fruit imported from Nova Scotia was $8,071, while last year the amount was $19,316, leaving an increase of $11,245. The gypsum trade has suffered most, the war limiting the exports, which amounted to but $20,425 in 1862, or about one third of the sum realized from this commodity some ten years ago.

The total Customs revenue collected in the Province amounted to $830,126 57; of this sum $691,607 76 was collected at the port of Halifax, and the returns from the outports footed up to $133,658 67; the balance, $4,860 14, was realized from excise duty on the produce of breweries and tobacco manufactories. Upon comparing the returns of 1861 with 1862, the gratifying fact is apparent that during the past year the revenue has increased $241,775, which is more than 40 per cent. over any year previous, (with the sole exception of 1860, when the amount was $671,421), or nearly 24 per cent. over the best Customs revenue of Nova Scotia. In the Province there are 70 ports of entry and clearance, and in 46 of this number there has been an increase of receipts over last year amounting to $245,472 14. In Halifax alone the increase amounted to $210,904 19. In 24 out of the 70, there has been a decrease, as compared with 1861, of $3,696 57, which being deducted from the increase in the 46 ports, leaves a sum of $241,775 57 as the total increase in the proceeds of all the ports, as compared with 1861. The amount collected from light duty for the year 1862, amounted to $31,164 50, showing a decrease of $900 60 as compared with the previous year. Upon analyzation it would appear that $426,047 31 of the entire revenue was derived from *specific* duties, while the *ad valorem* realized $399,219 12; and breweries and tobacco factories, $4,860 14—in the aggregate amounting to $830,126 57. The greater part of the amount produced by the specific duties was realized from five articles. Spirits of all kinds, produced $169,808 73; wine $20,873 71; brown sugar, $60,612 50; molasses, $54,450 77, and black tea, $65,934.53; so it will be seen that these five commodities afforded a revenue of $371,680 32, or nearly nine-tenths of the whole amount realized from the articles subject to specific duty.

Rutland and Burlington Railroad.

The receipts of this road for the year ending August 31, 1862, have been as follows:

From passengers	$115,777 35
" freight	179,356 42
" mails	15,500 00
" expresses	6,999 96
" rents	4,316 30
" miscellaneous	329 77
" interest	649 13
	$322,928 93

And the expenses were:

Repairs of road	$41,872 69	
" bridges	4,192 32	
" locomotives	20,124 87	
" cars	33,513 55	
" stations, etc	11,238 28	
Fuel	39,816 55	
Oil and waste	9,374 96	
Renewals of rails	17,247 81	
Passenger expenses	22,222 95	
Freight expenses	30,637 25	
Salaries, etc	10,988 71	
Gratuities and damages	4,475 17	
All other expenses	19,941 29	
		261,649 40
Net earnings		$61,279 53

Compared with the preceding twelve months, the gross earnings show an increase of $11,745 53, with a decrease in expenses of $11,342 96—making the increase of net earnings, $23,088 49.

The following is a statement of the account of the trustees of the road from November 20, 1853, to September 1, 1862:

Total net earnings from November 20, 1853 to August 31, 1858	$284,961 26
Net earnings in 1858–'59	81,561 00
" " 1859–'60	54,478 00
" " 1860–'61	38,191 00
" " 1861–'62	61,279 53
	$520,470 79
Paid coupons due Feb. 1, 1854	$63,000 00
" " Aug. 1, 1854	61,904 50
" " Feb. 1, 1855	62,083 00
" " Aug. 1, 1855	60,872 00
Fuel and materials on hand	71,599 03
Real estate	34,057 96
Rolling stock, tools, etc	75,668 05
Cash	37,949 26
Due from connecting roads, agents, etc.	53,336 99
	$520,470 79

During the past year "sufficient new cars have been built in the company's shops, and such renewals and repairs put upon the tracks, bridges and locomotives and other equipments of the road as to maintain them in full value and supply and thorough repair for the advantageous transaction of business; and the entire trust property is in all respects in good condition, and has not been suffered to become depreciated in value."

The trustees has put in the track, and charged the amount to operating expenses up to the date of this report. 500 tons of new rails. There have also been re-rolled, 3,142 tons. Repaired in the company's shops, 17,387 tons. Making the total of new, re-rolled and repaired rails put in the track by the trustees, 21,029 tons. There has also been used in track renewals during the same time, 275,558 new cross ties.

Since the close of the last financial year, the trustees have ordered the payment of coupon No. 10; and the treasurer was in Boston for that purpose on the 26th, 27th, 28th, and 29th of September last. Since October 1, they have been paid by check on Boston; and for those still unpaid, if sent to the Treasurer, at Rutland, Vt., a check on Boston will be remitted for the amount.

The equipment of the road consists of 20 locomotives; 16 first class and 2 second class passenger cars; 5 baggage, 2 mail, 360 box, 101 platform and 80 cattle cars.

The number of miles run by passenger trains has been 169,457; by freight trains, 181,185; by other trains, 43,751—total, 294,393.

The financial condition of the company August 31, 1862, is exhibited in the annexed—

BALANCE SHEET.

Capital stock—common		$1,242,500 00
" preferred 8 per cent.		382,700 00
" " 6 "		608,176 31
Funded debt ($3,183,038 35), viz:		
First mortgage bonds		1,800,000 00
Second " "		937,500 00
Third " "		440,000 00
Convertible notes		5,338 35
Floating liabilities ($963,019 15):		
Six per cent. bonds		284,000 00
Notes payable		552,607 34
Interest bonds		23,300 00
" scrip		17,199 02
Dividends 8 per cent. stock		8,332 00
" 6 " "		728 00
Mortgage bonds coupons		353 50
Sundry accounts		79,499 29
		$6,379,433 81
Construction		$3,989,708 05
Equipment		556,275 56
Incidental expenses		67,238 79
Salaries		50,000 00
Delinquent subscribers		54,467 32
Sundry accounts		121,392 17
Interest on loans, etc		334,820 84
" stock		103,060 21
Coupons on 6 per cent. bonds		328,468 50
" Interest "		4,458 00
Discount on 6 per cent. bonds		220,078 25
" 1st mortgage "		109,686 25
" 2d " "		264,397 60
Assets, ($175,382 27) viz:		
Real estate		30,514 34
Steamboat and barges		50,253 99
Eight per cent. preferred stock		40,000 00
Plattsburg & Montreal R. R. shares		26,355 10
Vermont Valley Railroad shares		6,750 00
Northern Telegraph Co. shares		2,000 00
Notes receivable		19,508 84
		$6,379,433 81

The office of the company is at Rutland, Vt.

The officers are:

President—THOMAS THACHER.

Treasurer—GEORGE B. GIBBONS.

Superintendent—E. A. CHAPIN.

Trustees—SAMUEL HENSHAW. THOMAS THACHER.

Railroad Police.

AN ACT empowering railroad companies to employ police force. Passed April 29, 1863.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:—

SEC. 1. Any railroad corporation on which road steam is used as the motive power, may apply to the Governor to commission such persons as the said corporation may designate to act as a police for said corporation.

SEC. 2. The Governor, upon such application, may appoint such persons or so many of them as he may deem proper to be such policemen, and shall issue to such person, or persons so appointed a commission to act as such policemen.

SEC. 3. Every policeman so appointed shall, before entering upon the duties of his office, take and subscribe the oath prescribed in the twelfth article of the constitution. Such oath with a copy of the commission, shall be filed with the Secretary of State, and a certificate thereof by said Secretary be filed with the clerk of each county, through or into which the railroad for which such policemen is appointed may run and in which it is intended the said policeman shall act; and such policemen shall severally possess all the powers of policemen in the several towns, cities and villages in which they shall so be authorized to act as aforesaid.

SEC. 4. Such railroad police shall, when on duty, severally wear a metallic shield with the words "Railway Police," and the name of the corporation for which appointed, inscribed thereon; and said shield shall always be worn in plain view, except when employed as detectives.

SEC. 5. The compensation of such shall be paid by the companies for which the policemen are respectively appointed, as may be agreed upon between them.

SEC. 6. Whenever any company shall no longer require the services of any policemen so appointed as aforesaid, they may file a notice to that effect in the several offices in which notice of such appointment was originally filed, and thereupon the power of such officer shall cease and be determined.

Spain--Its Material Progress.

The material revival of Spain, of which we have had vague accounts from various sources, is established beyond question by recent official publications. It appears that not only the population of the country rapidly increased (in 1857 it was 15,464,000) but agricultural industry and the railway interests have been enormously developed within a few years.

The increase of railway facilities, by affording ready access to market, has greatly stimulated the agriculture of the kingdom, while the revenue from the land tax has kept pace with the progress of rural industry and the increase of population. In 1861 fifteen hundred miles of railway were in operation, whereas, in 1848, there were but twenty-five. The common roads, too, which were formerly neglected by the government, have been extended and improved in similar proportion; two hundred and fifty-four leagues having been made between 1840 and 1855, at a cost of sixty-three millions of reals, and the whole length now amounting to eleven thousand miles. The natural result of this liberal system of communication is the opening of new districts for tillage, the creation of new centres of trade, and the increase of markets for agricultural produce.

According to the latest official returns, agriculture is the occupation of seventy-five Spaniards in every hundred, and the proportion is increasing; while the land tax, which in the year 1846 produced but 238,000,000 reals, now brings to the national treasury an average annual income of 400,000,000 reals. The yearly production of grain is 66,000,000 hectolitres; the yield of the iron mines has risen from nine million kilogrammes in 1797 to 41,000,000 in 1861; copper yields 2,704,000 kilogrammes, and zinc 1,853,000. The consumption of coal has increased so rapidly that the mines of the country are incapable of supplying the demand, so that the imports of this article have quadrupled in twelve years. The importation of cotton has trebled in twelve years, and the silk trade has revived in nearly equal proportion.

Spain has also developed her commerce and her mercantile navy with remarkable rapidity. From 1843 to 1860 the exports and imports together increased 350 per cent.; and in 1860 her mercantile marine had risen to an aggregate of 19,224 vessels, measuring 2,526,508 tons—against 9,800 ships of 1,050,000 tons in 1843.

The Gold Product of the World.

From reliable data it appears that the production of gold and silver throughout the world has quadrupled since the first discovery of gold in California, (1848-'9.) The production annually, in the years 1846–1848, was estimated at sixty-one millions of dollars, of which Russia and Mexico were the principal sources. Now the product is estimated at over two hundred and seventy millions; the amount produced in each country in the different periods being estimated as follows:

	Year 1846.	Year 1863.
California	.....	$ 70,000,000
Other portions of the U.S.	$1,300,000	30,000,000
British Columbia	.....	6,000,000
Mexico	18,500,000	25,000,000
South America	13,000,000	13,000,009
Total, N. & S. America	$32,800,000	$144,000,000
Russia	18,000,000	22,000,000
Other parts of Europe	6,600,000	6,800,000
Asia and Africa	4,600,000	5,775,000
Australia	.....	75,000,000
New-Zealand & British Colonies	.....	12,000,000
All other countries	.....	6,000,000
Totals, 1846 and 1863	$62,000,000	$271,575,000

The old States of the Union have furnished domestic gold to the extent of $19,214,635
And silver 41,888

$19,256,523

Up to June 30, 1862, viz:

North Carolina	$9,113,994
Georgia	6,903,128
Virginia, (with silver)	1,660,693
South Carolina	1,352,970
Alabama	198,231
Tennessee	81,407
A total of	$19,256,523

The new territories have furnished, up to the same time, within a few years, $535,291,368 in gold, and $5,184,573 in silver, a total of $540,475,941, from the following States:

California	$528,153,890
Colorado	4,753,050
Oregon	963,458
Nevada	1,127,254
Utah	80,067
Arizona	47,222
New Mexico	56,929
Nebraska	1,402
All others	190,319
	$535,373,591
Gold parted from silver, and silver from gold	5,102,350
	$540,475,941

The total number of acres contained in these Western territories including California and Oregon, is 905,694,880
Of which have been sold 54,199,676

Leaving, unsold 851,495,204

Acres, to be disposed of hereafter, either in fee or on lease, by the United States.

The importance of this vast territory cannot be over-estimated, as a gold and silver producing region, and in view of the existing debt of the country, and of the necessity of establishing a sinking fund for the extinction of this debt, and the establishment of a more thorough system of schools for the masses.

Nevada, one of the smallest of the Pacific slope, is thirty per cent. larger than Virginia, which is the largest of the States east of the Mississippi. Oregon, ninety-five thousand square miles, would make two such States as New York or Pennsylvania.

Colorado, with her 104,000 square miles, would make two such States as Wisconsin, or three of Indiana—product of gold estimated at five millions.

Utah, where gold has been known for years, and hoarded by the Mormons, has 106,000 square miles, equal in extent to Kentucky, Indiana and Maine combined.

New Mexico, with an area of 121,000 square miles, is equal in extent to three such States as Ohio.

Arizona, still larger, having 126,000 square miles, covers an area double that of all the New England States combined.

Dakotah, yet larger, having 148,000 square miles, would make six such States as South Carolina, and has now a more loyal spirit within it than six of the latter put together.

California was, in the last census report, stated to have 188,000 square miles of territory, but recent investigations show that her limits are actually 158,687 square miles; and with this reduced limit, she is equal to four of Tennessee.

Idaho, the recent creation of the thirty-seventh Congress, (made up from the recent territories of Washington and Nebraska,) is the largest of the whole, having 326,000 square miles, which would make seven such States as New York; and the product of gold here in the year 1863 is estimated at ten or twelve millions.

A careful scrutiny of the whole subject as to sources of supply of the precious metals at this time, serves to show that North and South America produce about $96,350,000 in gold and $47,650,000 in silver; a total of $144,000,000.

Australia, Russia and other portions of the world produce annually $108,230,000 in gold, and $19,345,000 in silver; a total of $127,575,000. Making the annual product throughout the world (Japan and few other sources of which we have no details excepted) at this time to be—

In gold, (75.34 per cent.,)	$204,580,000
In silver, (24.66 per cent.,)	66,995,000
Total year 1863	$271,575,000
Whereas the total annual supply in the year 1847, estimated at	62,000,000
The additional supply in 1863 is	$209,565,000

Our preceding table shows the estimated production of gold throughout the world in the years 1846 and 1863. The former is taken from the eighth edition of the *Encyclopedia Britannica*, (article *Precious Metals*). The estimate for the current year is based upon the best information we can obtain at present. We have put down the production of California at seventy millions of dollars, which, by some persons, is considered too large an estimate. The shipments, it is true, for the past three years, have averaged only forty-two millions annually, but is known that the export has reached fifty-seven millions in one year, (1853,) and there is no reason to suppose that the production is less than at that time. The opinion of California bankers and merchants lead to the conviction, that the amount retained in the State, added to that exported in private hands, without being reported at the custom house, will swell the production to 25 or 28 per cent. more than the official export.

Thus, the export officially reported for ten years, 1853–1862, both inclusive, was	$470,666,000
Add retained in the country, and exported in private hands	131,786,000
Total product, ten years	$602,452,000

Or an annual average of over sixty millions of dollars.

STATISTICS OF COINAGE AND SHIPMENTS OF GOLD AT SAN FRANCISCO.

Period.	*Total Value Minted.*	*Value Shipped.*
1849	....	$4,921,250
1850	....	27,676,346
1851	....	45,582,095
1852	....	46,586,134
1853	....	57,331,024
1854*	$9,731,574	51,328,655
1855	20,957,678	44,640,090
1856	28,315,538	51,142,268
1857	12,490,000	49,340,187
1858	19,276,096	43,897,159
1859	13,906,272	47,664,299
1860	11,889,000	42,303,345
1861	12,421,000	40,639,090
1862	15,545,000	42,380,809
1862.†	9,830,960	....
Total value	$154,363,118	$595,432,751

The shipments are for calendar years.

* To June 30. † To Dec., 1862, six months.

The amount of gold exported from Australia during the twelve years, 1851–1862, was officially reported at 25,963,223 ounces, which, at $19 per ounce, (£3 17 10½ being the British mint value,) amounts to the sum of $493,301,237, viz:

Year.	*Ounces.*	*Value.*
1851	145,146	$2,757,774
1852	1,974,975	37,524,525
1853	2,497,728	47,456,832
1854	2,144,700	40,749,300
1855	2,576,745	48,958,155
1856	3,003,811	57,072,409
1857	2,579,655	49,013,445
1858	2,536,983	48,202,677
1859	2,280,525	43,329,975
1860	2,130,755	40,484,345
1861	2,072,360	39,374,840
1862	2,019,840	38,379,960
Total 12 years	25,963,223	$493,301,237

Idaho.—An editorial article in the Nebraska *Republican*, published at Omaha City, April 24, 1863, says, that Gallatin City is situated at the junction of the Three Forks of the Missouri River, in the midst of a good agricultural country—well supplied with pine and cotton-wood timber. It is at the head of navigation on the tributaries of the Missouri, and is about 250 miles (by river) from Fort Benton. The land route from Fort Benton is only about 125 miles. This city, from its location and advatages of navigation, is destined to become the supply point for the rich mining region of the head-waters of the Missouri, which embrace a district of country, so far as already prospected, of about 150 miles north and south, by about 160 miles east and west. This place was first laid out in February last, and 60 buildings had been constructed since. It is thought by the proprietors that as it is likely to be the centre of population for the new territory of Idaho, it will probably be selected as the capital.

The portage or land travel, between the foot of the rapids on the Missouri River, to a point above the falls, where navigation by light-draught steamers may be resumed, is only about 12 miles by a good wagon road. From the last named point to Gallatin City, (only 120 miles from Bannach City,) goods may be shipped by water as soon as arrangements, now in progress for putting a small steamer in the trade, shall be perfected.

There can be no question that the mines above spoken of are among the richest, if not *the* richest on this continent. Their extent, when fully developed, must embrace the entire region from a point near the South Pass to the north line of Washington Territory, and a belt of country along the eastern slope of the Rocky Mountain range at least 200 miles in breadth. The distance from Omaha to these mines is certainly not more than 1,100 miles, and the route is practicable for emigrant trains at all seasons.

The gold and silver mines of California have without doubt increased at least ten millions annually since 1855–1860, making the product at present about $70,000,000. The other gold producing territories, enumerated on page 905 of our May number, and comprising over twelve hundred million acres, may be said to produce at present at the rate of thirty millions annually. Mexico, it is reliably stated, produces twenty-three millions of silver annually, which is more than any other country now yields, and about ten per cent. in gold. The States of South America produce about as much as in the years 1840–1850.

We come now to consider the supply of gold and silver in foreign countries. Russia has been, prior to 1849, the principal source of gold, and Mexico that of silver. Since then other and large sources of supply have come to light. These are:

I. Australia, with an annual supply of $75,000,000.
II. New-Zealand,
III. Nova Scotia,
IV. British Columbia, } ..... 12,000,000.

The production of gold in Russia has increased from an annual supply of $17,911,000 to about $22,000,000. It is known that five British colonies are producing largely in gold and silver. New South Wales, New Zealand, Van Diemen's Land, and other portions of Australia, are also undergoing an exploration under favorable auspices. These new examinations and surveys will be productive of good in various ways, even if they result in no further developments in the precious metals. In the January number of the Edinburgh Review we find an elaborate article on the subject, (reprinted in the June number of the *Bankers' Magazine*, pp. 953–979,) to which the reader is referred. The information conveyed there is scarcely less surprising than that gleaned from recent facts reported to the government of the United States, as contained in the May number of this work. The *Edinburgh Review* says, with truth:

"The series of gold discoveries which commenced with 1847 has, within these last two years, assumed gigantic proportions. Already no less five British colonies are found to possess extensive and rich gold deposits. The Californian gold-miner has tapped reservoirs which are now found to be spread downwards through Mexico, upwards through the great Oregon and Washington territories. The British Columbian gold-miner, great as are the attractions of British Columbia, has already crossed the Rocky Mountains, and is following the banks of the rivers which expand into the lake system of Canada. Nay, he is already on the banks of the rivers which branch, on one side, to the Arctic Ocean, on the other to the Russian settlements around Behring Strait. The backwoodsman, advancing from the east, is met by legions of gold-miners coming from the west. The vast forests which seemed to await his more slow axe, are felled for the hut and camp-fire of the gold-miner. The trapper, already driven from the shores of the Pacific, is again retiring to more quiet regions. The wonderful changes of the North Pole are repeated at the South. As the American gold-miner is advancing on eternal snows, so already the Australasian gold-miner is exploring the bounds of the great Antartic Ocean. Armies of gold-miners are pouring into New-Zealand. The gold-fields of New South Wales and Victoria are spreading downwards into Van Diemen's Land upwards towards the new colony of Queensland. Explorers are discovering auriferous quartz reefs in the heart of Australia. How all this will affect our Atlantic world, is a question which concerns us most deeply."

The vast accumulations of gold of the last fourteen years enure largely to the benefit of the United States and Great Britain, by giving an impulse to commerce and to manufactures. Remote nations are indirectly benefited, because the course of trade is such that gold will flow to those countries where labor is cheapest, and where the bullion and coin are the most valued, or realize the largest results. This is fully demonstrated in the fact, that notwithstanding the additional accumulations of the precious metals within the past fourteen years, amounting to over one thousand millions of dollars, there is really but little more on hand in the United States and in Western Europe than in 1850–1853. In the year 1851, the Bank of France held 486 millions of francs in silver, and 82 millions in gold; whereas now, after a period of twelve years, it holds 394 millions in both metals.

In the year 1852, the Bank of England held £22,000,000 in bullion and coin, which was, in fact, for the country at large—the joint-stock banks, the country banks and private bankers maintaining but small specie reserves. This year the bullion and coin of the Bank of England ranges from 14½ to 15½ millions sterling, and the Scotch and Irish banks £4,270,000, from which we deduce the following comparative table:

	1852.	1863.
Bank of England	$110,000,000	$ 75,000,000
Bank of France	113,000,000	80,000,000
Banks in United States	84,000,000	118,000,000
Totals	$307,000,000	$273,000,000

—*Bankers' Magazine, July.*

Philadelphia and Erie Railroad.

The McKean *Mirror* says, the work on the eastern end of the unfinished portion of the Philadelphia and Erie road is being pushed vigorously forward. There seems to be a determination on the part of the company to have the cars run to Shippen some time in August next. The bridge at Grindstone is nearly completed, and the track will soon be laid to Sterling Run, as the work between that place and Second Fork is far advanced towards completion.

Description of Jenkins and Jumelle's Governors for Steam Engines.

This invention by C. C. Jenkins and F. Jumelle of Philadelphia, consists in combining with a governor or spindle, a spring and rods arranged to form a knee joint, in the manner hereafter described, so that the force applied to overcome the rigidity of the spring, may be transmitted through a leverage constantly increasing as the resistance of the spring increases, thereby equalizing the action of the spring.

The weighted arms of the governor are hung to the top of the spindle in the usual manner. To the weights of the arms are jointed the upper ends of rods, the lower ends of the latter being connected to a sleeve which is fitted snugly to, but arranged to slide freely on, the spindle. A spring is connected at a point midway between its opposite ends, to the spindle by means of nuts, which are adapted to the screwed portion of the said spindle. To one end of the spring is jointed a rod, and to the opposite end a similar rod, one rod being connected to a lug on one side, and the other to a lug on the opposite side of the upper end of the sleeve. The lower end of the latter has a recess for receiving the end of the usual governor lever through which the movement of the sleeve is communicated to the throttle valve of the steam engine. This recess formed by two collars, one of which is fast to the sleeve, the other being screwed on to the same, as is also a nut, the striking of which against a nut screwed on to the spindle, limits the downward movement of the sleeve, and consequently, the inward movement of the weights.

As the governor revolves the weighted arms will fly out, and the sleeve will rise to an extent regulated by the speed of the governor, and the rigidity of the spring. Now supposing this spring acted directly on the sleeve without the intervention of the rods, it will be evident that the higher the sleeve rises through the centrifugal force of the weights, the greater will be the opposing force presented by the increased rigidity of the spring as the opposite ends of the latter are raised, consequently the governor will be irregular in its movement, the irregularity being in proportion to the difference of the rigidity of the spring as the ends of the latter are raised. By connecting the

spring to the sleeve by means of the rods, however, the case is different, as they form with the sleeve and spring the well known knee-joint, so that, as the sleeve is raised, it acts on the spring through a leverage, gradually increasing as the sleeve rises, and as the rigidity of the spring increases. Thus when the sleeve is depressed to the limit of its downward movement, the force exerted by the revolving balls tending to raise the ends of the spring, will be applied, as it were, through a lever of which the fulcrum is at a point near the centre, while as the spring rises, this fulcrum gradually approaches the farther end of the lever giving an increased leverage as the rigidity of their spring increases.

It will be evident that by transmitting the force imparted to the sleeve by the action of the revolving weights, to the spring through the medium of a knee-joint; the increasing rigidity of the spring as its opposite ends are raised, is counteracted by an increase in the force applied to raise the said ends, and consequently, that the action of the governor is uniform throughout.—*Journal of the Franklin Institute.*

Railways in Minnesota.

The following statement in reference to the progress of the railroad system in this State is from the last Annual Message of the Governor to the Legislature:

On the St. Paul and Pacific Railway the track is laid and in running order from St. Paul three miles beyond St. Anthony, and it is under contract from St. Paul all the way to Watab, and will be finished to that point by January 1st, 1864. All this portion of the line is along the valley of the Mississippi, Watab being at the mouth of the Sauk river, and at the point where the road crosses the Mississippi and turns off northwest to reach the valley of the Upper Missouri. This St. Paul and Pacific road is the main line of the Great Northern route to the Pacific, traced by Governor Stevens, and the commencement of the work on it so vigorously seems most auspicious. It will be a great trunk line for Minnesota, and no doubt branches tributary to it will be built in all directions. As the breadth of the State is not great, this road can easily be finished to the State boundary at Bois des Sioux river in two years, but there it must stop, as beyond lie the unpeopled wastes of Dacotah.

Meantime, however, various projects for roads to Crow Wing, Lake Superior, etc., tributary to this line have been started, though as yet none are in shape. The second railroad begun in fact is in Southern Minnesota, from St. Peter, at the great bend of the St. Peter's or Minnesota river, to Winona on the Mississippi. This will be a useful road, and doubtless will ultimately be extended up the valley of the St. Peter's river, and, with the progress of settlement, go on westward into Dacotah.

☞ The Directors of the Michigan Southern Railroad have formally resolved that it is "inexpedient for them to rebuild the Three Rivers Branch Road, or to construct any additional branch road north of Three Rivers." They, however, declare that they "are prepared to make arrangements with any other parties who may build such road for such business as may be brought by the same." Report says that Mr. Witt of Cleveland, may build the branch as a private enterprise, but there is nothing definite or certain about it.—*Adrian Expositor.*

Oil Creek Railroad.

This road is doing an immense business for one of its length. It brings out to Corry not less than 2,200 bbls. of oil daily, and its mixed freight going south will average nearly half that amount of bulk. The completion of the road from Titusville to Oil City is being pushed forward as rapidly as the scarcity of laborers will permit. Four miles of the route beyond Titusville is ready for the iron and the remainder will be graded and the track laid down by the 1st of September.—*Erie Dispatch.*

Incrustation of Steam Boilers.

The formation of scale is the chief disadvantage wherever *salt* or *hard* water is used for the feed of Steam Boilers, thus preventing the conducting the heat to the water, and causing the burning out of the boiler plates, and is a great cause of repair and expense. Many remedies have from time to time been introduced, but they have either been found inefficient or injurious. But a new article has recently claimed our special attention, called "Baird's Preparation for the Protection of Steam Boilers from Incrustation." This article has been examined by Dr. Jackson, State Assayer of Massachusetts, who has made careful chemical tests of it and given his certificate that, being made exclusively of *vegetable matters*, it can in no way act injuriously on iron. Practical steamship engineers, owners of boilers, and Master Machinists of railways have all given their testimony both to its efficacy and safety, and found it worthy the attention of all who are interested in the economical use of steam power. Many testimonials to its efficiency are in the possession of JAS. F. LEVIN, Central Wharf, Boston, the agent for this valuable article, and they all agree that it has no action on iron, that it holds the salts in solution, prevents oxidation, destroys scale and effectually prevents its formation in either salt or fresh water. John K. Simpson, Engineer of the Cooper Union, states that with its use and a judicious use of the blow-off, an engineer need have no trouble about scale. —*Am. Railway Times.*

Syracuse and Geddes Railroad.

The following gentlemen have been elected directors of this company: R. Nelson Gere, Harvey Stewart, Charles H. Andrews, Jas. Noxon, L. C. Redfield, D. Bookstaver, Dennis McCarty, Horace K. White, J. Forman Wilkinson, J. M. Ellis, Alfred H. Hovey, J. W. Barker, C. Tallman. D. Bookstaver was chosen temporary Secretary and Treasurer, and $6,500 was subscribed on the spot, and ten per cent. paid in. The road is going to be built immediately we understand, and from the business energy and character of the directors, the people of Syracuse may soon expect a ride on the Syracuse & Geddes Railway.—*Syracuse Courier.*

Dayton and Michigan Railroad.

The annual meeting of the stockholders of this company was held at Dayton on the 7th instant. The following persons were elected Directors: S. S. L'Hommedieu, John W. Hartwell, Geo. H. Hill, John Young, Daniel McLaren, of Cincinnati; R. M. Shoemaker, of Glendale; P. Smith, of Dayton; H. S. Conklin, of Sidney; M. R. Waite, of Toledo.

At a meeting of the Directors, same day, S. S. L'Hommedieu was elected President; R. M. Shoemaker, Vice President; Daniel Mc Laren, General Superintendent; F. H. Short, Secretary and Treasurer.

☞ Mr. A. W. Myers, formerly editor of the Meadville *Republican*, has received the appointment of Route Agent on the A. & G. W. Railway between Meadville and Akron,

STEEL BOILER FLUES
AND
STEEL
FIRE BOX PLATES.

RUSSELL & HOWELL'S
HOMOGENEOUS METAL
BOILER TUBES,

1¼ to 6 inches outside diameter cut to any given length. One half the thickness, and much stronger and more durable than Iron or Copper.

WITH GREAT SAVING IN FUEL.

Imported and for sale by

T. M. TYNG,
61 Cedar st.,
New York.

SUBSTITUTE FOR
CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

WILLIAMS & PAGE,
67 Water street,
March 1863. Boston.

PACIFIC RAILWAY.

THE undersigned will receive proposals to furnish four thousand (4,000) tons of railway iron (or any part thereof) for the track of the first section of the Union Pacific Railway, Eastern Division. The iron to be of American manufacture, of the best quality, and to be delivered either at Leavenworth or Kansas City. Communications for further information to be addressed to the undersigned or to SAMUEL HALLETT & Co., 58 Beaver st., New York. Terms, cash on delivery.

J. C. FREMONT,
Pres't Union Pacific Railway, E. D.
NEW YORK, June 9, 1863.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, July 1, 1863.

THE Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY have THIS DAY declared a DIVIDEND of TWO (2) PER CENT. free from Government tax, upon all the shares and canceled Bonds. Scrip standing in the name of holders on the books of the Company at the close of business on the 20th day of July instant, payable on and after the 1st day of August upon all shares the calls upon which shall have been duly paid; and that the dividend upon the full paid stock shall be a discharge of the interest payable thereon on the 1st day of January next, and payable upon surrender of the coupons issued therefor. The transfer books of the Company will be closed from the afternoon of the 20th to the morning of the 30th July.

4127 THOMAS E. WALKER, Treasurer.

I. KENDRICK,
No. 125 WALNUT ST., PHILADELPHIA,
AGENT OF THE
UNION COAL & OIL CO.
OF MAYSVILLE, KY.,
FOR THE SALE OF THEIR
Paraffine Lubricating Oil,
FOR ALL CLASSES OF
STATIONARY MACHINERY, LOCOMOTIVE ENGINES,
RAILROAD CARS, COTTON SPINDLES,
SEWING MACHINES AND WOOLEN FACTORIES.
ALSO,
MAYSVILLE COAL OIL
FOR BURNING,
PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND
ROLLING MILL GREASE,
FROM PURE CANNEL COAL.

P. S.—All Oils warranted to answer the purpose represented.

☞ Particular attention given to orders for shipment in cans or barrels.

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by DELAFIELD & BAXTER, 104 Wall st.

The above CEMENT is used in most of the fortifications building by government. 45

NEW YORK, HARLEM & ALBANY R. R.

CHANGE OF TIME.

SUMMER ARRANGEMENT, commencing MONDAY, May 18, 1863, Trains will leave Twenty-sixth street Depot:

For Albany—10.30 A. M., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and all stations north to Chatham, Chatham Centre, Kinderhook, and Schodack, connecting with New York Central R. R. for all points west, and with the Northern R. R. for Saratoga and all points north.

For Croton Falls—8.15 A. M., stopping at all stations.

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 P. M., stopping at all stations.

For White Plains, 6.15 P. M., from White Street Depot.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

For Williamsbridge—8.15, 10 A. M. 2.30, 4.10, 5, 6.15 and 8.30 P. M., stopping at all stations.

RETURNING WILL LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls, also Bedford, at White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—6 P. M., stopping at all stations.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M., stopping at all stations.

Williamsbridge—6.30 A. M. stopping at all stations.

JOHN BURCHILL, Superintendent.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS,** and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.
In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.
You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

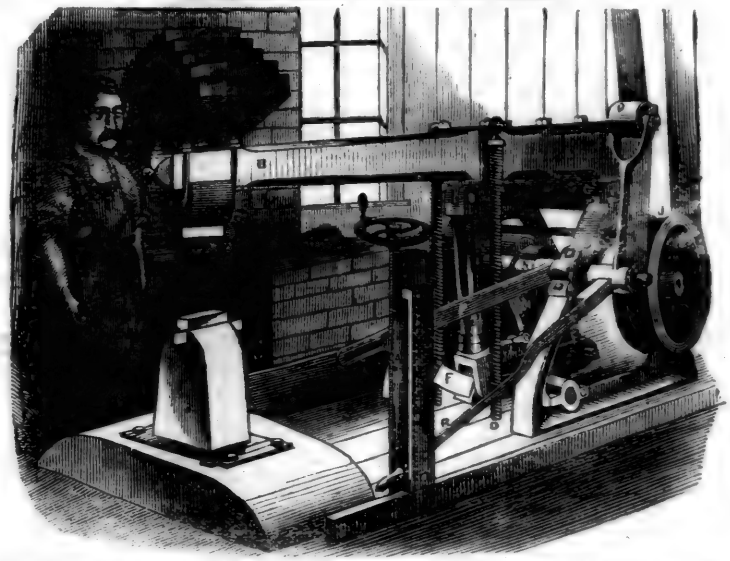
Further information may be obtained at the office of the Company, **21 Nassau st.,** or by addressing

CHAS. W. WELSH,
Secretary.

AMES IRON WORKS,
OSWEGO, N. Y.,

SOLE AND EXCLUSIVE OWNERS AND MANUFACTURERS, UNDER PAYE'S PATENT.

An imperfect sketch of our smallest size Machine.



PAYE'S PATENT FORGE HAMMER. A HAMMER ADAPTED TO BOTH HEAVY AND LIGHT FORGINGS, with an adjustable stroke of from one inch to three feet. This hammer is adapted to both heavy and light forgings; the force of the blow being entirely at the will of the operator, and for all forgings under six inches, either round or square, is the best hammer now in use, and requires but one-half the power used by every other hammer to do the same work. For an engraving and description of this hammer, see page 1, Vol. V (new series) of the SCIENTIFIC AMERICAN; some valuable improvements have, however, been since made. All communications should be addressed to H. M. Ames, Box 422, New York or Ames Iron Works, Oswego, N. Y.

These hammers may be seen in operation at the Allaire, Neptune, Secor, Delamater, Fletcher & Harrison, Duncan & Cramnton, Anderson & McLaren, Duhurst & Emerson, Charles T. Porter, all in New York City; Joseph Colwell, Jersey City; Wm. White, Newark, N. J.; Providence (R. I.) Tool Co.; Whiting & Wilcox, Kaigh's Point, Phila.; Mallory & Cottrell, Mystic, Conn.; J. Dillion, Rondout; James Horner & Co., Sing Sing; Henry Esler & Co., Brooklyn; James B. Eads, St. Louis, Mo.; Central Railroad Shop, Albany; Burlington, Quincy & Chicago Railroad Shop, Ames Iron Works, Oswego; M. Guinness, Albany; Sweet Brothers, Syracuse.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz.



7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.

8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.

10.00 A. M., MAIL, for Buffalo and intermediate Stations.

4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.

5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.

7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

CHA'S MINOT, *Gen. Sup't*

QUARTZ MILLS

OF THE MOST APPROVED KIND,

MANUFACTURED BY **BURDON, HUBBARD & CO., 102** Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the BEST PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both **fine** and **coarse** gold.

RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "

New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 11, 1862. **28 Beaver st.**

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THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & CO.,
32 Cliff st.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by

PERKINS & LIVINGSTON,
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RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England or exship at ports in the United States

M. K. JESUP & COMP'Y,
41 Exchange Place.

New York, 1st June, 1859.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

THE subscriber is prepared to sell AMERICAN and ENGLISH **RAILROAD IRON, CHAIRS, SPIKES, CARS** and **LOCOMOTIVES,** at the lowest market price, and securities taken in part payment.

B. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

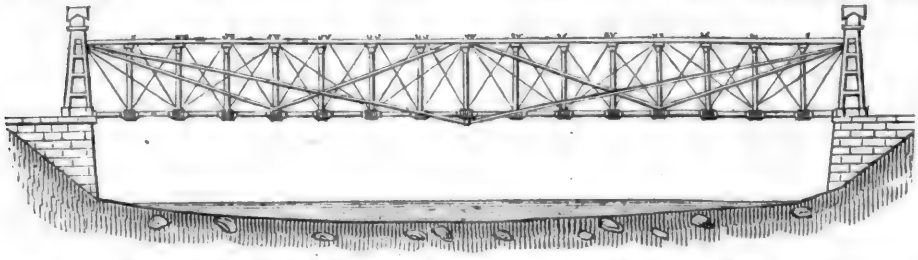
Manhattan Oil Company,

Office, No. 16 Broadway, NEW YORK.

JAMES M. MOTLEY, Vice Pres't and Treasurer.

MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,392, Pittsburg, Pa.

DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,
No. 229 BROADWAY, NEW YORK,
AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, MD.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. **GAS WORKS** ERECTED on THE MOST APPROVED PLANS. **New** and **Second-hand MACHINERY** constantly on hand. **IRON BOUGHT AND SOLD ON COMMISSION.**

SOLE AGENTS FOR BATES' STEAM GAUGE.
MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS AND GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR AND WOOL FELTING.

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Dining & Lunch Rooms,
125 & 127 GRAND ST.

125 & 127 GRAND STREET. 125 & 127 GRAND STREET.

160 Persons can be seated at one time.
THE COOLEST SALOON IN NEW YORK.
LADIES CAN COME UNATTENDED.
THE QUIET FAMILY DINING ROOMS.
The only place of the kind in New York.
Be sure you 're right, then come to BAKER'S.

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HAMILTON E. TOWLE,
CIVIL AND MECHANICAL ENGINEER
OFFICE, } **156 BROADWAY,** NEAR MAIDEN LANE, NEW YORK.

REFERENCES:
Hon. MOSES H. GRINNELL, New York. J. MUNROE & Co, Bankers, N. York and Paris. Hon. JOHN P. HALE, Washington. E. F. DELANO, U. S. Naval Constructor. G. J. F. BRYANT, Architect, Boston. J. W. EMERY, Pres. Cambridge Railroad.

EDWARD KING,
(Late of the firm of JAMES G. KING'S SONS)
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STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. **WM. ALEX. SMITH.**

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SECURITIES
OF EVERY DESCRIPTION.
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New York, February 14, 1863.

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No. 45 Exchange Place, New York.

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FOREIGN EXCHANGE.
Bought and Sold (exclusively) on Commission.
J. A. HOYT, R. VERNAM.
Refer to Messrs. J. & J. Stuart & Co., Messrs. Harper & Bros., Hon. M. F. Odell, M. C; Messrs. Barclay & Livingston, Messrs. John Trippett & Bro., New York and Liverpool.
Orders promptly executed by mail.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
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DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
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23 WALL ST., corner of BROAD,
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STOCKS and BONDS,
GOLD AND SILVER,
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DEALERS IN
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STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS.
Received on the most favorable terms.
Advances made on approved collaterals.

P. W. GALLAUDET,
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No. 1 WALL ST., near Broadway.
Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

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American Railroad Journal.

New York, Saturday, July 25, 1863.

The Nicaragua Ship Canal.

We are indebted to David Hoadley, Esq., President of the Panama Railroad Company, for a perusal of the Prospectus of the Atlantic and Pacific International Ship Canal Company, limited, with a capital of £2,500,000, in 75,000 shares of £20 each, and 10,000 debentures of £100 each The Board of directors consists of three English and four French gentlemen of great respectability, and the engineers are James Samuel and Edwin Clark, both Englishmen. The objects of the company are set forth as the establishment of a navigable route or canal for the transport of ships and their cargoes between the Atlantic and Pacific Oceans, through Nicaragua and Costa Rica the levying of tolls on all vessels, goods and passengers *in transitu*, and the selling, holding or leasing of certain lands granted to its constructors by the Governments of the above named countries. The exclusive privilege of making this canal with power to levy tolls has been obtained by this company, including a free use of all lands required in its construction, and likewise a grant in perpetuity of the Government and unoccupied land to the extent of 2½ miles on either side of the canal throughout its entire course, together with about 750,000 acres, with power to sell, lease or otherwise dispose of them. Six years time, with an extension to nine years, is accorded for the completion of the work.

During a term of ninety-nine years from the date of its opening to commerce, it will remain the property of the company; it will then revert to the Governments of Nicaragua and Costa Rica. The ports of the canal are to be free forever, and all ships, goods, or persons in transit of any nation whatsoever, are liable only for the payment of the company's tariffs. The local Governments are to afford all aid and protection to the company during the whole term of its occupation, and at their own cost to erect lighthouses of the first class, at both the terminal ports. Perfect neutrality and immunity from risks of war, or political causes are also guaranteed by the local Governments, and are also claimed to be secured by the Clayton-Bulwer treaty of 1850, the British and Nicaraguan treaty 1859, the United States and Nicaraguan treaty 1859, and the French and Nicaraguan treaty of the same year. In return for the franchise so granted to the company an annual payment of 8 per cent. on the gross receipts is to be made jointly to Nicaragua and Costa Rica, which it is estimated will be about $350,000 yearly. The landed estate and properties of all other kinds of the company are to be exempted from taxation for twenty years. From the net proceeds of the work, after payment of the interest and sinking fund, on the debenture capital, a dividend of 6 per cent., and 1 per cent. sinking fund, will be paid the shareholders; the surplus remaining will be divided into two equal parts, one to be distributed as a bonus to the shareholders, the other to be paid over to the *late holder of the grant* for constructing the canal, in consideration of the transfer to the company of his exclusive privilege, and the works, plans, &c., on which £60,000 have been expended. The dues which the company is authorized to levy are fixed at a maximum of 8s. sterling per ton for goods, and 48s. sterling per passenger.

The estimate of annual receipts is based on official returns of the *Board of Trade* and the *Annales du Commerce* for the year 1856, as follows:

Traffic round Cape Horn, say 5,000,000 tons.

Number of vessels, 9 to 10,000.

Daily transit each way, 6 vessels of 500 tons, 3,000 tons.

Dues on freights, £876,000.

RECEIPTS.

Gross receipts	£876,000

EXPENDITURES.

8 per cent. paid Nicaragua and Costa Rica	£70,080
Working expenses	100,000
Interest on debentures and sinking fund.	100,000
7 per cent. on £1,500,000 (shares)	105,000
	£375,080
Surplus	£500,000

The bonus of half the surplus to be distributed to the shareholders would thus with the above 7 per cent. represent a dividend of 22½ per cent. per annum.

The prospectus also states that the Government of Peru has engaged with that of Nicaragua, to furnish a large subscription, doubtless for the purpose of facilitating the transportation of guano. The French Government has also agreed by a convention signed in Paris 1862, that the shareholders can exercise all their rights throughout the French dominions.

ENGINEERS' REPORT.

It appears that the greater part of the years 1859–'60, was occupied in preliminary surveys and studies, under the immediate guidance of Durocher, Chief Mining Engineer of France.

TOPOGRAPHY.

The River San Juan commencing at the east end of the Lake Nicaragua at Fort Carlos, is 114 to 116 miles in length, and empties by two mouths into the Atlantic. The mouth at Greytown is 116 miles from the source at the lake. That of the Colorado branch is two miles nearer, the San Juan making the difference by a curve northwardly. The average width of the river is 150 yards, the depth, except at the several rapids, 16 feet and upwards. The entire fall is 115 feet and is accumulated at the rapids of Toro, Castello and Machucha. To render this river navigable in its entirety, will require four dams and locks of 10 feet lift, and dredging in some other places.

Lake Nicaragua commencing at Fort Carlos is 100 miles long and of great depth.

The River Tipitapa is 11 miles long with a mean depth of 15 feet, and connects Lake Nicaragua with Lake Managua, through the straits of

the former name. Here a canal will be necessary two miles long, with two locks of 10 feet lift each. Lake Managua is 54½ miles in length in the line of the proposed route, and has ample depth.

From this to the Pacific at Port Tamarindo, an artificial work will be necessary, with a cutting of a maximum depth of 33 feet, through alluvium, calcareous earth and slaty rock, about six miles in extent and a continuation from near Pueblo Nuevo of 3¾ miles; the whole number of locks required being 14, with a lift of 11 feet each.

Instead, however, of tugging ships or steamers through on their own bottoms, the engineers propose to use pontoons with a very light draught of water for all vessels drawing between 15 and 22 feet, a method alleged to be in use at the Victoria docks in England, simple, efficient and requiring but little time for the operation.

The estimate of construction is stated as follows:

Works from Tamarindo to Lake Managua	£913,195 00
Works on the Tipitapa	419,655 00
Works on the San Juan dams, locks and bar	366,550 00
Working plant, large and small pontoons, steam tugs, telegraph, harbor works, workshops and machinery	296,000 00
Contingencies	100,000 00
Royalty on hits and pontoons	7,980 00
Engineering and superintendence	99,770 10
Total	£2,203,160 10

Minute and careful surveys are declared necessary before entering on the definitive contracts, which are promised to be forthcoming in the ensuing month of August. Two fine general maps are appended to the prospectus; a general map of the two continents and the neighboring oceans, and the present routes used by navigators; another showing the route of the canal and a profile of the elevations.

All this looks practicable, but we have seen a letter from a gentleman of great experience and high commercial standing in that part of the world, which states some interesting facts not so favorable to the project, viz., that the engineers after seeing the size and construction of the California steamers, already propose a change in the size of the locks, originally estimated for, at 250 feet by 50, so as to make them 400 feet by 100. This will materially increase the cost of construction. So also in the depth of water on the Toro rapids, which instead of being 15 feet as laid down in the plans of the engineers, is only about 36 inches, and that for half a mile distance. Again the soil between Lake Managua and Port Tamarindo, instead of being what it is represented, is actually a deposit of pumice stone and volcanic ashes, which would be no better bottom for a canal than so much quicksand, and this will also require an additional outlay to give it security. The principal engineer on the spot, Mr. Samuel, has even begun to consider whether a railway 135 miles long, from the Colorado to the Bay of Salinas, situated on the southern shore of the Pacific and opposite the island of Tortugas in Lake Nicaragua, would not after all be the most desirable undertaking. We express no decided opinion on this subject, further than to say we have some doubts as to whether the scheme will immediately succeed. On the map it looks well, but we must remember that the politics and power of Louis Napoleon may not be permanent; the Central American Governments are totally unreliable, and the construction of the Union Pacific Railroad will render a great proportion of the contemplated traffic through this canal entirely inexpedient.

Housatonic Railroad.

The receipts and expenses of this road for the years ending December 31, 1861 and 1862, have been as follows:

Receipts:	1861.	1862.
From freight	$125,285 84	$165,023 20
" passengers	79,851 23	90,313 41
" mails	7,186 00	7,186 00
" express	4,000 00	4,000 00
" rents	5,817 15	5,288 39
" wharfage	1,603 93	1,678 85
" dividends	882 00	1,368 77
" rent of cars	665 85	.....
" miscellaneous	.....	9,626 07
	$225,292 00	$284,484 69
Expenses, viz:		
Repairs of road	$40,375 47	$40,807 12
" engines	7,205 87	4,767 16
" cars	5,371 29	4,963 64
" build'gs, etc.	4,479 19	2,731 41
Fuel	16,973 20	13,499 17
Oil and waste	2,323 03	2,925 57
Passenger expenses	14,282 72	14,199 91
Freight expenses	22,198 33	22,156 45
General expenses	7,138 01	6,708 60
Miscellaneous	3,986 57	3,474 39
Telegraph	.....	2,984 92
	$124,833 68	$119,218 34
Balance	$100,958 32	$165,266 35

Disbursed in 1862 as follows:

National State and other taxes	$4,415 47	
Rent of Stockbridge and Pittsfield Railroad	31,409 00	
Rent of Berkshire Railroad	42,000 00	
Rent of West Stockbridge Railroad	521 54	
Interest and exchange	911 70	
Coupon interest	15,540 00	
Sundry items charged profit and loss	281 25	
		95,078 96
Net gain		$70,187 39
Dividend on preferred stock, August 25, 1862		47,200 00
Leaving		$22,987 39
To which add balance Dec. 31, 1861		300,357 17
Total amount at credit of profit and loss December 31, 1862		$323,344 56

Compared with 1861, the gross earnings of 1862 show an increase of $59,192 69, with a decrease in expenses of $5,115 34—making the increase in net earnings $64,308 03. The report says:

It will be seen that our expectations have been more than realized in our receipts and expenditures. The operating expenses of our road 124 miles, being only 41.90 per cent. of our gross receipts.

Of the $200,000 bonds, $191,000 have been negotiated at from par to 8 per cent. premium, and the balance ($9,000) have been cancelled. Notwithstanding the reduction in our expenses, the excellent condition of our roadway and equipment have been fully maintained. The embarrassments which have heretofore prevented the stockholders from receiving an adequate remuneration on their investment in this road, having now been removed, solely by its earnings, and the road having been put in complete condition, and well stocked with the best description of locomotives and cars, adequate to its entire business, we confidently expect and believe that hereafter we shall be enabled to make regular semi-annual dividends to the preferred stockholders.

Our trains have been run the past year with great regularity, and the number of miles run has been 189,132.

The equipment of the road consists of 6 passenger and 5 freight locomotives; 15 eight-wheeled and 2 four wheel passenger cars; and 256 cars for freight, etc.

Condensed Balance Sheet.

Railroad and equipment	$2,439,775 33
Real estate	13,804 30
Wood lots	3,350 24
Materials on hand	44,061 69
Bills receivable	12,455 99
Stockbridge & Pittsfield R. R. stock	12,600 00
Housatonic preferred "	7,500 00
Sinking fund	1,559 19
Bonds of 1862	2,000 00
Sundry accounts due the company	28,783 12
Cash	59,346 81
	$2,625,236 67
Capital stock—common	$820,000 00
" " preferred	1,180,000 00
Bonds issued of 1857	49,000 00
" " 1862	191,000 00
Bills payable	21,899 89
Sundry accounts due by the company	39,992 22
Profit and loss	323,344 56
	$2,625,236 67

Pres't & Sup't—Charles Hunt, Huntsville, Ct.
Assistant Sup't—R. H. Booth, Canaan, Ct.
Treasurer—Chas. K. Averill, Bridgeport, Ct.
Secretary—J. T. Lawrence, Bridgeport, Ct.

Elmira and Williamsport Railroad.

The earnings, expenses, etc., of this road for the years ending March 31, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From passengers	$100,615 54	$153,412 14
" freight on mdze	102,311 98	112,537 42
" " coal	66,527 43	73,762 75
" miscellaneous	26,491 07	40,718 96
" U. S. mail	11,550 00	11,550 00
Total earnings	$307,496 02	$391,981 27
Expenses, viz:		
Repairs of road	$45,928 35	$51,871 18
" machinery	32,393 47	54,327 47
Cost of running	45,655 92	50,158 99
Station expenses	14,926 19	22,717 34
General "	14,196 31	18,413 63
Miscellaneous expenses	13,349 35	18,523 51
General office "	10,887 40	11,622 54
Total expenses	$177,346 99	$227,634 66
Net profit	$130,149 03	$164,346 61
Applied as follows, viz:		
Coupons on mortgage bonds		$70,000 00
One year's rent of chattles		20,834 00
Interest on Elmira Basin mortgage		3,500 00
Interest account, including interest on balance of old debt		8,057 16
Purchase of telegraph line and patents		6,000 00
Reduction of debt of the company		55,955 45
Total, as above		$164,346 61

A comparison of the earnings of the past with those of the preceding year, shows an increase of $84,485 25, with an increase in expenses of $50,287 67—making the increase in net earnings, $34,197 58. The report says:

The surplus revenue of the year has been applied, in accordance with our act of incorporation, to the payment of that portion of the old indebtedness transferred to this company on its reconstruction in 1860. By the Treasurer's balance sheet it will be seen that this debt was almost entirely discharged at the close of the fiscal year; there being but $1,209 12 of the scrip outstanding

on the 1st of April last, and but $886 28 of the labor and material debt unpaid; and at the date of this report, May 4th, the scrip has been paid off in full with interest, and but $107 63 remain of the labor and material debt, for which the funds are in bank awaiting the presentation of the company's obligations therefor.

The managers are happy in also being able to state that by arrangements with our lessees, they have provided the means of discharging the entire balance of the indebtedness of the company, including all vouchers for labor of our employees in the month just closed, and for materials on hand on May 1st, 1863.

So that the road may be considered to stand to the stock and bondholders free from floating debt of any description whatever; and with a net revenue equal to the payment of seven per cent. on the preferred stock and five per cent. on the common stock of the company, after providing for the interest on the mortgage debt and the amounts due on the chattle lease.

There was every reason to believe that the revenues of the company from all sources would have continued to increase; and that in October of the present year, the first semi-annual payment of three and a half per cent. on the preferred stock, and on the 1st of January a payment of at least two and a half per cent. on the common stock, would have been made; with a certain prospect of their continuance, and a fair probability of their gradual increase thereafter.

In the meantime, however, events of a most important character have occurred, which have modified entirely the position and the interests of this company; and have materially affected the present and prospective value of its securities on the market.

It had always been a cherished idea of the president and managers of this company, that were it possible, by any method of negotiation, to consolidate the interests of the roads north of Elmira with those of our own road, and so to perfect a chain of communication between the great northern Lakes and the cities of Philadelphia and Baltimore, not only would the prosperity of the whole line be permanently secured, but the commercial interests of those cities would be greatly served.

Several efforts had been made in past years to accomplish this result with the Canandaigua and Elmira and the Canandaigua and Niagara Falls Roads, but they were defeated by the failure of those companies and the absorption of their property into other roads, by purchase under foreclosure of their mortgages.

When at length an unique line was definitely formed from Buffalo to Elmira, as described in our last report, under the title of the Buffalo, New York and Erie Railroad Company, negotiations were opened so soon as practicable, with the President of that company, to endeavor to effect this important object.

For a long time, of course, these negotiations were confidential, and they were more than once imperilled by the efforts of several influential New York parties to secure the Buffalo and Corning line for purposes of their own.

Finally, however, we obtained from President Miller a definite offer, for thirty days, of the permanent lease of the Buffalo, New York and Erie line, at a fixed annual payment for the whole property.

The original proposition was made to our company, provided we furnished a satisfactory guarantor for the fulfillment of the obligations of the lease; it being understood that either the Philadelphia and Reading, the Northern Central, or the Pennsylvania Railroad Companies, would be accepted as sufficient endorsers.

Our intention had, from the first, been to tender the proposition to the Philadelphia and Reading Company; knowing that the laws of trade would naturally cause the Baltimore and Washington traffic and travel to flow by the Northern Central road, except in cases of extreme pressure, when the Southern line could be kept open by way of Philadelphia.

The Philadelphia and Reading Railroad Company, in former years, had been most friendly to our road, and had incurred considerable outlay and even loss in the effort to build up and foster the lake trade by our line. We felt sure that although small at present, comparatively to their other business, yet it was impossible that the vast commerce of the lakes and the trade of Buffalo and Western New York, if properly fostered and developed, were unworthy the attention of even so vast a corporation as their's had grown to be.

Accordingly, we placed Mr. Miller's offer confidentially at the disposal of the President of the Philadelphia and Reading Railroad Company. We asked no lease of our own road whatever, and tendered the whole management of the business beyond Elmira to that company; they having the power to place their own agents at Buffalo and control the destination of the freights to and from the Buffalo and Corning road.

We believe that had they appreciated and accepted this offer, the lake trade would at no distant day have required the exclusive use of an additional track on their road.

We received, however, a prompt reply, stating that "it was not deemed prudent by the President to undertake any thing in connection with the proposition."

Every obligation of duty having been thus fully discharged towards our old allies of the Reading Railroad Company, the President of this company then laid the whole matter before the officers and managers of the Pennsylvania Railroad Company, and formally tendered to that great corporation the control of the business of the Northern Lakes and the Canadas.

Although President Thomson was at the time absent in Europe, yet Mr. Scott, their Vice-president, at once recognized the importance of the subject, and requested a refusal of the proposition to their company, until the time of their President's return.

Meanwhile, however, he entered upon a thorough examination of the whole matter, in its broadest scope and in its minutest details.

Not only the receipts of our own road but those of the Buffalo line, for years past, were rigidly looked into by Mr. Scott, who gave a careful consideration to our evidence in regard to causes which had kept back the Northern Lake trade, and to the direct and indirect advantages that would result from its control by the Pennsylvania Railroad Company.

Whilst we do not propose to recite these various considerations in detail at this time, yet it is necessary to an intelligent understanding of the whole negotiation, that we should here touch upon a few of the more prominent reasons why the officers and managers of that company were inclined to entertain favorably our propositions, and ultimately to unite in the important decision to accept them.

In the first place, the Pennsylvania Railroad Company really controlled, by an ownership of a majority of its stock, the Northern Central Railway. Hence they could so regulate their trains to and from Baltimore and Philadelphia as to unite them at Harrisburg, both for freight and passenger traffic; and they could, therefore, draw on one hundred and ten miles of their main line between Harrisburg and Philadelphia, the whole of our trade to and from the city. Moreover, they would reap a profit, to the extent of their interest in the Northern Central road, on all of its receipts for such traffic on the fifty-five miles between Harrisburg and Sunbury.

Add to this their interest in the lease of forty miles of the Philadelphia and Erie Railroad from Sunbury to Williamsport, and it will be easy to perceive the direct advantages to the Pennsylvania Railroad Company from their control of this Northern trade.

The indirect advantages of such control, however, were of even greater importance to them. During eight or nine months of the year the great lakes are covered with thousands of schooners and propellers, transferring to Buffalo, at an almost inappreciable cost, the grain and produce of Chicago and Milwaukee, for shipment to the Eastern markets.

Although, for want of the facilities above alluded to and for other causes, our line from Buffalo had hardly been able to take out of Chicago one-tenth of the current business to Philadelphia and Baltimore, while the more direct channels, of the Fort Wayne and Chicago and the Pennsylvania Railroad Companies, were overflowing with the remaining nine-tenths, yet it is manifest that, owing to the cheapness of water carriage, the Elmira and Buffalo route possessed, in seasons of lake navigation, the power to control the rates between those points; and, by any concession on a tithe of the trade, to compel a reduction on the entire shipments; and at times of a close competition for business, this power caused serious annoyance to the all rail line.

Frequent complaints in regard to this interference, were made to this company by the general freight agent of the Pennsylvania Railroad; and to avoid reprisals on our Baltimore trade, we often felt it prudent to forego a legitimate competition for Philadelphia business.

Yet while the Pennsylvania railroad Company, through their influence in the Northern Central management, were always thus able to place a certain limit on our interference with the established rates of Chicago freights over their own lines to Philadelphia and Baltimore, yet it was a power that could be used only in extreme cases and must be always unpleasant in its exercise; so that their officers were, from the first, glad to listen to a proposition for the more direct and complete control of this trade.

Even had it been necessary for them to have purchased at a large price this monopoly, it would have been well worth their while to have paid it, by an annual rental of the Buffalo and Corning road greater than its net receipts.

When, however, Mr. Scott, and on his return from Europe, Mr. Thomson, and their board, perceived that the guaranteed revenue demanded by Mr. Miller for that road, was considerably less than its current net income, the whole question simply turned upon the point, whether the intermediate link, from Elmira to Williamsport, could also be obtained by them at a fair annual rental; since of course they felt unwilling to be separated, by the property of a foreign corporation, from a large vested interest north of Elmira.

In this manner the responsibility was forced upon the managers of this company, of deciding the destinies of our road; and of placing final limits upon the values of its various securities.

Of course there could be no doubt that the stipulated deposits for the seven per cent. mortgage bonds of the company, must be regularly made by the lessees; and it was equally apparent that, for the protection of the interests of the stockholders, a satisfactory engagement must be entered into, for the punctual payment of the principal of that mortgage ($1,000,000,) and also of the principal and interest of a purchase money mortgage of $50,000 on the Elmira basin property, when the same should respectively become due.

Neither was there any doubt that, by the obligations of our charter and by the priority of their claims, the holders of the preferred stock of this company were entitled to be secure beyond any contingency, throughout the entire term of the lease, of an income of seven per cent. on the par value of their stock.

Next came a consideration of the claims of the chattle bondholders and scripholders of the old company, whose property was leased to us for years at an improving rental, netting to the bondholders 3½ per cent. the first year, and increasing in a regular ratio to 6 per cent. the last year of the lease, and to the scripholders 5 per cent increasing to 6 per cent., on the par value of their securities respectively.

By an agreement of the majority of these holders, who by the terms of the mortgage, control the action of the trustees of the chattles, an equitable arrangement was effected, by which in case the chattle bondholders could receive 5 per cent. on the par of their bonds, and the scrip-

holders 6 per cent. on their certificates, the old lease might be cancelled and a perpetual lease entered into, on the above terms.

There remained only the common stock to be provided for; and although the managers confidently believed the revenues of the road would so increase that, in prosperous seasons of business, 7 per cent. could be paid to the holders of this stock, yet inasmuch as the Buffalo and Corning road had been leased for less than its current net income, Mr. Scott declined to entertain for the Pennsylvania Railroad Company, any proposition which contemplated an absolute guaranty to our company, of any material advance over our present clear revenue from the business of the road.

Many future contingencies were necessarily considered by our board, most carefully, in the course of the negotiation; among which not the least important were the effect on our business, of the proximate opening of the Philadelphia and Erie road to the lakes, and the sudden announcement of the failure of the negotiations between the Shamokin Valley and Pottsville Company, and the Reading Railroad Company, and the conclusion, by a masterly stroke of policy, on the part of the Northern Central Railway Company, of a permanent lease of the Shamokin Valley road; thus securing a monopoly, both for the Southern and Northwestern markets, of the vast produce of the open collieries of that region, on which we had depended for years for a large portion of our Northern coal trade; and which would thus be undoubtedly withdrawn from our road, in the event of a rival competition at Erie for the Northwestern market.

This company might possibly have effected an arrangement by which, while securing the above revenues to the other interests, a sliding scale of payment, contingent on the trade, would be made on the common stock.

On consultation, however, with the largest holders, we found it to be their unanimous opinion, that their interests would be best promoted by securing to them a fixed revenue of five per cent. on the par value of their common stock.

This was also our own judgment, in which we were confirmed by the opinion of a number of our leading capitalists, that with the prospective inflation of the currency, and the great abundance of money consequent upon the disbursements of the Government during the war, the rates of interest would be permanently lowered, and an absolute five per cent. security would hereafter probably rule at par, in this country.

We came therefore to the final conclusion to tender a permanent lease of our road for $165,000 per annum to the Pennsylvania Railroad Company, or to the Northern Central Railway Company, provided the Pennsylvania Railroad Company would guarantee the various payments, under the lease, directly to all the holders of our securities.

This latter form was preferred, in order to avoid complications with their Western alliances, and in that form the whole negotiation has been finally closed.

In the mean time we were engaged in a negotiation with the Northern Central Railway Company, to be endorsed in like manner by the Pennsylvania Railroad Company, and with the Erie Railway Company of New York, for the joint lease, on a guaranteed payment, of the Buffalo and Corning, and Avon and Rochester roads; which was simultaneously concluded, and the papers duly executed on the date of the execution and mutual delivery of the documents in regard to our own road.

By this latter arrangement the Erie Railway Company and the Northern Central, and Pennsylvania Railroad Companies, bind themselves to maintain in good condition, as a through line, the Buffalo and Corning road, and so to regulate the trains on that road that close connections and adequate provision in every way for the trade and travel, shall be regularly made between Buffalo, Rochester, Philadelphia and Baltimore; a result which has been impossible to attain, notwithstanding every effort hitherto, so long as the New York interest solely regulated those branch roads.

The whole Philadelphia and Baltimore traffic and travel, as well as the large coal and iron trade of the interior of Pennsylvania, are now under the complete regulation of the Northern Central Railway Company, who also control the prices on the Buffalo and Corning road of all coal and iron brought to it from other sources.

The result of all these negotiations may be briefly summed up as follows:

The Pennsylvania Railroad Company have now forever secured to themselves, and to our city, the trade of the Northern Lakes and the Canadas, as well as the absolute control of every possible avenue to Chicago, Milwaukee and the Northwest.

With their right arm resting on Lake Ontario, and their left hand grasping the commerce of the Ohio, the Mississippi and the South west, their position is impregnable, and their prospects magnificent, for controlling the vast commerce of the interior of our country.

This last acquisition was in fact the keystone of the arch, which consolidated and completed all their previous arrangements.

To the owners of our property, the result has been a payment as heretofore, during the term of the mortgage, of 7 per cent. interest to the bondholders, and of the principal sum in about 17 years.

To the holders of our preferred stock, an absolute and unconditional payment by the Treasurer of the Pennsylvania Railroad Company directly, of 7 per cent. for 999 years; payable semi-annually, the first payment to be 2½ per cent. on the first of January next.

To the holders of our chattle-bonds, a payment equally free from any contingency, of 5 per cent., and to the chattle scripholders of 6 per cent. on the par value of their certificates, payable at the office of the Pennsylvania Railroad Company, semi-annually; commencing on April 1st, next; with intermediate payments under the old lease on 1st July and August, as heretofore.

To the holders of our common stock, also an annual revenue of 5 per cent., payable semi-annually, at the office of the Pennsylvania Railroad Company, commencing May 1st, next.

As in the case of the Buffalo, New York and Erie road, the lessees reserve the right of protecting themselves out of the payments to the common stock, from any suits for indebtedness of the company, or deficiencies in its rights of way. No such indebtedness or defects of title are known to exist; and an ample fund will be placed in a trust company on interest, to guard against any possible claims of this kind. So that the managers feel at liberty to assure the stockholders and the public, that in their judgment the common stock of this company is a safe and secure 5 per cent. investment for 999 years.

Whilst in this community, perhaps no further assurance is needed to place these payments beyond any question, than the announcement that the Pennsylvania Railroad Company have guaranteed them, and undertaken directly to make them to the owners of our securities, yet it may not be amiss to state that with characteristic caution and wisdom, the managers of that great corporation have guarded in the most careful manner, their own liability, by a special convention with the Northern Central Company.

By the terms of this contract, it is covenanted by the Northern Central Company, that they will first pledge and place with the Treasurer of the Pennsylvania Railroad, for the purposes of these payments, all the net revenues of the Elmira and Williamsport road monthly; in themselves sufficient to protect the endorsers from loss.

They further engage to set aside for that purpose, their share of any surplus profits over the guaranteed payments, accruing to them under the lease of the Buffalo and Corning road. And should these not prove sufficient to cover such monthly instalments, then to pledge, before any dividends on their own stock, the whole net revenue of the Northern Central road, from Baltimore to Sunbury, to make good such monthly deposits.

When it is known that that company have no floating debt, and last year had a net revenue of over $900,000, and to all this is added the Pennsylvania Railroad guaranty, it is difficult to imagine a more thoroughly first class security than the guaranteed bonds and stock of the Elmira and Williamsport Railroad Company.

The equipment of the road consists of 16 locomotives, 8 first class passenger cars, 3 baggage, mail and express cars, 96 freight and 700 coal cars. Miles run by engines, 287,121. Miles run by passenger trains, 97,156; by freight trains, 64,663; by coal trains, 69,553—total 231,852. Miles run by engines hauling trains, 235,480. Miles run by passenger cars, 237,900; by baggage and express cars, 165,348; by freight cars, 677,369; do., empty, 214,844; by coal cars, 1,084,965; do., empty, 1,030,303—total, 3,410,729. Number of passengers carried, 96,385, of which 71,775 were through and 24,610 way; of the through passengers, 43,404 went south, and 28,371 north; of the way passengers, 13,299 went south, and 11,309 north. Miles traveled by passengers, 6,345,374. Tons of freight carried north, 22,738; do., south, 50,171—total, 72,909. Tons carried one mile, 4,638,915. Tons of coal carried, 78,017; do., carried one mile, 5,969,265.

GENERAL ACCOUNT, APRIL 1, 1863.

Construction account		$2,027,651 90
Elmira basin		50,000 00
Cash on hand		3,474 34
Cash items		11,999 70
Freight and total bills due		4,531 17
U. S. Government	$26,138 25	
Less due to connecting roads	15,832 42	
		10,305 83
Debts due to the company		8,535 55
Materials on hand		17,726 99
		$2,134,225 48
7 per cent. mortgage bonds		$1,000,000 00
Preferred stock		500,000 00
Common stock		500,000 00
Mortgage, Elmira basin		50,000 00
Scrip		1,209 12
Labor and material debt of Elmira and Williamsport R. R. Co.		886 28
Due for wages and material bills		31,607 65
Debts due by the company		37,288 43
Coupons due July 1st, 1863		10,000 00
Rent of chattles (to April 1st, 1863,) due July, 1863		3,234 00
		$2,134,225 48

At the annual meeting of the company held in Philadelphia on the 4th of May, the following ticket was unanimously elected:

President.—THOMAS KIMBER, JR.

Managers.—Ellis Lewis, Charles Macalester, William D. Lewis, Robert J. Mercer, Alexander S. Diven, Wm. C. Longstreth.

Treasurer.—WM. C. LONGSTRETH.

Secretary.—LEWIS P. GEIGER.

Canal Tolls at the Albany Office.

The following is a comparative statement of tolls received at the Collector's Office in this city during the months of May and June, in 1862 and 1863:

	1862.	1863.
Record May	$9,674 49	$7,699 93
Record June	7,729 94	9,136 34
Total	$17,404 43	$16,836 28

West Troy has drawn off a large share of business from the Albany Office, in consequence of the superior facilities found there for towing. But few other than those known as "wild" boats come down the canal from Troy to Albany. All that tow in the Line enter the river at Troy.

Warren Railroad Company.

Subjoined is the Annual Report of the Warren Railroad Company for 1862, showing the operations of the road for that year, and the condition of the company at date January 1, 1862:

Capital stock issued and actually paid in	$1,307 750 00
First mortgage bonds sold, due 1875	600,000 00
	$1,907,750 00

Which is the total cost of the Warren railroad thus far, including lands for right of way, depot buildings, temporary tracks, and expenditures on the Van Ness Gap tunnel up to the time of its completion.

The earnings of the road from January 1st to December 31, 1862, were:

Freight on coal	$166,685 25
Freight on merchandise	56 375 22
Freight on express	1,635 16
Passenger fares	13,492 17
Transportation of mails	1,575 00
Telegraph earnings	126 29
	$239,889 09
The running expenses of the road, including depot agents, telegraphs, new rails and ties to replace those worn out, and other repairs, estimated at 52 per cent.	115,146 77
	$124,742 32
Interest paid on $600,000 first mortgage bonds	$42,000 00
Amount applicable to paying a dividend on the capital stock ($1,307,750) of 6¼ per cent.	81,734 37
	123,734 37
Balance	$1,007 95

—applicable to debts and to paying the Government tax on passengers.

The company owe no debt except some unadjusted fencing and some four cases of unsettled right of way, with a small balance for the use of a portion of the temporary line.

No injury has occurred to any persons on the trains during the year. The Van Ness Gap tunnel was completed on the 8th day of September last, upon which day the first train passed through the same, and since that time the new line has been in use and the circuitous temporary line abandoned. This tunnel was commenced in the year 1854, since which time, or during a period of eight years, the work has been prosecuted with untiring industry with night and day forces.

It is constructed for a double track, and is over 3,000 feet long. The rock is of the hardest kind. By its completion the length of the road is shortened about three miles, which will reduce the current expenses, and dispense with the relieving engines used to assist heavy trains over high grades.

The Warren road commences at a point on the west or Pennsylvania bank of the Delaware river, about five miles below the Delaware Water Gap, at the eastern terminus of the Delaware, Lackawanna and Western Railroad, and, running from that point in nearly an easterly direction across the county of Warren, connects with the Central Railroad of New Jersey at New Hampton Summit, a distance now of 18½ miles.

The total cost of the road, as above stated, is $1,907,750, which is more than $100,000 to the mile, making it one of the most, if not the most expensive road, in proportion to its length, in the country.

The mountains of Warren, as well as her streams and valleys, run north and south, while the road runs east and west, thus making it necessary, in order to bring the grade to 21 feet to the mile, in conformity to those of the New Jersey Central and the Delaware, Lackawanna and Western Railroads, its eastern and western connections, to construct two tunnels—the Vass Gap Tunnel, 1,000 feet long, three miles east of the crossing of the Delaware, and the Van Ness Gap tunnel, 3,000 feet in length, through the Oxford Mountain, about ten miles east of the Delaware—in all over three-fourths of a mile of tunnelling; to bridge the Delaware river, as well as to bridge every stream and fill every valley and ravine from the Delaware and New Hampton Summit.

Delaware & Raritan Canal Co., and Camden and Amboy Railroad and Transp. Co.

Below we give the report of the directors of these companies for the year ending December 31, 1862:

In compliance with the act of the Legislature of New Jersey, approved February 24th, 1852, and a supplement approved March 11th, 1853, the Delaware and Raritan Canal Company, and the Camden and Amboy Railroad and Transportation Co., report:

The capital stock paid in of the Delaware and Raritan Canal Co. was	$1,500.000
Added by authority of the Legislature.	798,400
	$2,298,400
The capital stock paid in of the Camden and Amboy Railroad and Transportation Company was	$1,500.000
Added by authority of the Legislature.	1,210,800
	$2,710,800

The funded debts of the joint companies are:

1st.	An English debt, including three separate loans, now merged, to be extinguished by a sinking fund; extinction complete 1880. Interest 6 per cent. Outstanding, £453,093 6s. 8d., stlg., at $4 84	$2,192,923
2d.	A converted sterling loan, due 1863, now being redeemed, originally for £185.500; five hundred pounds not converted; interest five per cent. Outstanding	798,200
3d.	American loan, due 1864; interest six per cent.; originally $800,000. Outstanding	762,000
4th.	Extra dividend loan, due 1864; interest six per cent.; originally $367,000. Outstanding	334,458
5th.	A loan of $500,000, due 1867; interest six per cent. Outstanding.	500,000
6th.	Loan of 1870, for $800,000; interest 6 per cent. Outstanding.	790,600
7th.	Loan of 1875, for $675,000; interest six per cent. Outstanding	675,000
8th.	Loan of 1883, for $1,700,000; interest six per cent. Outstanding.	1,700,000
9th.	Loan of 1889, $2,500,000; interest six per cent. What has not been issued, burnt by a committee of the Joint Board. Outstanding	867,000
	Outstanding debt	$8,620,181

The Joint Companies have authorized and intend to issue a consolidated mortgage loan for five millions of dollars, to take the place of part of the above loans as they become due, and have arranged for the redemption of the bonds of 1863, and a large proportion of the bonds of 1864, by the delivery of the bonds of the consolidated loan, for which the companies receive a premium.

On the 28th day of January, 1863, in the presence of the trustees of the consolidated loan, a committee of the Joint Board of Directors burned all the bonds unissued: and also those purchased by the companies, which were then on hand at par, amounting to $1,930.143 00.

The Camden and Amboy Railroad and Transportation Company is still under obligations to pay small annuities to persons who have been injured on the road.

The cost of the Delaware and Raritan Canal and appurtenances is $3,971,080 05.

The cost of the Camden and Amboy Railroad and equipments is $6,070,232 83.

The receipts of the Delaware and Raritan Canal Company for twelve months, ending December 31, 1862

	$517.655 63
Expenses	172,091 80
Current net	$345,563 83
The receipts of the Camden and Amboy Railroad and Transportation Company for the twelve months ending Dec. 31, 1862	$2,523.492 72
Expenses	1 140,508 28
Current net	$1,382,984 44

Dividends of ten per cent. on the capital stock of the Joint Companies have been paid in cash during the year.

Commerce of the Port of New York.

We publish to day a tabulated statement of the imports and exports at the port of New York for the last year. They present the most unanswerable proof of its growing greatness, of its unrivalled character as a mart of trade, and its superiority over not only all the ports on the continent, but most of those in the oldest and most commercial countries abroad. The growth of its trade has been unparalleled, and is without rivalship in this particular. It appears from the last official reports within our reach at this moment, that the largest revenue ever derived here from the custom's duties were $64,022.863 while for the Treasury year ending 30th of June last, it was $51,-033,806, and for twelve months ending the 1st of August next it is computed it will be over $68,-000,000. During the six months from the 1st of January last, the total of our exports from this city to foreign ports was $87,793,180; greater by more than twenty-five millions, than it was in 1861 for the same period, and twenty-eight millions more than in 1862. So that in spite of the war our industrial products for export have actually increased in value and amount, so far as the business of this port is the indication of its increase. It will be found to be the same thing we imagine with regard to all the Northern loyal ports. And we have continued to receive and pay for, at this port during the Treasury year ending 30th June last, foreign goods to the value of $180,900,000, being largely in excess of 1862. This ability to consume and pay for foreign goods in time of the greatest war ever carried on in modern times, has very naturally astonished foreign merchants and statesmen, who like the barbarians of old when seeing a venemous reptile fastening on the hand of the distressed and exile Apostle at Melita, and expecting him to fall a victim to its poison, were astounded to see him, unharmed, shake it into the fire. We have also during the fiscal year ending June 30 last, parted with $52,000,000 in specie and bullion against $20,000,000 in 1862, and yet its price has rapidly declined to a comparatively low figure, and it is estimated that we have actually among us in the Banks and in private hands, more than five hundred millions, which on the resumption of specie payments will come into sight and enter into circulation. Certainly no other country on the globe presents such a spectacle of intrinsic power, internal resources, untiring energy, unchecked enterprise and such financial ability. New York stands like a Pharos on the Atlantic coast, and throws a bright and dazzling light over the disturbed waters.

☞ The stock has been all taken up in the Halifax, N. S., Horse Railroad Company, and the construction of the line is soon to be proceeded with.

Railroad Fences.--Obligations of Railroad Lessees.

THE LEGISLATIVE ENACTMENT REQUIRING THE LA CROSSE AND MILWAUKEE RAILROAD COMPANY TO FENCE ITS ROAD. THE LESSEE OF A ROAD IS SUBJECT TO ALL DUTIES IMPOSED UPON THE COMPANY.

The defendant was the lessee of the La Crosse and Milwaukee Railroad. The plaintiff, one McCall, brought this action to recover damages for the alleged killing by the cars, of three mares and a colt. Sec. 15, chap. 122, of the General Laws of 1856, required the La Crosse and Milwaukee Railroad Company to fence its road in parcels, each to be fenced within one year after it was put in operation. The horses were killed while upon the track, and upon a portion of it which had been in operation more than one year, and was not fenced. The suit was brought against the lessee of the road who was operating it at the time of the accident.

The case was appealed from the Circuit Court of Milwaukee County to the Supreme Court of the state, which court now held, that the object of the statute passed by the Wisconsin Legislature in 1856, was not merely to regulate the division fences, as between the company and the adjoining land owners but was to protect the public generally. That if the company neglected to make such fence, beyond the year limited, it would be liable for all damages to animals straying on the track through the want of such fence, without reference to the question whether there was negligence or want of skill in managing the cars at the time of the injury, or to the question whether such animals were rightfully or wrongfully on the adjoining land from which they escaped on to the track. That the lessee of a road, operating it for his own benefit, takes it subject to all duties imposed upon the company for the benefit of the public, and incurs the same liability for damages occasioned by the want of fences, that the company would.

The following is the opinion, in full, rendered by the Supreme Court of the State of Wisconsin, at the decision of the case.

PAINE, J.—This action was brought to recover of the defendant, as lessee of the La Crosse and Milwaukee Railroad, damages for the alleged killing, by the cars, of three mares and a colt belonging to the plaintiff. After the plaintiff's evidence was closed the defendant moved for a non-suit, which was granted.

The evidence upon the fact of the horses having been killed by the cars was circumstantial, but it was clearly sufficient to have been submitted to the jury. Still if the plaintiff's right of action depended upon showing negligence or unskilfulness in the management of the train at the time of the killing, perhaps there was not sufficient evidence upon that point to warrant the court in submitting the question to the jury. But even assuming that there was no negligence or want of skill in managing the cars at that time, we are still of the opinion that the non-suit was improperly granted.

The law made it the duty of the company to fence every part of the road within one year after it should commence operating such part. It was admitted that the part where the horses, if killed at all, had been in operation more than a year, and was not fenced. That being so we think that the company would have been liable for any animals killed on that part of the track, without reference to the question whether there was negligence in managing the cars at the time of the killing, or to the question whether such animals were rightfully or wrongfully on the adjoining land from which they had passed upon the track. That they would be liable to the owner of the adjoining land for injuries to his animals escaping on the track from a defect of fences which the company was bound to make, there can be no question. The case of Corwin *vs.* Railroad Company 3 Kem, 42, goes to the full extent of holding the company liable, not only to the owner of the adjoining land, but to the owner of cattle which were trespassers on such adjoining lands. The counsel for the defendant contended that this decision was based upon the positive provision of the statute in New York, which after requiring companies to fence their roads, enacted that until such fences were erected, they should be liable for all damages done to animals on the track. Our statute does not contain this provision, and hence it is said that decision was inapplicable. But we do not think the decision in New York was placed upon the provision as to the liabilities of the companies. It is true the court mentions the positive provisions of the statute as was very natural where the statute contained those provisions. But we think the result would have been the same, if it had simply imposed the duty to fence, and said nothing about its liability for not doing it. For we understand it to be a general principle that where the law imposes upon any person a specific duty for the protection or benefit of others, if he neglects to perform that duty he is liable to those for who's benefit it was imposed, for any damages sustained by reason of such neglect. It is upon this principle that those cases proceed, which have held the company liable to the owner of adjoining lands who's animals escaped therefrom on to the track, for want of fences which the company was bound to make. In most of that class of cases there was no positive provision that the company should be liable, but the liability was left to result from an application of the general principle before stated. And there being no room for doubt that the company was found to fence for the protection of the adjoining land owners, whenever their cattle had been injured for want of such fence, the companies have been held liable whether the statutes contained an express provision that they should be so or not.

The only question upon which it would seem there could be any room for doubt, is whether the statute requiring the company to fence, was intended merely to regulate the division fences between the company and the adjoining land owners, for the convenience of the latter only, leaving the liability of the company, with respect to all others, as it would have been at the common law, or whether it was designed for the protection of the public generally who's animals were liable to get upon the track. This question is suggested in the case in 3 Kernan, and the court come to the conclusion that the latter was the object of the statute. That conclusion seems to us more especially true in this state, many parts of which are thinly settled, and where it is almost the invariable custom for the settlers to allow their animals to run at large, fencing only their plowed lands. The rule of the common law requiring every one to fence in his own animals, under pain of their being considered trespassers if they entered even on the unenclosed lands of another, if strictly enforced, is often productive of hardships in a new country like ours. For this reason it has never been adopted in some of the states. It has been held to be the law in this state, though it is generally disregarded by common consent, in the newly settled parts of the State. And this fact, which was undoubtedly well-known to the legislature, as well as the frequent hardships resulting from the strict enforcement of the common law rule, leads our minds to the conclusion that it was the intention of the statute, in requiring the railroad company to fence its road, to repeal the common law rule, and to protect not only the adjoining land owners, but the public generally. This conclusion being arrived at, the liability of the company for damages to animals not belonging to owners of adjoining lands, is as clear as its liability to the owner of such lands. The protection of both being equally within the scope and object of the statute, they are equally entitled to an action for damages occasioned by a neglect of the duty imposed. And it is as unnecessary in the one case as in the other, for the statute to say expressly that the liability should exist. Having imposed the duty, the liability for damages occasioned by the neglect of that duty is implied though not expressed. The case of Fawcett *vs.* Railroad Company 71 E. C. L. 609, fully sustains our conclusion, and is a complete answer to the objection, that the plaintiff's horses were trespassers on the lands adjoining the railroad. We think the opinions in that case entirely applicable to the questions presented here.

And we have no doubt that a lessee in possession of the road incurs the same liability as the company. He takes the road, if at all, subject to the duty imposed on the company for the benefit and protection of the public. There would be no safety in any other rule.

The judgment is reversed and a new trial ordered.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending July 10, 1863, was as follows:

Passengers	$18,902 21
Freight and live stock	19,521 77
Mails and sundries	1,494 32
Total	$39,918 31
Corresponding week of 1862	40,894 82
Decrease	$976 51

The earnings of the Grand Trunk Railway for the week ending July 4, 1863, were:

Passengers	$31,324 97
Freight and live stock	4,300 00
Mails and sundries	41,109 45
Total	$76,734 42
Corresponding week, 1862	63,094 12
Increase	$13,640 30

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in July have been $18,358 56
Same week, 1862 24,897 24
Decrease $6,538 68

The earnings of the Michigan Southern Railroad for the 2d week of July, 1863, were $41,644 80
Do., 1862 41,150 39
Increase $493 41

The earnings of the Chicago and Alton Railroad for the 2d week of July, 1863, were:

Passengers	$12,831 08
Freight	26,362 50
Sundries	1,085 33
Total	$40,278 91
Same week last year	24,048 40
Increase	$16,230 51

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week of July, 1863, have been $17,814 70
Do., 1862 26,959 78
Decrease $9,145 08

The earnings of the Chicago and Northwestern Railway for the 2d week in July, 1863, were $24,226 72
Do., 1862 22,009 03
Increase $2,217 69

The earnings of the Cleveland and Toledo Railroad for the 2d week of July, 1863, were $20,608 00
Same week, 1862 16,534 00
Increase $4,074 00

The earnings of the Galena and Chicago Union Railroad for the 1st week of July, 1863, were:

Freight	$24,922 21
Passengers	8,524 21
Mails	1,300 00
Total	$34,746 42
Same week, 1862	54,547 38
Decrease	$19,800 96

Railroad Earnings--Monthly.

The receipts of the New York and Harlem Railroad for June, 1863, were $116,898 92
June, 1862. 97,337 23
Increase $19,561 69

The earnings of the Erie Railway for June, 1863, were $760.868 05
June, 1862. 528,841 65
Increase $232,026 40

The earnings of the St. Louis, Alton and Terre Haute Railroad for June, 1863, were:

Passengers	$42,902 04
Freight	75,763 56
Mail	1,782 00
Miscellaneous	3,331 16
Total	$123,778 76
June, 1862	68,194 04
Increase	$55,584 72

The earnings of the Chicago and Alton Railroad for June, 1863, were:

	1862.	1862.
1st week	$21,547 81	$36,417 17
2d "	25,252 99	39,302 24
8d "	30,164 42	44,453 32
4th "	22,553 33	34,444 75
Total	$99,518 55	$154,617 48
Jan. 1 to June 30, 1863		$789,791 00
Do. do. 1862		583,305 00
Increase		$206,486 00

In consequence of a change in the contract with the Joliet road, their proportion is included for both years.

The earnings of the Hudson River Railroad for June, 1863, were $202,392 04
" 1862 151,427 24
Increase $50,964 80

The business of the Illinois Central Railroad in June was:

LAND DEPARTMENT.

Acres construction lands sold	10.437.90	for	$120,243 46
Acres interest fund lands sold	2,091.54	"	20.005 01
Acres free land sold	4,712.61	"	52,653 02
Total sales during the month of June, 1863	17,242.05	"	$192,901 49
To which add town lot sales			3,068 00
Total of all			$195,969 49
Acres sold since Jan'y 1, 1863	101,372.27	for	$1,091,098 29
Acres sold previously, net sales	1,198,326.00	"	15,139,473 89
Total	1,299,698.27	"	$16,230,572 18
Construction bonds cancelled previous to June 30, 1863			$2,450,500 00
Cash collected in June			138,921 76

TRAFFIC DEPARTMENT.

Receipts from passengers	$141,672 20
" freight	238,698 20
" mails	6,358 33
" rent of road	4,000 00
" other sources	7,000 00
Total receipts in June, 1863	$397,728 73
" " 1862	269,281 92

The receipts of the European and North American Railway for June, 1862 and 1863, were:

	1863.	1862.
Passengers	$5,155 13	$4,862 77
Freight	4,670 80	4,201 46
Mails and sundries	1,098 67	412 34
Total	$10,924 60	$9,476 57
Increase	1,448 03	

The business of the Cleveland and Mahoning Railroad for June was as follows:

	1862.	1863.
Gross earnings	$30,095 63	$45,845 61
Expenses	13,652 94	19,705 36
Net earnings	$16,442 69	$26,140 25
Increase		$9,697 56

From January 1st to June 30th.

	1862.	1863.
Gross earnings	$163,556 31	$210,294 33
Expenses	74,593 18	89,283 44
Net earnings	$88,963 13	$121,010 89
Increase		$32,047 76

The earnings of the Cleveland and Pittsburg Railroad for June, 1863, are estimated as follows:

From Freight	$100,000 00
" Passengers	53,608 59
" Mails, etc.	5,198 66
Total	$158.807 25
June, 1862	125,210 57
Increase	$33,596 68

The earnings of the Milwaukee and Prairie du Chien Railroad for June, 1863, were $111,259 96
June, 1862 144,915 42
Decrease $33,655 46
Total 6 months, 1863 $494,590 83
" " 1862 530,712 93
Decrease $36,122 10

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of June ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From freights	$245,025 63	$163,867 51
" passengers	119,180 60	78,766 61
" express matter	2,600 00	2,500 00
" mails	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	1,600 00	1,167 29
Total	$383,314 56	$261,209 74
Increase		$122,104 82
Earnings from Jan. 1 to June 30	$2,438,561 45	$1,684,369 62
Increase for 6 months		$754,191 83

Increase for June, 46¾ per cent.; increase to June 30, 44¾ per cent.

The Chicago and Milwaukee Railway Company earned in June, 1863 $35,735 41
Do., 1862 26,590 88
Increase $9,144 53

The earnings of the Norwich and Worcester Railroad in June, 1863, were $34,426 56
Do., 1862 30,422 38
Increase $4,004 18

The earnings of the Chicago and Northwestern Railroad for June, 1863, were as follows:

Passengers	$44,209 39
Freight	76,569 93
Mail	2,033 33
Express	1,411 67
Miscellaneous	58 33
Total	$124,282 65
June, 1862	104,815 01
Increase, 8½ per cent.	$19,467 64

The earnings of the Toledo and Wabash Railway Company for the month of June were:

	1863.	1862.
Passengers	$26,972 85	$21,513 81
Freight	125,611 82	92,063 85
Total	$152,584 67	$113.577 66
Increase		$39,007 01
Receipts from Jan. to July 1, 1863		$700.315 13
Do. do. do. 1862		489,388 11
Increase		$210.927 02

The earnings of the Michigan Southern Railroad for June, 1863, were $237,982 00
June, 1862 181,983 00
Increase $55,999 00

The earnings of the Galena and Chicago Union Railroad for June, 1863, were $208.701 17
June, 1862 225.047 91
Decrease $16.346 74

Corrected earnings for the previous month, $172,343 00.

The earnings of the Cleveland and Toledo Railroad in June, 1863, were $100.085
June, 1862 66.600
Increase $33,485

The earnings of the Long Island Railroad Company for June, 1863, were:

Passengers	$19,378 86
Freight	12.852 95
Total	$32,231 81
June, 1862	20.782 13
Increase	$11.449 68

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds — Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	106
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	6	1868	102
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1865	105
Registered Bonds / Coupon Bonds — Under Act 24th June, 1860	7,022,000	5	1874	97
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,028,600	5	1871	98½
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	106
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	139,998,000	6	1881	106½
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	7.3	1864	107
Treasury Notes—		7.3	1864	107
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	143
Under Acts 2 Mar. '61, & 17 Mar. '62 convert. into 20 / Under A's 17 Ju & 5 Au.'61 & 17 Ma.'62 y'r b'ds due '81	14,913,315	---	Dem.	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	60,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	100½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	117
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112
Georgia—Coupon Bonds	525,000	7	62-'74	112
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'69-'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	108½
" —War Fund Bonds of 1861	2,000,000	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18..	80
" — " "	2,054,298	2½	18..	65
" —Canal Preferred Certificates	4,079,500	5	18..	---
" — " " (special) Certificates	1,216,737	5	18..	----
" —Deferred Certificates (State)	1,242,500	5	18..	----
" —Deferred (special) Certificates (State)	479,076	5	18..	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	106
" — " " (banks)	600,000	5	18..	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,293,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	65
Maine—Coupon Bonds	669,000	6	'63-'77	112½
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	115
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	101
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	124
" — " " of 1861 "	247,000	6	'68-'72	123
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	130
" —Inscribed Certificates (loans to R. R. Cos.)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	71
" — " "	100,000	6	1862	70
" — " " (loans to Railroads)	25,800,000	6	'72-'86	87
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,350	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — " State Loan $6,756,654	----------	6	65-'66	112
" — " Railroad Loan 339,600	----------	6	'72-'75	121
" — " Canal Debt—(old) 9,739,025	----------	6	1874	128
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,179,555	6	18..	68½
Ohio—Inscribed Certificates	4,095,309	6	1881	109
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	109¾
" — " "	2,400,000	6	1886	106
" — " "	660,835	6	1868	----
" — " "	1,668,905	6	1860	105
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862)	37,687,760	5	'61-'82	105
" —Inscribed Certificates		5	'61-'82	100
" — " "	400,630	6	1879	110
" — " "	588,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	68-'99	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var	----
" — " " (internal improvement)	2,064,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	64½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	108½
" —War Loan (1861)	----------	---	18..	----
Virginia—Inscribed Certificates	404,000	6	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	86½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	109
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108½
" — " " (Bank Stock)	553,986	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	109
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	115
" —Coupon Bonds (Water)	6,228,787	5	Var.	115
Chicago—Coupon Bonds (Municipal)	860,000	6	18..	100
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1884	111½
" — " " (Water Works)	1,130,000	7	18..	103
New York—Public Building Stock, No. 3	250,000	5	1808	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	118
" —Public Education Stock	150,000	5	1873	109
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	109
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	100
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	95
" — " " (Municipal)	1,136,200	6	'61-'80	89½
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,200	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1893	----
" — " " " "	180,000	6	1867	----
County Loans				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18..	----
Jefferson, O.—Coupon Bonds	286,000	7	18..	----
Muskingum, O.—Coupon Bonds	564,000	7	18..	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18..	----
Ross, O.—Coupon Bonds	343,880	7	18..	----
Scioto, O.—Coupon Bonds	110,000	7	18..	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,743	6	1886	97½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	109
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	108
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	101
" " 2d " " "	3,980,670	6	1882	89
" " Improvement " "	586,500	6	1876	67
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	53½
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25
West Branch & Susquehanna: 1st Mort. (S. F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	857,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,000,000	---	------	22½
Chicago and Alton, Preferred	2,464,336	7	------	93
Elmira & Williamsport, Preferred	500,000	---	------	50
Erie Preferred	8,535,700	---	------	103½
Housatonic Preferred	1,180,000	8	------	74
Marietta & Cincinnati, 1st preferred	4,198,462	---	------	50
" " 2d "	3,123,914	---	------	26
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	114
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110½
" " " 2d "	1,014,000	7	------	80
New York & Harlem, Preferred	1,500,000	---	------	104½
Philadelphia & Reading, Preferred	1,551,800	7	------	----
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	75½
Toledo & Wabash, Preferred	926,200	---	------	80

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September	October.	November.	December	Total
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	38,881	56,171	45,083	46,417	43,516	51,712	73,432	79,409	78,787	636,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,922	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,034	220,780	2,597,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,754	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,561	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,396	107,443	106,816	127,205	140,107	154,317	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	79,578	72,392	67,076	87,233	120,055	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	136,542	154,084	152,557	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	163,127	137,408	134,592	1,328,375
1863	159,686	126,521	119,836	122,255	144,397	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,525	22,970	25,881	28,291	28,066	24,926	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	32,408	46,346	48,919	62,392	45,985	39,500	49,671	80,819	108,737	74,331	55,554	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	87,296	55,199	855,658
1862	46,605	49,103	59,249	54,178	84,562	104,815	93,022	62,263	101,060	125,695	107,735	91,263	979,540
1863	68,243	81,750	90,677	100,904	107,866	124,283	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,033	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	77,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,595	120,793	135,050	140,561	164,946	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,384	165,178	180,063	1,716,846
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,852	52,788	44,781	61,791	72,389	79,673	76,204	82,220	780,256
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,602	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,040	98,528	88,301	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	------	------	------	------	------	------	------
Erie:													
1858	376,257	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,206	5,014,992
1859	391,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,969	536,608	411,764	4,654,959
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,042	600,124	587,242	561,448	412,723	5,035,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	704,108	714,211	6,234,187
1862	699,097	691,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,360,334
1863	895,453	829,734	946,041	998,466	878,867	760,868	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,805	195,934	123,907	89,344	1,369,431
1860	60,633	62,698	80,796	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,880	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,926	172,700	122,209	1,720,496
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,049	188,370	203,575	159,530	143,592	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	208,701	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	222,073	1,923,434
1860	212,714	200,422	161,047	134,606	156,281	120,986	110,860	167,220	180,000	193,951	169,549	220,370	2,028,522
1861	225,157	205,345	167,560	139,751	150,808	122,683	114,804	155,280	146,424	173,261	197,762	246,283	2,024,557
1862	307,320	281,568	308,963	202,346	192,442	151,427	150,769	193,442	242,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,076	241,771	202,302	------	------	------	------	------	------	------
Illinois Central:													
1859	132,036	134,311	154,690	153,644	144,804	149,592	139,102	181,612	246,529	245,302	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,069	193,961	218,971	259,643	324,059	243,163	225,196	2,664,848
1861	321,841	270,268	229,334	192,054	199,488	177,820	189,280	268,983	289,862	284,039	243,249	224,401	2,890,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,163	3,445,827
1863	267,061	269,198	265,775	267,043	314,166	397,729	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	26,670	44,269	50,532	69,024	50,780	35,426	52,570	89,847	147,102	96,816	50,863	756,476
1861	52,898	45,689	52,159	67,245	115,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,653	137,187	164,809	122,863	67,771	1,099,046
1863	73,083	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,220	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,360	122,272	61,895	1,163,781
1863	67,130	76,132	44,925	88,177	109,967	111,260	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,407	119,832	166,454	170,842	175,481	134,688	127,273	196,821	243,851	253,722	203,492	134,972	2,008,806
1861	140,925	116,038	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	181,000	226,819	276,109	325,018	304,084	279,529	2,647,918
1863	248,784	230,508	254,208	267,093	263,981	237,982	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	152,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,303	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,324	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,843	307,233	243,389	200,134	2,124,314
1862	230,159	159,658	151,902	175,686	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	------	------	------	------	------	------	------	------
New York Central:													
1859	280,349	370,544	509,211	478,563	400,628	447,813	504,217	591,920	743,599	709,671	697,792	520,296	6,304,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,756	523,047	7,154,622
1861	489,065	420,793	627,051	989,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,980	7,996,780
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,534	1,102,822
1860	97,016	95,666	88,598	90,463	89,577	93,578	100,629	101,118	105,474	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,868	91,111	99,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,347	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	115,075	108,605	116,808	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	327,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,087	265,358	294,456	276,209	291,763	278,219	3,095,839
1862	192,216	217,161	244,423	258,674	283,066	254,285	288,725	414,707	448,994	463,873	466,567	454,826	4,088,817
1863	325,084	361,804	390,771	429,929	505,517	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,128	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,011,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,980	397,525	401,299	364,231	370,983	3,745,310
1863	317,250	366,598	461,322	464,357	418,739	383,314	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,724	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,206	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,597	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	85,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	---
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66 '76	----
Androscoggin and Kenebec						
Million Dollar Loan	448,600	6	June & Dec.	(Portland)	'61–'64	70
$1,100,000 Loan	535,100	6	" "	or (Waterv.)	1890	79
Stock, convert. (Coupon)	710,000	6			'65–'66	----
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	----
Baltimore and Ohio:						
Maryland Sterling Bds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100
" " " 1850	700,000	6	Jan. & July.	"	1880	100
" " " 1885	1,128,500	6	Jan. & July.	"	1875	101½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1887	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	500,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	100
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	425,111	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61–'76	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	---
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	---	---	'78–'79	---
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,925	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	795,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	104
Extra Dividend Loan	834,458	6	"	"	1864	----
Loan for $500,000	500,000	6	"	"	1867	----
" " $600,000	700,000	6	"	"	1870	104
" " $675,000	675,000	6	"	"	1875	104
" " $1,700,000	1,700,000	6	"	"	1883	----
" " $2,500,000	867,000	6	"	"	1889	104
Consolidat. Mort. Loan $5,000,000	------	---	"	"	------	108
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of Georgia:						
Mortgage	86,067	7	---	---	1863	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65 '70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	----
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	860,000	7	June & Dec.	New York.	1865	102
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,900	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	104½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	115
" " " inconvertible	2,690,000	8	" "	" "	1883	115
Plain Bonds, dated Sept. 20, 1860	750,000	7	March & Sept	" "	1890	----
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora, 1st Mort.	250,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	----
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	----
" " " Plain	28,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	----
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7	---	---	1868	----

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	106
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.	------	105
1st Mortgage (general)	3,000,000	7	" "	" "	------	89
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	100
2d Mortgage	2,000,000	6	" "	" "	------	68
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	------	99½
Green Bay Extension Bonds	300,000	7	" "	" "	------	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7	Feb. & Aug.	----	------	----
3d Mortgage	158,000	7	----	----	------	----
Income	250,500	7	----	----	------	----
Tunnel Right	1,000,000	7	----	----	------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7	March & Sept.	----	1864	100
3d Mortgage	658,200	8	" "	----	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----	----	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	103¼
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	80
River Line bonds	20,000	7	----	----	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64–'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1847	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----	1864	----
C. and T. Income (convertible)	169,000	7	" "	----	1864	----
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	106
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '65)	74,900	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	----
2d Mortgage	2,700,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	---	April & Oct.	New York.	1871	110
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	108½
2d Mortgage	2,516,500	---	March & Sept.	" "	1891	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	560,000	8	----	----	----	----
Dubuque and Pacific:						
New Construction	800,000	---	----	----	----	----
Dubuque Western:						
1st Mortgage	344,000	†	----	----	----	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63–'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	62–72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	111
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----	----	----	----
Endorsed by State of Tennessee	150,000	---	----	----	----	----
Mortgage (ordinary)	790,688	---	----	----	----	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----	----	----	----
Endorsed by State of Tennessee	200,000	---	----	----	----	----
1st Mortgage (after State)	100,000	---	----	----	----	----
Redeemable in Stock	66,950	---	----	----	----	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----	----	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----
Florida and Alabama:						
Internal Improvement (State)	------	7	----	----	1891	----
Free Land, 2d Mortgage	------	8	----	----	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov	" "	1875	104
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York	'73-'87	87
Land Security	5,000,000	7	April & Oct	" "	1881	78
Convertible Bonds	1,360,000	7	Jan & July	" "	1883	
2d Mortgage	1,200,000	7	April & Oct	" "	1889	45
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central :						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	117
Convertible	1,002,000	7	" "	" "	1867	127
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	11,619,500	7	April & Oct.	London.	1875	
Construction	3,104,000	6	" "	New York.	1875	110
Eight per cent. bonds	304,000	8	March & Sept.	" "	1565	
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			110
Income	20,500					
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,600	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town).	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Mus. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		41
2d Land Grant (Western Div.)	353,600	†	" "	"		41
3d Mortgage (whole road)	1,760,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1892	
Mortgages on Land	473,899	7	" "	" "		
Louisville and Frankfort :						
Louisville Loan	107,000		Jan. & July.	New York.	1881	
1st Mortgage	228,000		" "	" "	'63-'78	
Louisville and Nashville :						
State (Tenn.), 1st Lien	569,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	2,000,000	7	Feb & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,000,000	7				
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	116
1st Mortgage (S. F.), convertible	1,424,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	
Michigan Southern, conv.	16,000	7	" "	" "	1863	85
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1865	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,656,500	7	" "	" "	1877	102
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.		
2d Mortgage	200,000	8	" "	" "		
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	103
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	
1st Mortgage	350,000	7	" "		1883	
Mississippi Central :						
1st Mortgage	1,007,362	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7				55
2d Land Grant	700,000			" "		
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,880	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,025	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1873	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
New Jersey :						
Company's (various)	688,000		Semi-ann'ally.	New York.	var.	102
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'62-'4-8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central :						
Premium (S. F.) Bonds	7,950,000	6	May & Nov.	New York.	1883	106
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov	" "	1885	102
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	102
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	120
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	101
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	110
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	107
5th Mortgage	1,791,500	7	June & Dec	" "	1888	105
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	110
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	103
3d Mortgage	980,300	7	Jan. & July.	" "	1867	103
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	111
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1865	----
North Carolina:						
State Loan	3,000,000	6				----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			----	----
2d Mortgage	224,500	---			----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Jn. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" " " "	"		----
York and Cumberland 1st Mort	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort	300,000	6	Ja. Ap. Jn. Oc.	"	1875	----
Construction, 3d Mort	2,500,000	6	Jan. & July.	"	1885	109½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	102
2d Mortgage	3,077,000	7†	" "	" "	1861	23½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92¼
Chattel Mortgage	260,000	10	" "	"	1887	114
Northern (N. H.):						
Bonds due 1864 and 1874	2,0,700	6	April & Oct.	Boston.	'64-'74	105¾
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (Ohio and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	7	April & Oct.	"	1880	----
Construction	4,242,000	7	March & Sept.	"	1876	17
Income	3,420,000	7	May & Nov.	"	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,265,000	6	" "	" "	----	----
Construction	5,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	110¾
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg (Coupon)	300,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	250,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	150,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			----	----
1st Mortgage (1859'70-'75)	365,000	6			var.	----
3d Mortgage (1862'70-'72)	575,000	6			var.	----
Special Mortgage (1865 '68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,000	8			var.	----
Phila., German'n and Norris'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	295,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106
" 1861, "	277,000	6	Jan. & July	"	1871	102
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,117,000	6	" "	"	1886	112
" 1866, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,193,500	6	Jan. & July	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1863	---
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	460,000	6	Feb. & Aug.	New York.	1880	---
Pittsbg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July	" "	1912	101
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	81
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,752	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	---
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	----	----
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	68½
2d Mortgage	937,500	7	" "	"	1863	14½
3d Mortgage	440,000	7	" "	"	1863	4
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sandusky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
2d Mortgage	75,000	7			1870	----
Dividend Bonds	12,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	185,333	6			1863	----
Sterling	2,000,000	5		London.	1886	----
Southern Mississippi:						
1st Mortgage	500,000	---			----	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			----	----
2d Mortgage	450,000	---			----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			----	----
St. Louis County Subscription	1,000,000	---			----	----
Sunbury and Erie:						
1st Mort. (Sunbury to Wmsp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	110½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'76-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	84
Tennessee and Alabama:						
State (Penn.) Loan	814,000	---			----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	103
1st M. (T. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	103
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	91½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	91½
Interest Bonds	245,700	7			----	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	17
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Balt Works Br. Mort. due '58 '61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	106
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	---
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	180,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "None." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid up.	Liabilities. Funded Debt.	Liabilities. Floating Debt.	Liabilities. Profit and Loss.	Earnings. Gross.	Earnings. Net.	Dividends.
		M.	M.	M.	M.	No.	No.	No.	$	$	$	$	$	$	$	M	$	$
	ALABAMA.																	
30 Jun. '60	*Alabama and Florida*	65.0	—	....	50.6	...	...	...	1,451,[illegible]	*	—	877,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
28 Feb. '59	*Alabama and Mississippi*	59.5	—	....	58.1	2	2	19	4,[illegible]	30,991	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 May '60	*Alabama and Tennessee Rivers*	109.6	—	....	57.8	11	9	162	2,[illegible]	184,[illegible]	—	1,[illegible]	777,777	240,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30 Jun. '59	*Mobile and Girard*	57.0	—	....	171.3	...	...	...	1,[illegible]	*	—	...	...	...	[illegible]	[illegible]	[illegible]	[illegible]
1 Apr. '61	Mobile and Great Northern	—	—	—	67.2	1	2	10	[illegible]	*	—	600,[illegible]			[illegible]			
1 May, '61	*Mobile and Ohio*	469.3	13.5	....	49.4	40	28	502	12,000,000	*	—					[illegible]	[illegible]	[illegible]
29 Feb. '60	Montgomery and West Point	88.5	28.4	—	—	23	14	285	1,[illegible]	[illegible]	100,000	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1 May, '61	*North East and South West*	—	—	—	209.5	—	—	—	...	...	—	...	...	...	...	...	...	...
	ARKANSAS.																	
-- -- --	Cairo and Fulton	—	—	—	301.4	—	—	—	...	...	—	...	...	...	...	...	...	...
30 Nov. '58	Memphis and Little Rock	58.5	—	....	107.5	...	...	...	[illegible]	*	—	561,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	CALIFORNIA.																	
30 Dec. '60	Sacramento Valley	22.5	—	....	—	...	...	...	1,[illegible]	*	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	CONNECTICUT.																	
1 Feb. '61	Danbury and Norwalk	23.8	—	8.2	—	4	5	44	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30 Sep. '62	Hartford, Provid. and Fishkill	122.4	—	15.0	75.1	16	20	241	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Aug. '62	Hartford and New Haven	61.4	1.6	64.5	—	18	21	302	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '62	Housatonic (preferred)	74.0	—	8.9	—	11	17	256	[illegible]	*	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '62	Naugatuck	57.0	—	1.3	—	7	11	175	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '62	New Haven, N. London and Ston.	62.0	—	2.6	—	6	12	29	[illegible]	*	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '62	New Haven and Northampton	75.9	8.8	7.2	—	3	3	—	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '62	New London Northern	66.9	—	5.9	—	7	7	91	[illegible]	*	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Mar. '63	New York and New Haven	61.3	1.0	63.8	—	28	74	407	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30 Nov. '62	Norwich and Worcester	59.4	7.0	8.5	—	15	17	313	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	DELAWARE.																	
31 Oct. '60	Delaware	84.3	—	10.7	—	—	—	—	[illegible]	———	———	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Oct. '62	Newcastle and Frenchtown	16.2	—	—	—	—	—	—	[illegible]	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	FLORIDA.																	
-- -- '62	*Florida*	154.2	—	....	150	...	...	...	...	...	—	...	...	...	...	...	...	...
30 Apr. '60	*Florida and Alabama*	52.0	—	5.0	13.0	3	1	6	502,791	50,586	—	191,485	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
-- -- '62	*Fla., Atlantic and Gulf Central*	59.9	—	5.0	—	...	...	...	...	...	—	...	...	...	...	...	...	...
-- -- '62	*Pensacola and Georgia*	100.0	3.9	10.0	153.5	...	...	...	...	...	—	...	...	[illegible]	[illegible]	...	...	...
	GEORGIA.																	
30 Jun. '60	Atlanta and West Point	86.7	—	—	—	16	7	124	1,[illegible]	*	—	1,250,000	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]
-- -- '62	Atlantic and Gulf - M. Trunk	92.6	—	8.7	70.9	...	...	...	...	...	—	...	...	...	...	[illegible]	[illegible]	[illegible]
31 Dec. '60	Augusta and Savannah	53.0	—	—	—	...	...	...	1,[illegible]	*	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30 Apr. '60	Brunswick and Florida	43.5	—	—	23.7	...	...	...	755,000	*	—	151,887	...	...	...	[illegible]	...	...
30 Nov. '60	Central of Georgia (and Bank)	191.0	—	—	—	53	62	697	4,[illegible]	*	—	4,366,800	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Mar. '60	Georgia (and Bank)	171.0	61.0	—	—	...	...	...	4,[illegible]	[illegible]	1,[illegible]	4,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30 Nov. '60	Macon and Western	102.5	—	—	—	19	16	171	1,[illegible]	*	—	1,[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 July '59	Muscogee	—	—	—	—	7	2	107	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1 May, '58	Savannah, Albany and Gulf	68.1	—	—	—	3	4	83	1,[illegible]	[illegible]	—	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 July '60	South Western	106.1	100.8	16.2	—	18	22	201	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30 Sep. '59	Western and Atlantic	138.0	—	—	—	52	24	705	5,[illegible]	*	—	built and owned by State.				[illegible]	[illegible]	[illegible]
	ILLINOIS.																	
31 Dec. '62	Chicago and Alton	220.0	—	—	—	35	38	712	[illegible]	*	—	4,244,222	4,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30 Apr. '62	Chic., Burlington and Quincy	138.0	—	26.0	—	62	31	1,150	6,[illegible]	1,[illegible]	[illegible]	4,[illegible]	6,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '58	Chic. and Milwaukee	45.0	—	—	6	14	—	101	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1 Apr. '62	Chicago and Northwestern	242.0	—	29.0	36	23	—	647	11,[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Mar. '63	Chicago and Rock Island	181.8	—	—	61	57	—	960	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
10 Nov. '58	Fox River Valley	33.2	—	—	—	—	—	—	[illegible]	*	—	[illegible]	...	...	...	[illegible]	[illegible]	[illegible]
31 Dec. '62	Galena and Chicago Union	140.0	80.4	74.5	—	66	63	1,369	8,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 May, '61	Great Western	175.0	—	—	—	—	—	—	[illegible]	*	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '62	*Illinois Central*	454.8	252.5	....	—	112	94	2,335	27,[illegible]	*	—	16,[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]
— — —	Illinois River	—	—	—	81.5	—	—	—	...	...	—	...	...	...	...	...	...	...
— — —	Ohio and Mississippi	148.0	—	....	—	—	—	....	4,[illegible]	*	—	1,[illegible]	[illegible]	[illegible]	148.0	[illegible]	[illegible]	[illegible]
— — —	Peoria and Bureau Valley	46.6	—	....	—	—	—	....	...	...	—	...	[illegible]	...	oper. by Chic.	[illegible]	[illegible]	[illegible]
— — —	Peoria and Hannibal	—	—	....	129.0	—	—	....	...	...	—	...	...	...	...	...	...	...
— — '58	Peoria and Oquawka	186.0	—	....	—	—	—	....	5,[illegible]	*	—	1,[illegible]	[illegible]	[illegible]	186.0	...	...	...
31 Dec. '61	Quincy and Chicago	100.0	—	....	—	—	—	....	1,[illegible]	*	—	[illegible]	[illegible]	2,[illegible]	100.0	oper. by	Bur. &	Quincy
— — —	Rock Island Bridge	1.0	—	....	—	—	—	....	...	...	—	...	...	...	oper. by Chic.	A. & K. I.	...	...
31 Dec. '62	St. Louis, Alton & Terre Haute	189.0	14	12.2	—	31	30	424	[illegible]	[illegible]	—	5,[illegible]	6,[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]
	INDIANA.																	
-- -- --	Cincinnati and Chicago	108.0	—	....	—	—	—	....	2,[illegible]	*	—	1,[illegible]	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
— — —	Cincinnati, Peru and Chicago	29.0	—	....	73.0	—	—	....	...	...	—	...	...	...	29.0	...	...	...
31 Aug. '57	Evansville and Crawfordsville	109.0	—	....	—	—	—	....	2,[illegible]	*	2,750	[illegible]	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '62	Indiana Central	72.4	—	....	—	19	17	266	[illegible]	[illegible]	26,641	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '58	Indianapolis and Cincinnati	89.8	20.2	....	—	23	19	313	2,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '62	Ind., Pittsburg and Cleveland	84.0	—	....	—	—	—	....	1,[illegible]	*	10,000	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '62	Jeffersonville	78.0	—	11.0	—	15	14	201	[illegible]	*	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
-- -- '59	Lafayette and Indianapolis	64.0	—	....	—	—	—	....	1,[illegible]	*	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '60	Madison and Indianapolis	86.0	49.0	....	—	23	—	....	[illegible]	*	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
-- -- '58	Louisv., N. Albany & Chicago	288.0	—	....	—	—	—	....	6,[illegible]	*	*	2,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
-- -- '58	Peru and Indianapolis	74.0	—	....	—	—	—	....	[illegible]	*	*	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30 Nov. '62	Terre Haute and Richmond	73.0	—	....	—	18	17	298	1,[illegible]	*	215,252	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	IOWA.																	
1 Jun '58	*Burlington and Missouri*	75.5	—	....	201.5	...	...	...	1,[illegible]	*	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '59	Chicago, Iowa and Nebraska	86.0	—	....	—	—	—	....	1,[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31 Dec. '62	Dubuque and Sioux City	111.0	—	....	269.0	7	7	102	3,[illegible]	[illegible]	—	3,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
-- -- --	Iowa Central Air Line	—	—	—	438.0	—	—	—	...	...	—	...	...	...	...	...	...	...
1 Jun. '58	Keok., Ft. Desmoines & Minn.	38.5	—	....	101.3	4	4	64	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1 Jun. '59	Keok., Mt. Pleasant and Muse.	11.2	—	....	57.3	...	...	...	[illegible]	*	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
-- -- '62	Mississippi and Missouri	105.0	95.0	....	312.0	...	...	...	4,[illegible]	[illegible]	—	2,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	KENTUCKY.																	
31 Oct. '59	Covington and Lexington	80.0	—	....	—	—	—	....	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30 Jun. '57	Lexington and Big Sandy	20.0	—	....	113.0	—	—	....	694,024	*	—	[illegible] 1859,	for $25,000.		20.0	...	...	...
-- -- '58	Lexington and Danville	15.0	—	....	22.0	—	—	....	765,000	—	—	694,444	71,000	—	15.0	oper. by	Cov. &	Lex.
30 Jun. '61	Lexington and Frankfort	29.0	—	....	—	13	10	230	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30 Jun. '61	Louisville and Frankfort	65.1	—	....	—	—	—	—	1,[illegible]	126,735	6,540	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1 Oct. '60	Louisville and Nashville	185.0	84.0	16.9	—	30	20	455	8,[illegible]	*	—	5,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
-- -- '59	Maysville and Lexington	18.8	—	....	70.2	—	—	....	...	...	—	...	...	...	18.8	oper. by	Cov. &	Lex.
	LOUISIANA.																	
-- -- --	Clinton and Port Hudson	22.0	—	....	—	—	—	....	750,666	*	—	...	...	...	22.0	...	...	...
-- -- --	Mexican Gulf	27.0	—	....	—	—	—	....	662,911	*	—	...	...	...	27.0	...	...	...
31 Dec. '60	*N. O. Opelousas and Gr. West'n*	80.0	—	....	178.0	12	12	216	3,954,420	505,260	—	3,242,218	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649
31 Mar. '61	*N. O. Jackson and Gr. Northern*	206.0	—	....	205.0	45	37	513	5,570,452	1,040,752	—	...	2,665,000	1,150,717	...	206.0	...	1,282,624	555,434
1 Aug '60	*Vicksburgh, Shreveport & Texas*	53.7	—	....	135.8	...	...	...	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	...	...	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Year ending.	Railroad. Main Line.	Do. Leases, and Branch Lines.	Do. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passengers.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (incl. all other assets and liabilities).	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
31 May,'59	36.5	—	.....	—	—	—	21	Androscoggin	757 381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May,'61	55.0	—	.....	—	—	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec.'62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun.'58	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
30 Sep.'61	63.0	9.5	8.0	—	13	13	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,980,998	109.5	139,955	172,113	91,487	—	.....
31 Dec.'57	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	7	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May,'61	51.3	—	.....	—	11	15	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	112
31 May,'58	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,103	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,066	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep.'60	79.0	7.2	.....	—	250	124	4,271	Baltimore and Ohio	21,314,042	3,604,731	3,579,307	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	82½
30 Sep.'60	30.0	—	.....	7	50	167		Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec.'62	138.0	4.0	16.1	—	51	2	1,547	Northern Central	7,635,099	774,568	466,133	2,260,000	5,150,000	402 054	9,838,621	165.0	940,558	1,920,641	927,341	—	41
								MASSACHUSETTS.													
30 Nov.'62	21.2	—	2.1	—	—	—	—	Berk-shire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov.'62	26.7	1.8	45.4	—	21	37	602	Boston and Lowell	2,245,14-	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	338,565	421.9 9	136,191	6¼	104½
30 Nov.'62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,356	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	124½
30 Nov.'62	47.0	7.0	32.5	—	25	30	20	Boston and Providence	2,932,000	207,400	—	3,160,000	122,720	—	3,402,989	61.8	435,121	702.222	356,362	8	136
30 Nov.'62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	457,416	100,000	4,500,000	—	93.654	5,335,584	83.6	564,117	1,006.130	490,304	8	133
30 Nov.'62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	30½
30 Nov.'62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	109
30 Nov.'62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30 000	4,766,000	89.0	452,168	635,629	315,734	—	101
30 Nov.'62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,740	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov.'62	50.9	22.6	74.5	—	25	38	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	111½
30 Nov.'62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	99¾
30 Nov.'62	27.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,033	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,283	—	—
30 Nov.'62	12.4	—	2.3	—	3	4	26	Lowell and Lawrence	332,886	30,276	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov.'62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,084	—	600,000	—	—	802,401	71.5	148.515	188,183	46,540	8	125
30 Nov.'62	20.0	1.5	1.1	—	5	14	74	New Bedford and Taunton	802,760	54,214	14,000	560,000	300,000	—	800,000	36.7	42,262	134.178	45,893	5	87½
30 Nov.'62	27.0	—	2.1	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140.902	597,386	.....	oper. by	B & M. Co.	—	—	.....
30 Nov.'62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,164	46,209	—	293,701	550,000	175.672	1,019,373	25.0	53,624	44,589	9,655	—	60
30 Nov.'62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,593	—	3,015,100	350,500	134,058	4,187,740	102.1	388.585	580,150	342,031	6	133
30 Nov.'62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450.000	—	—	450,000	18.7	24,960	43.142	23,677	6	109
30 Nov.'62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,315	—	1,600.000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	132
30 Nov.'62	10.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,560	4	110
30 Nov.'62	11.5	—	0.4	—	2	5	17	South Shore	462,567	39,226	—	259.085	150 000	1,456	531,715	11.5	22,218	64,425	20,484	—	15
30 Nov.'62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov.'62	11.1	0.8	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov.'62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	—	—	40
30 Nov.'62	69.7	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,000	77.3	112,242	216,065	115,241	—	35½
30 Nov.'62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,584	8	146
30 Nov.'62	45.7	—	9.8	—	10	12	145	Worcester and Nashua	1,147,044	123,355	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	77
								MICHIGAN.													
1 Jun.'62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep.'62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
30 Jun.'62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,625	647,596	—	2,950,000	4,250,000	.....	9,008,869	188.0	.....	340,898	.....	—	.....
-- --	--	—	.....	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	.....	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,259	*	1,122,764	6,057,710	7.999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	111½
31 Mar.'63	240.0	281.0	.....	—	83	110	1,108	Mich S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	85½
-- --	--	—	.....	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec.'62	11.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec.'62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec.'62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec.'62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec.'62	—	—	—	73.0	—	—	—	*Red River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
-- Aug.'62	256.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Dec.'60	71.1	—	.....	27.5	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec.'57	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,490,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec.'62	37.0	—	2.8	51.0	—	—	—	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec.'62	206.8	—	3.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec.'62	188.5	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,933	—	2,459,207	4.350.000	.....	.....	188.5	.....	444,460	182,895	—	.....
31 Dec.'62	52.0	—	3.0	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb.'63	196.0	—	14.4	87.3	24	30	420	*Pacific*	11,162,670	662 617	—	3,486,916	7,000,000	137,019	20,456,420	196.7	507.040	679.956	227,398	—	.....
28 Feb.'63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep.'62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344 168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar.'62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar.'62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	43½
30 Nov.'62	53.0	—	.....	—	11	11	50	Cheshire (preferred)	2,339,718	*	—	2,085,592	803,700	—	3.049.738	63.6	263,324	298,056	104,643	—	44
30 Nov.'62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar.'62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,596	61.3	.....	248,661	112,327	7	61
30 Nov.'62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar.'62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov.'62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,705	525,205	ope	r. by Eas	tern Mass.	—	4	101½
31 Jan.'62	20.5	—	1.8	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar.'62	29.5	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12.300	20,904	.....	ope	r. by C'd	162,423	74,885	7	114
30 Nov.'62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568.000	—	.....	52.7	.....	34,916	12,396	—	.....
30 Nov.'62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	68
31 Mar.'62	24.7	—	2.2	—	5	2	56	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec.'62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,982	2,089,500	173,982	3,261,244	76.0	.....	259,921	113,532	—	.....
31 Dec.'62	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	4,070,238	*	2,971,080	5,009,200	8,620,181	.....	.....	124.2	.....	3,040,148	1,728,548	10	165
31 Dec.'62	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,387,386	*	—	1,000,553	1,037,376	117 098	2,155,024	60.2	.....	144,386	65,128	—	17
31 Dec.'62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,196	64.0	687,204	1,397,587	774,341	10	177
31 Dec.'62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101.520	7	.....
31 Dec.'62	33.8	—	.....	—	—	—	—	New Jersey	3,583 951	397,378	1,397,974	4,397,800	678.000	400 017	5,896,704	33.8	512,849	1,111,087	652.124	10	.....
31 Dec.'62	21.0	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	204.200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec.'62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	58,400	8	.....
31 Dec.'62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	26,500	5½	.....
31 Dec.'62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 459.417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 Dec.'62	24.6	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907.750	24.0	.....	239,889	124 742	6½	111
31 Dec,'62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	591,393	212,500	31,742	821,984	—	52,063	90,122	46,328	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonding and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. All other liabilities and profits.	Earnings. Road opera'd, incl. rent.	Earnings. Mileage in U. S. (exclusive of lines in Canada).	Earnings. Gross.	Earnings. Net.	Dividends. Last.	Dividends. Rate of interest.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	157.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	209,000	500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Re	ns & Sarat.	—	—	—
30 Sep. '62	45.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,068	2,320,940	48.9	146,585	224,411	123,929	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	ope'r	by Tioga.	—	44,160	—	—
30 Sep. '62	5.4	—	6.4	—	—	2	—	Broadway (Brooklyn)	184,521	71,515	—	260,000	27,500	324	266,000	6.4	454,973	52,827	16,251	3	—
30 Sep. '62	14.5	—	9.0	—	2	30	25	Brooklyn Central and Jamaica	676,987	119,225	—	492,650	252,000	62,967	807,217	14.5	803,700	127,745	10,967	—	—
30 Sep. '62	28.5	—	26.9	1.9	—	169	—	Brooklyn City	1,020,570	312,196	—	1,000,000	170,000	10,000	1,332,506	28.6	2,651,216	491,623	118,500	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,425	*	—	346,000	142,000	8,000	900,000	5.3	276,289	30,944	2,789	—	—
30 Sep. '62	442.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,158,361	—	160,677	850,000	2,426,114	135,947	3,682,852	176.9	809,076	825,421	275,486	—	90
30 Sep. '62	68.3	—	14.0	—	29	24	599	Buffalo and State Line	2,277,828	566,576	149,000	1,877,950	949,000	—	2,826,950	68.0	407,522	1,067,121	660,670	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,361	*	—	493,800	7,000	2,717	503,517	10.8	152,030	21,467	—	—	—
30 Sep. '62	6.3	—	6.3	2.7	—	3	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	20,000	914,000	6.5	2,458,019	369,985	121,566	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	—	30,000	6	—
30 Sep. '62	446.0	19.0	230.0	—	226	101	3,279	Erie	39,985,782	*	—	19,978,200	19,851,508	480,005	40,289,713	483.0	4,582,369	7,803,975	2,983,542	—	139
30 Sep. '62	144.0	4.0	115.1	—	65	117	648	Hudson River	10,749,536	1,363,931	—	3,758,466	9,333,750	2,000	13,094,216	148.0	1,162,548	2,687,529	1,269,954	—	149
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,400	15,216	2,650,332	100.0	226,011	293,457	109,157	2	58
30 Sep. '62	297.8	258.1	581.8	—	229	231	3,595	New York Central	25,267,149	5,257,077	782,5*0	24,000,000	14,279,500	—	41,000,882	554.0	5,306,772	9,356,828	3,749,077	6	129
30 Sep. '62	130.7	2.1	23.0	—	32	77	441	New York and Harlem	9,285,740	650,894	—	5,717,100	5,925,061	69,136	11,781,297	165.0	597,473	1,184,003	456,698	—	109
30 Sep. '62	98.0	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N. Y.	Central.	60,000	6	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	878,774	5.0	779,886	80,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,484,700	—	6,066,500	121.8	941,704	492,443	176,785	—	—
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	298,500	16,375	815,161	38.1	75,023	140,684	77, 50	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	—	276,276	66,845	6	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	94
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	& Sar.	—	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	590,000	376,000	6,387	882,387	51.3	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	245,086	81,499	—	—
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	203,623	—	750,000	25,000	—	1,058,347	4.0	1,331,160	598,033	88,250	10	—
30 Sep. '62	13.0	—	0.4	—	2	9	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	—	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,865,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.0	228,421	280,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,709	104,321	—	1,170,000	400,000	—	1,757,629	8.0	2,080,000	580,756	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	805,500	271,097	1,685,508	50.0	247,888	271,158	134,958	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	4[illegible],000	—	—	325,000	180,000	—	462,600	.....	ope'r by	Vt. Co.	—	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	50,000	680,000	—	752,601	.....	oper. by	the 4 Comp's.	—	—	—
30 Sep. '62	54.9	—	2.6	51.4	4	6	39	Utica and Black River	852,989	*	—	811,500	—	—	862,088	54.0	81,544	71,829	6,987	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,563	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	33,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	103,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,622,737	*	292,000	1,130,470	1,045,000	51,300	2,994,500	171.9	.....	469 458	219,088	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,240,213	791,055	102,991	3,114,964	171.0	333,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,800	864,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	612,231	.....	.....	866,959	.....	77,284	.....	.....	.....	.....	.....	—	—
31 Dec. '62	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,58[illegible]	*	11,000	1,859,813	1,189,000	2,12[illegible]	3,870,295	118.2	.....	541,150	204,020	—	25
1 Aug. '61	137.0	—	—	—	41	39	598	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,429,402	141.0	.....	699,716	250,961	—	17
31 Mar. '63	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,935,788	481,083	91 947	2,155,800	1,334,000	—	3,988,196	198.[illegible]	.....	877,404	404,415	10	120
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	28
1 May, '59	131.8	—	—	31.0	16	10	352	Cinc., Wilmington and Zanesv.	6,260,841	*	—	2,441,176	3,062,000	228,970	.....	131.8	304,168	130,746	19,180	—	—
31 Dec. '62	135.4	55.8	—	—	29	32	694	Cleveland, Columbus and Cinc.	4,230,777	725,116	74,010	5,900,000	510,000	—	6,454,136	191.2	926,628	1,724,917	1,065,657	20	150
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,583,162	298,789	25,340	1,036,055	1,752,400	128,857	2,917,322	67.0	248,587	375 209	228,651	—	80
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,149	599,344	.....	3,300,000	1,500,000	—	.....	96.7	484,197	1,551,028	9 5,923	33	155
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,838,694	*	—	3,832,712	4,324,66[illegible]	94,320	8,251,644	203.5	.....	1,430,517	562,800	—	944
31 May '63	109.2	79.4	—	—	32	40	498	Cleveland and Toledo	6,700,495	930,727	55,025	3,526,800	3,067,59[illegible]	—	7,810,858	188.6	663,871	1,361,537	747,862	4	117
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	360,675	575,250	652,486	.....	61.5	75,120	68,128	16,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	203,000	.....	72.0	144,000	84,000	17,700	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,499,800	282,900	—	2,078,702	ope	r. w. Lit.	Miami.	220,882	8	150
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,389,278	127,387	4,800	2,448,866	2,623,700	301,516	5,586,705	144.0	369,470	400,148	222,951	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,175	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	5,905	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,858	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,702	728,853	152,694	.....	45.0	.....	125,170	53,412	—	—
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,338,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,382	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,12[illegible]	10,400	—	—
30 Nov. '62	83.5	—	37.8	—	25	22	457	Little Miami	3,544,1[illegible]	492,979	442,283	2,981,26[illegible]	1,490,000	—	4,879,806	158.8	840,882	1,622,488	689,649	8	155
1 Feb. '63	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84 13[illegible]	9,874,894	226.0	31 mos.	1,170,202	328,974	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,866,614	745,475	*	6,246,950	9,870,000	1,345,042	20,549,420	192.3	.....	829,932	119,032	—	14
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '62	153.9	52.0	.....	—	33	24	384	Sandusky, Dayton and Cinc.	3,987,898	605,300	252,179	2,697,090	2,569,258	41,126	5,577,413	205.9	40 1,452	438,15[illegible]	107,033	—	—
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,616	2,668,237	125.0	214,404	239,395	82,988	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	52,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	*	—	196,000	150,000	3,500	346,500	oper.	by C. C. & C.	—	—	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,295,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,241,618	198,890	8,785,373	250.0	1,614,932	1,958,202	950,462	—	80
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	138.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	.....	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,159	1,500	—	1,817,659	24.5	191,545	365,365	210,817	8	70
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	—	—	74
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,657	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	73,235	8	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,355	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,382	753,483	6	170
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,118	105,245	—	492,190	598,500	27,178	1,118,168	36.9	130,602	1,3[illegible]	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,082,607	78.0	247,088	347,825	177,499	—	87
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	83,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	66
31 Oct. '62	32.6	—	1.3	44.3	3	3	16	Hempfield	1,616,660	41,340	—	1,809,595	500,000	100,000	2,409,595	32.3	23,476	29,799	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,000	289,153	2,026,144	50.5	150,984	196,0[illegible]	164 134	—	22
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,823	295,000	2,662,823	80.0	242,[illegible]	367,289	1[illegible],0[illegible]	—	—
31 Oct. '62	46.0	28.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,347	3,927,385	76.0	387,230	822,927	460,916	8	80
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	160,000	72,800	2,288,700	33.8	62,155	126,316	66,801	—	48
31 Oct. '62	24.5	106.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252,265	*	—	3,250,000	—	—	3,252,265	150.0	—	451,918	174,435	8	62
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	404,187	—	3,147,850	3,106,360	280,000	6,447,760	60.4	263,334	597,186	218,966	—	154
31 Dec. '62	356.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,527,400	—	23,521,218	441.4	—	10,261,291	4,372,218	—	65
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,852,096	24.0	229,9[illegible]	262,330	129,742	6	60
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157 739	12,129,857	190.0	213,874	413,472	180,000	—	24
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,966,100	94,466	26,525,164	356.9	2,088,168	3,911,830	2,095,775	—	56
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	218,000	575,000	175,000	980,000	31.0	58,218	57,415	20,861	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Range of Dates.	Railroad. Main Line.	Leased and Branch Lines.	2nd Track and Sidings.	Road in progress of construct.	Equipment. Cars. Engines.	Pass. Cars.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of Shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—				Philadelphia and Trenton	552,424	51,460	—	989,200	250,000	—	1,249,300	28.2	102,364	432,351	228,844	8	—
31 Oct. '62	95.9	—	31.8	—	37	11o.	630	Phila., Wilmington and Balt.	6,979 924	744,425	3+1,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	71
1 Oct. '62	30.5	—	6.4	80.5	10	14	65	Pittsburg and Connellsville	2,036,181	109,202	—	1,765,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	—
31 Dec. '62	468.3	—	59.7	—	121	84	1,512	Pittsbg, Ft. Wayne & Chicago	17,736,35	*	—	5,705,592	12,935,173	512,389	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	72½
31 Oct. '62	51.0	1.4	3.5	—	—	1	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,899	79,618	9,338	—	—
31 Oct. '62	9.5	15.0	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	—	oper. by Ph. & Reading			5	—
31 Oct. '62	28.0	—	6.—	—	—	6	4	Shamokin Valley & Pottsville	1,178,775	112,824	—	300,000	791,597	5.659	1,297,256	—	57,928	159,534	99,060	—	10
31 Oct. '62	30.6	—	2.5	—	1	4	101	Tioga	719,914	77,980	—	97,550	396,500	65,829	797,913	29.6	81,934	134,788	94,862	9	45
31 Dec. '62	26.4	—	3.0	—	3	11	2	Westchester and Philadelphia	1,387,974	*	—	685,451	955,208	8,000	1,644,659	26.4	105,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '62	5.00	—	5.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	302,600	511,370	140,707	6	66
30 Nov. '62	13.6	—	0.6	—	4	3	7	Providence, Warren & Bristol	421,945	15,259	—	4.7.17	8,500	—	.....	13.6	23,954	25,594	6.739	—	—
								SOUTH CAROLINA.													
31 Dec. '62	15.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,615	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.9	—	—	47.4	1	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	—	—	15	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
... '56	40.5	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	145.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	126.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	11.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	.....	.....	.....	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,157,707	47.6	.....	29,967	19,187	—	—
...	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	383,294	612,000	60,000	.....	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,037,367	*	—	1,289,675	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	19	10	128	East Tennessee and Virginia	2,310,035	156,261	—	536,654	1,902,000	390,367	.....	130.5	150,142	297,806	149,167	—	—
1850	271.6	19.1	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,564	3,809,949	2,652,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1860	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
1858	50.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	315,518	.....	59.1	69,870	177,258	60,029	—	—
1858	47.4	—	2.2	—	4	5	46	Mississippi Central and Tenn.	892,719	82,908	—	317,447	632,600	22,369	.....	47.4	54,175	83,129	44,686	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	563,897	56,816	—	144,891	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.0	.....	734,118	337,384	6	—
1860	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	.....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	800,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	415,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
—	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'rdo	—	—	—	—	—	—	.....	32.0	.....	.....	.....	—	—
—	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	.....	56.0	.....	.....	.....	—	—
—	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,563	.....	50.0	31,300	32,670	.....	—	—
1 May '58	79.6	—	6.0	280.0	7	5	123	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	79.0	102,200	282,846	196,668	—	—
—	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	.....	25.0	.....	.....	.....	—	—
— — '62	28.0	—	—	756.2	—	—	—	Southern Pacific	—	—	—	—	—	—	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 May, '62	90.7	—	6.0	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,608	.....	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	—
31 Aug. '62	62.5	—	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	—	—	.....	62.5	188,299	140,886	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	11	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	715,418	191,466	—	—
30 Jun. '62	17.0	8.0	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	.....	4	153
30 Jun. '62	25.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,275	7,187	—	—
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	352,000	700,000	—	.....	ope	r.b. Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.5	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '62	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '62	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	599,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '62	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	.....	103.5	345,427	248,004	loss	—	17½
30 Sep. '60	88.3	68.1	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '62	125.2	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,656	374,990	—	1,305,700	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,744	—	—
30 Sep. '60	59.2	21.3	—	—	11	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '62	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	79,685	204,808	26,853	43.5	1,058,054	163,753	79,685	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	.....	.....	—	—
30 Sep. '62	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '62	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,852,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '62	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,462,813	3,265,000	571,958	10,253,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,850	59,000	—	300,000	120,000	24,758	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '58	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,850,075	*	23,304	1,090,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '55	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,820,800	2,467,000	58,549	8,036,604	254.4	.....	1,108,354	436,039	—	59½
— — '55	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
19 May, '61	104.0	—	—	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	226,850	68,438	—	—
— — '55	10.6	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938 000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,150	911,029	22,984	2,663,376	49.0	.....	242,798	117,942	—	—
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	.....	48.0	.....	.....	.....	—	—
31 Dec. '62	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	2,196,810	533,990	—	—
31 July, '62	229.0	128.0	.....	—	82	126	1,689	Great Western (half year)	25,846,460	*	1,250,000	16,750,786	9,120,440	.....	26,104,72	357.0	.....	1,221,145	585.885	1½	—
— — '62	24.0	—	.....	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	.....	24.0	.....	.....	.....	—	—
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	.....	96.6	.....	.....	.....	—	—
— — '62	54.0	—	.....	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	.....	54.0	.....	.....	.....	—	—
31 Dec. '62	25.0	—	.....	—	4	—	57	Welland	—	—	—	—	750,000	—	.....	25.0	.....	100,000	19,575	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12 0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '6	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60 0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.0	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	-	—
								NEW GRANADA.													
31 Dec. '62	48.	—	...	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	.....	1,743,294	1,013,444	12	190

New York Stock Exchange.

Actual Sale Prices for the week ending July 22.

	Th 16	F.17.	Sat 18.	M.20.	Tu.21	W.22.
STATE STOCKS:—						
California 7s	117	118	117	117	....	
Illinois War Loan	....	....	....	....	....	
Indiana War Loan	....	....	....	....	....	
Kentucky 6s	....	....	....	....	....	
Louisiana 6s	....	....	....	65	....	
Michigan 6s, 1878	....	....	....	....	....	
Minnesota 8s	....	....	....	....	....	
Missouri 6s	69½	70⅜	70½	70	70⅛	71
Do. 6s, to H. & St. J. R.	....	....	....	....	....	84
North Carolina 6s	69	69½	....	....	68¾	....
Ohio 6s, 1881	....	....	....	....	....	....
Tennessee 6s, 1890	65	64¼	64½	....	64⅜	64⅝
Virginia 6s	....	....	....	....	....	....
RAILROAD SHARES:—						
Buffalo & State Line	....	....	....	....	....	....
Chicago & Alton	69	69	71	73	....	74
" " pref.	....	....	....	....	....	93
Chicago, Burl. & Q.	114	111½	114½	....	....	....
Chic. & Northwest'n	36⅜	35	34	35	34½	36
Chicago & Rock Isl.	96¼	99¼	99⅜	100⅞	100½	109
Clev., Col. and Cin.	157	....	159	160	159⅞	....
Clev. and Pittsburg	93	94⅛	95⅜	95	94	94⅛
Clev. and Toledo	112	114⅛	115	116⅛	115⅞	117
Del., Lack. & West.	....	....	....	....	....	....
Galena and Chicago	96¼	98⅛	98⅛	99	98	97⅛
Hudson River	178	175	175	166	150	149⅛
Illinois Centr. (scrip	108⅛	110	109⅞	110	108	108⅞
Michigan Central	109	110⅛	110⅜	111	111⅛	111⅛
M. S. and N. I.	80	81⅛	81	83	85	85⅛
M. S. & N. I. guar'd.	111⅛x	113	112	113	112⅞	114
Mil. and P. du Chien	59	59⅛	56	58⅛	58⅛	59⅛
M. & P. du C. 1st pref.	....	....	....	....	....	....
M. & P. du C. 2d pref.	....	....	80	....	....	....
New York Central	119⅛	121⅛	120	120⅞	120⅝	120
Erie	98⅛	98	98	98⅛	99⅛	99
Erie pref.	103⅛	103⅞	104⅛	104	104	103⅝
Norwich & Worcest'r	....	....	....	....	....	....
N. York & Harlem	109	111⅛	110⅛	110⅞	108⅞	109
N. Y. & H. "pref."	....	105⅛	104	104	104⅛	....
Panama	....	189	....	189	190	....
Phila. and Reading	106⅛	111⅛	110	110⅛	109⅛	109⅛
Pitts. Ft. W. & Chicago	69	71	71⅛	72⅝	73	72⅛
St. L., Alton & T. H.	....	45	40	....	43⅛	46
" " " pref.	72⅛	75	74⅛	75½	74⅛	75⅞
Toledo & Wabash	....	....	78	....	80	....
" " Pref.	....	....	....	....	....	....
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chicago & Alton 1 M.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	95	....	....
Chic. & N. W. 1st M.	....	89⅛	....	....	89	89
" " 2d M. '59	61	64	65	68	68	
" " S. F.	....	....	....	....	....	....
" " A. &	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	100
" " Ap. Ext'n.	....	....	....	....	....	....
" " (I. B. Ext.	....	....	....	....	....	....
Clev. & Pitts., 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	82	....	....
Cl. & Tol. S. F. 7 p. c.	....	....	106⅛	....	108	106
Chi., Bur. & Q. 8 p. c.	....	....	....	....	....	....
Chi. & R. I. 1st M. '70	....	....	106	....	....	....
D. L. & W. 1 M. 8 p. '71-6	....	....	....	....	....	....
" 2 M. 8 p. c. '81	....	....	....	....	....	....
Gal. & Ch. 1 M. 7 p. c. '65	....	....	....	....	....	....
" 2 M. 7 p. c. '70	....	....	....	....	....	....
" 1 M. Ex. '82	....	....	....	....	....	....
Hann. & St. J. bonds	....	....	....	....	....	....
Hude. R. 1 M. 7 p. c. '69	....	....	....	....	....	....
" 2 M. S. F.	....	121	....	....	....	120
" 3 M. 7 p. c. '75	....	....	....	....	....	117
" conv. bonds	....	....	....	....	....	....
Illinois Central bonds	....	....	....	....	....	....
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. & P. du C. 1st M.	....	....	....	....	....	....
Mich. Cen. S F. 8 pc. '82	....	120	....	....	....	....
" conv. 8 p. c. '69	....	....	....	....	....	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" " 2 M.	....	....	....	101	....	102
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N. Y. Central 7s, 1864	....	....	....	....	....	....
" 7s, S. F. 1876	....	....	....	....	115	....
" 7s, conv. 1876	....	....	....	....	....	....
" 6s, S. F. 1883	....	....	....	....	106	....
N. Y. & E. 1 M. 7 p. c. '67	....	....	112	....	....	....
" 2 M. 7 p. c. '79	....	....	114x	....	....	....
" 3 M. 7 p. c. '85	....	....	....	110	....	....
" 4 M. 7 p. c. '80	....	....	....	....	....	....
" 5 M. 7 p. c. '88	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p. c. '73	....	....	....	....	....	....
" 2 M. 7 p. c. '64	....	....	....	....	....	103⅛
" 3 M. 7 p. c. '67	....	....	....	....	....	....
Pitts., Ft. W. & Ch. 1 M.	103	103	104⅛	104⅛	104⅛	....
" " " 2d M.	101	101	101	....	....	....
" " " 3d M.	....	....	....	....	....	....
St. L., Alt. & T. H. 1 M	....	....	....	....	....	....
" " 2 M. pref.	....	....	....	93	....	....
" Inc. b'ds. '82	83	....	....	83	....	84
Toledo & Wab. 1 M.	....	92⅛	....	....	....	103
" " 2 M.	....	....	....	....	92⅛	....
" " Int. b'ds.	....	....	....	....	....	....
MISCELLANEOUS:—						
Del. & Hud. Canal	143	143	....	144⅛	45	144
Penn'a Coal Co.	....	....	....	....	....	....
Pacific Mail S.S. Co.	246	245	241	242	240	238

New York Stock Exchange.

Actual Sale Prices for the week ending July 22.

	Th 16.	F.17.	Sat. 18.	M.20.	Tu.21.	W.22.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	97⅛	....	97⅛	....	99	97⅛
U. S. 5s, 1865	....	....	....	105	....	....
U. S. 6s, 1881, reg.	104⅞	....	....	....	105⅛	105⅛
U. S. 6s, 1881, coup.	106⅛	106⅛	....	....	106⅛	106⅛
U. S. 6s, '81, O. W. Ly.	....	....	....	....	....	....
U. S. 6s, 1881, "	⅛	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	103
U. S. 6s, 1867, coup.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	....	....	....	....	....	....
U. S. 6s, " " new	99	99	99	99½	99½	
U. S. 6s, 5-20s, coupon	101⅜	101⅛	....	....	101⅛	....
Treasury 7 3-10 Notes	107	107⅛	107	107	107	
U. S. Demand Notes	....	....	....	....	....	
American Gold	126	125⅞	125⅛	125⅛	126	124⅛

Philadelphia Stock Exchange.

Actual Sales Prices for the week ending July 21.

	W. 15.	Th 16.	F.17.	Sat.18.	M. 20.	Tu.21.
Beaver Meadow	....	....	....	70	70½	....
Cattawissa	7½	....	7½	....	....	7½
" preferred	22¼	22½	23	....	....	22¾
Camden & Amboy	....	....	....	165	....	165
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	104	....	....
" " 6s, '75	....	....	....	....	....	104
" " 6s, '83	....	....	....	....	....	....
" " 6s, '89	....	....	....	....	....	....
Ches. & Del. Canal 6s '86	....	....	....	....	97½	....
Del. Div. Canal	....	....	43	....	44	43
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	....	....	....	....	....	....
" " 6s	109	....	....	109	....	....
" " scrip	45½	....	44	....	....	....
Lehigh Valley R. R.	....	....	....	....	....	....
" " scrip	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	48½	....	48½	48	48	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	....	....	....	....	62	....
Morris Canal	....	....	....	71¼	....	71½
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	15½	16	16½	16	16	16½
" " 6s. 92	....	....	....	92½	....	....
" " 10s. 113½	....	....	....	114	....	....
Pennsylvania R. R.	....	....	64⅛	64⅛	....	63½
" 1st m.	....	....	....	....	....	....
" 2d m.	....	....	....	....	....	....
Penn. State, 5s	....	....	....	100	....	100⅛
" " 5s, coupon	....	....	....	....	....	....
" " 6s, "	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	103½	103	103
" " new	108	....	....	108	108	108
Philad., Germ. & Nor.	59	....	....	....	60	....
Phila. & Reading	52⅞	54	55⅞	55⅛	55	54⅛
" " 6s, '80	....	....	....	112	....	....
" " 6s, '70	....	....	....	106	106	....
Philadelphia & Erie	24⅛	24⅛	....	24⅛	....	24
" " 6s	....	....	....	105	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" " pref.	25	25	24⅞	24⅞	82½	24⅛
" " 6s '82 '83	....	....	....	....	....	82
" " 6s '76	....	....	....	....	....	67
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal	....	....	12¾	12¼	13	....
" " 6s '78	....	....	55½	....	....	....
" " scrip	....	....	....	....	....	....
Union Canal, pref.	3⅜	....	....	....	3½	....
" " 6s '83	....	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Canal	....	....	....	....	....	2½
Arch street, (Horse)	....	....	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Girard College, "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
Race and Vine, "	....	....	....	....	10½	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	15½	....	15	....	14½	14½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 20.

	Tu 14.	W.15.	Th.16.	F.17.	Sat.18.	M 20
Baltimore City 6s, 1875	....	....	....	....	....	108
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	106⅞	106⅞	106⅞	106	....	87
Balt. and Ohio	....	....	....	....	86⅛	
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	102	....
" " " '80	....	....	....	....	....	....
" " " '85	....	....	....	....	....	....
Northern Central	....	....	....	....	....	41
" " b'ds, '85	....	....	....	....	....	....
" " " '95	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 22.

	Th 16.	F.17.	Sat.18.	M.20.	Tu.21.	W. 22.
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	124¾	....	....	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston and Worcest	....	....	....	135	133	....
Connecticut River	109	....	....	....	....	....
Eastern, Mass.	....	100½	100½	100½	101⅛	....
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	111½	111½	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	114
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	....	....	....	....	....
Old Colony and Fall R.	....	134	....	133	....	....
Ph., Wil. & Baltimore	....	71	71	71	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	36¼	35½	35½	35	35	35⅝
Western	146	146	....	....	....	....
Cambridge (Horse)	125	125½	125½	125	....	125½
Metropolitan "	....	....	73½	....	....	70½
Middlesex "	107	106½	107	....	106	....
Central Copper Co.	....	....	....	....	42	40
Franklin Copper Co.	54½	....	54½	54½	55½	55
Isle Royale "	....	18	....	17½	18	18½
National "	....	26½	26½	26	....	26½
Minnesota "	....	....	....	....	....	....
Pewabic "	66½	66	66½	65½	65½	66
Pittsburg "	....	....	82	82	....	....
Quincy "	92	....	....	....	91	....
Rockland "	....	19	18	....	18	

London Stock Exchange.

The following were the closing prices for American Securities on the 7th July:

Maryland 6s	72	to	76
United States 5s, 1874	58	"	60
Virginia State 5s	48	"	50
Do. 6 per cent.	45	"	45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	70	"	72
Do., Pennsylvania do. do	69	"	71
Erie shares, $100 (all paid)	60½	"	61½
Do., 7s, preference	62	"	64
Do., 7s, 1st mort., 1867	75	"	78
Do., 7s, 2d mort., 1869	75	"	78
Do., 7s, 3d mort., 1883	70	"	72
Do., 7s, 4th mort.	x c.	66	" 68
Do., 7s, 5th mort.	64	"	66
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	74	"	76
Do. do. $100 shares, $90 paid, dis.	29½	"	28½
Do. do. $100 shares, all paid	61½	"	62½
Marietta and Cincinnati Railroad Bonds	74	"	75
Michigan Central 8s, Convertible, 1869	75	"	78
Do. do. S. F. 1st mort., do., '82 x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	65	"	70
Do. do. do. $100 shares	..	"	..
New York Central 6s, S. F., 1883	63	"	68
Do do 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	70	"	75
Do. do. $100 shares	72	"	74
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	65	"	70
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	39	"	41
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal

Saturday, July 25, 1863.

Stock Exchange and Money Market.

A visible change has taken place within a few days past in the aspect of our public affairs. We speak with profound convictions and perfect candor, and would not disguise the truth from any considerations of expediency, if we could. Our military progress is onward; Vicksburgh, Port Hudson, Yazoo city and Jackson have fallen. Morgan's guerilla invasion in the North West has ended in the capture of nearly his entire force; Charleston is likely to fall before the scientific and courageous assaults of the ablest officers we have either in the Engineer or Ordinance departments, and throughout the Confederacy is heard the cry of despondency. In support of these views we have the recent work of Col. Estvan, a foreign officer of ability, but fairness, who has been serving in the Southern armies, which he entitles "War pictures from the South," and which convey a complete idea of its condition. We are forced to the conclusion, by his own statements that the

Confederacy has never been anything more than a shell, and he asserts that only from the feebleness of the men in power at Washington, and their political discussions is it, that peace was not conquered long ago. We also learn from this interesting work, that a love for the Union still largely permeates the South, and that the unity represented to have existed there, in favor of its independence, has really never existed.

The question then presents itself to the consideration of men of business, what is to be the result of an early pacification, on their present pursuits; how will it affect our national and state finances, the quotations of shares, stocks and securities, the operations of the Banks old and new, and the general interests of the country. Many persons grounding their opinions on experience and past history, suppose that a crash of some kind is sure to take place, and that great financial embarrassments will inevitably ensue. Such has been the past, say they, under similar circumstances, and such must be the future. We think these predictions should be received with many grains of allowance. For example. If the price of gold had fallen suddenly from 175 to 125, we could easily see that enormous losses would have suddenly fallen on the holders of this commodity, and in the prices of the articles which sympathise with it. But it so happens that the fall has been gradual, and the loss been distributed among a great many through a large space of time, so that no one class has been compelled to suffer by the decline. There has been a general distribution of this loss, and it is probable the blow has been so divided in its force and effects, that no body is hurt to any great or ruinous extent. Singularly enough, the inflation of the paper currency has not been followed by a general inflation of the prices of numerous leading and necessary articles of domestic origin. At this very moment when it is in large excess of former amounts, and beyond all former experience, we find our own peculiar staples not much if any above the prices of the years of peace. Notwithstanding the supplies needed for our army and navy, most of the necessaries of life are held at only a reasonable advance, while many others rule at about the same as heretofore. So we perceive the difference between value as represented in paper and gold is not so great as to cause any serious derangement, even on a return to specie payments. Indeed production in most of them has been going on *pari passu* with expansion. The cereals especially show an enormous increase everywhere, and so of many other products.

With regard to the Railway interests, we think they can meet any change of the nature supposed, with perfect ease. They have earned enormously beyond the aggregate of former years, are generally out of debt, and what have they to fear? If their receipts are to be estimated hereafter at a specie valuation, their dividends will have a corresponding value. They will comparatively and practically stand as well as they did. The philosophical doctrine of compensation will strictly apply to their affairs; what they lose in one way they will gain in another. A seven per cent dividend will keep them up to the grade of par stocks, throughout all changes, while the natural and constant increase of business with the increase of population, will be a sure basis of future stability.

Those merchants who have large stocks of certain kinds of goods on hand, may lose by the the competition of cheaper ones on the return of peace, and the opening of new consignments, but it must be remembered, that the National debt, the tariff and internal taxation will for years to come have their effect on prices and prevent any such contingency as a free and untaxed market; so that the merchants trading even in the most capricious of articles are in no danger of any instantaneous decline. It will turn out that the margin of profit now insisted on by thousands of dealers, may be nominally but not really affected by a peace.

In Government stocks there is a steady absorption and a constant demand. How can they fall where the interest is payable in gold? Peace could do no more than is now done to give them favor in the eyes of capitalists and *rentiers*. We are not surprised then to learn, that half a million a day and more, is the average of the last few days. No such investments as these are to be picked up in any other Bourse in the world.

Nor is this payment of interest in gold by the Government, fictitious, or effected by new borrowing, a practice well understood among embarrassed or insolvent nations. The receipts of the New York Custom House for the last year are published at sixty-eight millions of dollars, an amount which will itself meet the interest on over a thousand millions of national debt, while the proceeds of the internal revenue may be set down at more than twice that sum; so that a large balance remains for a sinking fund and the expense of the civil and military list. As regards the legal tender notes, now received and circulated in preference to all others, both because of their being everywhere at par and available for all purposes, and of their being the only issues which have not been counterfeited, and require no examination as they pass from hand to hand, these are likely to remain out as long as the Government chooses, or else will be paid into the Treasury for its loans, to become the foundation of the new National Banks. The whole of this circulation is very likely to be absorbed in this way, at no distant period. We see then no formidable obstacles to a recurrence to our old condition, even with an early return to it. And above all, let us not forget that a thousand millions of debt or more will be found but a slight weight on the resources, the energy, the enterprises, the earnings, and the inexhaustible material of this great country, which at the close of this century, which most of our readers will live to see, will have a population of one hundred millions of souls. The reproduction of capital will go on in a still greater degree, for it is not for six or seven per cent. per annum, the American toils, but the doubling and trebling of his capital every few years, a consequence as sure as the investment, wherever it is made in our thriving cities, on our fertile plains and our great river and lake ports, or in the culture of new lands.

It has been said that our City Banks have been thinking of resuming specie payments. That it might be done we have no doubt, but the advantage is very uncertain. That they now are able to redeem their bills is beyond question for they have few out. If they resumed, they would in fact become bullion banks and be compelled practically to transact their business in gold and silver. Many think this would be advantageous to the country, while in the meantime the Government and the people would reciprocally be benefitted by the exclusive circulation of the greenbacks, so called.

On the whole then we see that out of the nettle, danger, we are plucking the flower, safety. We hope to see very soon the whole industrial and commercial interests of the country largely successful; when our swords and bayonets will be turned into ploughshares and pruning hooks, and the dreadful bolts shot from the mouths of our cannon, will be converted into rails, over which we may glide on our way in peace, security and friendship.

The directors of the Erie Railway Company have declared a dividend of 3½ per cent. free of Government tax, on both the preferred and common stock, both payable at the Treasurer's office in this city on the 10th of August. The transfer books will be closed on the 25th inst., and re-open on the 11th of August.

The New York Central Railroad Company have declared a dividend of 3½ per cent., the same as in February, on $24,000,000 capital stock. The official notice has not yet appeared, but we presume the books will close as usual on 31st July, and the dividend paid on 20th August.

Coupons on the bonds of the Atlantic and Great Western R. R. Co. will be paid on presentation by McAndrew & Wann, 12 Pine st., New York.

The New York and New Haven Railroad Company has declared a quarterly dividend of $3 per share, free of tax, payable August 1.

The Connecticut River Railroad Company has declared a semi-annual dividend of 3 per cent. free of Government tax, payable August 1, to stockholders of the 18th inst.

The New Jersey Railroad and Transportation Company have declared a semi-annual dividend of 5 per cent. free of tax, payable Aug. 1.

The Delaware and Raritan Canal and Camden and Amboy Railroad Companies have declared a semi-annual dividend of 5 per cent., free of Government tax, payable on the 21st inst. at their offices in Philadelphia and New York.

The Philadelphia and Trenton Railroad Company have declared a dividend of 5 per cent. free of tax, payable July 21st.

The West Philadelphia Passenger Railway Co. have declared a semi-annual dividend of 5 per cent. payable on the 24th inst. clear of all taxes.

The Green and Coates Street Railway Company have declared a semi-annual dividend of $1 40 per share of $15, equal to 9 per cent.

The Girard College Railway Company have declared a semi-annual dividend of 50 cents per share of $16, equal to 3 per cent.

The Arch Street Railway Company have declared a semi-annual dividend of 60 cents per share of $20, equal to 3 per cent.

The Thirteenth and Fifteenth Street Railroad Company have declared a dividend of 75 cents per share of $15, equal to 5 per cent.

The Second and Third Street Passenger Railway Company have declared a semi-annual dividend of 5 per ct. payable on the 25th inst. clear of tax.

Interest on the first mortgage bonds of the Hudson River Railroad Company, due August 1st, will be paid at the office of the treasurer of the company.

The Pittsburg and Boston Mining Company (Cliff Mine), have declared a dividend of $5 per share payable on August 3rd.

The American Coal Company have declared a dividend from the earnings of the company for six months ending 30th June ult., of three per cent., free of the U. S. income tax, payable on the 10th of August.

The Quincy Mining Company have declared a semi-annual dividend of $6 per share from the earnings of the past six months, payable on the 5th of August, at No. 51 Exchange Place. Massachusetts holders will be paid at the office of T. Henry Perkins, No. 19 State st., Boston, until September 1.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cumberland Coal pref., 24; Illinois Central full stock, 98¼; Canton Co., 29; Central American Transit Co., 33; American Coal Co., 75; Minnesota Mining Co., 80; Illinois coupon bonds, 1877, 103; Quicksilver, 33; Ohio and Miss. certificates, 30; Miss. and Mo., 26; do., L. G., bonds, 67; New York State 6s, 1873, 115.

Boston.—Vermont Central, 50c.; do., 1st mort., 74½; do., 2d mort., 21; Rutland 1st mort., 70; do., endorsed, 64; do., 2d mort., 19; do., 3d mort., 4; Vermont and Mass. 6s, 103; Northern (Ogdensburg) 2d mort., 24½; South Side, 14; do., 6s, 100½; Cheshire, 44; Concord, 61; Housatonic, pref., 74; Worcester and Nashua, 80; Broadway (horse,) 64; Malden and Melrose, 25; Chelsea, 55; Maine State 6s, 1883, 110½; Rhode Island 6s, 1883, 109½; Connecticut 6s, 1882, 112; New Hampshire 6s, 1871, 106; Chicago City 7s, 1884, 112½; Boston 5s, 1882, 115; Calais 6s, 1876, 103; Sheboygan, Wis., 7s, 12; Bay State Mining Co., 4; Columbian, 4; Copper Falls, 12; Canada, 1⅝; Hancock, 8¼; Manhattan, 5; Mesnard, 11; North Cliff, 2¼; Petherick, 3½; Phœnix, 16; Pontiac, 6⅛; Star, 3¾; Toltec, 2¼; Acton, 4⅜; Albany and Boston, 11; Huron, 17; Superior, 6¾; Bedford, 62½c.; Excelsior, 6¼; Quartz Hill, 18; Ottawa, 15c.

Philadelphia.—Chester Valley 7s, 41; Norristown 6s, 109; Camden and Amboy Consolidated mortgage bonds, 108; Allegheny Co., 6s, 81. The quotations are: Morris Canal, pref., 136; do., 2d mort., 102; Sch. Nav., 12½@13.

Baltimore.—Western Maryland bonds, 82¾; do., guaranteed, 102½. The latest quotations are: Balt. and Ohio, 86½@87¼; do., 6s, 1867, 101@104; do., 1875, 101¾; do., 1880, 100; do., 1885, 100; Northern Central, 40½@43; do., bonds, 1885, 100; N. W. Va., 8@10; do., 1st mort., 101¼@103; do., 2d mort., 100; do., 3d mort., 20; Central Ohio 2d mort., 100; do., 4th mort., 40; do., income 1857–'60, 30; Western Md., bonds, 82½@84; do., guar., 103; Maryland 6s, coupon, 1870, 113½; do., Ins., 113; do., 1890, 114; Baltimore 6s, 1875, 107½@108; do., 1890, new, 107@107¼; do., coupon, 105¾; do., 5s, 1838–'70, 90.

Atlantic and Great Western Railroad.

We learn from the Urbana *Gazette* that Mr. Ellis, one of the engineers on the Atlantic and Great Western Railroad, has arrived there, to enter upon the work of constructing the road between Galion and Urbana. Mr. Ellis says that four thousand hands are at work on the road, and that it is the intention of those having charge of the matter, to have it in running order by the first day of January next.

Cape Cod Central Railroad.

The Directors of the Cape Cod Central Railroad have agreed upon a location for their line, and have employed Mr. Thomas Doane of Boston to make a survey of the route. He commenced operations on the 15th inst. The proposed road will run from the terminus of the Cape Cod line at Hyannis to Orleans, and for the present will end there, although it is intended, ultimately, to build it to the extreme end of the Cape at Provincetown.

Marietta and Cincinnati Railroad.

The receipts of the Marietta and Cincinnati Railroad for six months were:

	1863.	1862.
January	$38,202 72	$33,904 04
February	53,778 25	26,252 04
March	60,450 03	25,891 25
April	64,805 82	38,579 40
May	35,825 66	32,667 54
June	40,706 50	29,383 48
Total	$292,859 03	$186,667 75
Increase for six months		106,181 28

Eastern Railroad in New Hampshire.

The annual meeting of this corporation was held at Portsmouth, N. H., on the 14th inst., Hon. B. T. Reed of Boston, President, in the chair. The old board of directors, consisting of Messrs. B. T. Reed, Robert W. Hooper, W. H. Y. Hackett, W. M. Shackford and E. P. Bancroft were unanimously re-elected. Mr. Hackett, a committee appointed to procure authority from the Legislature of New Hampshire, reported that the legislature of that State had passed an act authorizing the union of the Eastern Railroad with this corporation, after which the meeting dissolved.

New York and Harlem Railroad.

The New York and Harlem Railroad Company have made arrangements for the consolidation of their whole debt, by the execution to the Farmers' Loan and Trust Company, of a mortgage on their entire road, including the city track, and by the creation of a sinking fund providing for its gradual extinguishment and ultimate payment. This consolidated and sinking fund mortgage is payable thirty years from 1st day of February last, with interest at six per cent per annum, payable semi-annually.

Holders of the Second Mortgage Bonds of this Company, due August 1, 1864, or other mortgage bonds, may, on or before the 1st day of August 1863, exchange their bonds for the Consolidated and Sinking Fund Mortgage Bonds.

The company will, on the 1st day of August ensuing, pay off their unsecured Bonds as follows: Bonds due August 1, 1859; Bonds due February 1, 1861; Dover Extension 6 per cent Bonds due 1857 and 1861; Redemption Bonds due 1861 and 1863. Interest will cease on and after August 1, 1863.

Commerce of New York.

The Foreign Trade and Gold Table at the port of New York for the commercial year recently closed are now made complete by the Custom-house figures of the trade of the last month of June. The results are given below. The comparison with the previous commercial or fiscal year is highly favorable for the season just ended. The increase in the general Export movement from the port of New York is over *seventy-six millions of dollars*: two-thirds of which increase is derived from the Domestic Produce of the Atlantic States, and twenty-three millions from the Bullion of California. At the same time the increased Import movement into this port (being three-fourths of the Import trade of the whole country) is *forty-six and a half millions*, leaving nearly thirty millions in favor of the Export line to make up for the difference of Exchange.

The import entries of Foreign Goods at New York for the month of June, 1863, were:

In dutiable goods consumption direct	$6,328,581
Dutiable goods warehoused	5,377,885
Free goods	1,122,092
Total entries	$12,828,558
Against June, 1862	12,275,174
Increased importation	$553,384

There was also entered during the month, Foreign Specie of the value of $61,023, against $61,023 same month last year. The value of Foreign Goods of the previous importation, withdrawn from bonded warehouse during the month, is $3,830,337 or $1,547,548 less than went into bond of the fresh importation.

The export clearances from New York, in June, 1863, were:

In domestic produce	$14,780,072
Foreign goods re-exported	347,447
Gold and silver	1,367,774
Total clearances	$16,495,293
Against June, 1862:	
In produce	$10,048,832
Foreign goods	415,929
Specie	9,867,614
	20,332,375
Decreased exportation	$3,837,082

We annex a summary by months of the trade of the Treasury year, ending June 30, comparing the corresponding months of the previous Treasury year:

IMPORT OF FOREIGN GOODS AT NEW YORK.

	1862–'3. From July 1.	*vs.*	1861–'2. From July 1.
July	$20,134,000		$7,942,000
August	14,212,000		7,836,000
September	18,027,000		6,074,000
October	13,157,000		7,884,000
November	10,200,000		8,740,000
December	12,994,000		9,263,000
January	15,638,000		12,457,000
February	11,814,000		13,810,000
March	18,807,000		18,631,000
April	17,278,000		13,827,000
May	14,128,000		14,138,000
June	12,829,000		12,275,000
Total year	$179,218,000		$132,877,000
Foreign specie	1,683,000		11,691,000

EXPORT OF DOMESTIC PRODUCE FROM NEW YORK.

	1862–'3. From July 1.	*vs.*	1861–'2. From July 1.
July	$14,030,000		$9,553,000
August	13,046,000		9,652,000
September	14,735,000		9,878,000
October	19,477,000		12,906,000
November	14,060,000		14,110,000
December	14,805,000		13,660,000
January	14,329,000		12,053,000
February	17,781,000		10,078,000
March	16,138,000		8,985,000
April	11,582,000		8,002,000
May	13,184,000		9,838,000
June	14,780,000		10,049,000
Total year	$177,967,000		$128,764,000
Total re-exported	8,755,000		5,103,000
Together	$186,722,000		$133,867,000

Value of imports at New York from foreign ports for the month of January:

	1861.	1862.	1863.
Entered for consumption	$3,178,837	$6,763,396	$8,741,227
Withdrawn from warehouse	2,513,278	4,356,252	2,881,531
Free goods	2,825,665	2,552,050	2,413,649
Specie and bullion	7,262,229	163,658	101,906
Total entered at the port	$20,780,009	$13,835,356	$14,138,313
Entered for warehouse	8,560,680	3,141,725	4,482,794

Value of imports at New York from foreign ports for seven months ending January 31st:

	1861.	1862.	1863.
Entered for consumption	$82,893,646	$29,026,370	$65,579,632
Withdrawn from warehouse	19,331,540	24,599,415	20,442,377
Free goods	14,661,464	15,620,057	11,495,247
Specie and bullion	15,427,722	11,342,403	979,628
Total entered at the port	$132,314,372	$80,588,245	$98,496,934
Entered for warehouse	34,386,963	15,541,913	26,286,903

Duties received at New York for seven months ending with January:

	1861.	1862.	1863.
6 mos. ending Dec. 31	$17,637,802.21	$11,129,646.35	$27,190,728.64
In January	2,059,202.33	3,351,657.22	4,127,906.82
Total 7 months	$19,697,004.54	$14,481,303.57	$31,318,635.46

Value of exports from New York to foreign ports for January:

	1861.	1862.	1863.
Domestic produce	$10,277,925	$12,053,477	$14,329,398
Foreign merchandise (free)	399,940	27,193	73,111
Foreign do. (dutiable)	465,978	149,493	668,275
Specie and bullion	58,894	2,658,274	4,624,574
Total exports	$11,202,737	$14,888,437	$19,695,358
Total exclusive of specie	11,143,943	12,230,163	15,070,784

Value of exports from New York to foreign ports for the seven months ending January 31st:

	1861.	1862.	1863.
Domestic produce	$66,990,359	$71,812,033	$104,503,616
Foreign merchandise (free)	939,175	496,811	2,608,623
Foreign do. (dutiable)	3,139,743	1,914,989	3,019,455
Specie and bullion	20,670,313	3,645,086	36,085,244
Total exports	$91,738,590	$87,868,919	$146,316,038
Exclusive of specie	71,068,277	84,223,833	110,131,694

Value of imports at New York from foreign ports for the month of February:

	1861.	1862.	1863.
Entered for consumption	$7,003,399	$7,058,174	$7,372,539
Withdrawn from warehouse	5,781,728	3,466,641	2,499,127
Free goods	3,312,563	3,381,473	783,561
Specie and bullion	2,274,067	62,007	213,971
Total entered at the port	$18,371,757	$13,968,295	$10,869,198
Entered for warehouse	3,751,678	3,370,486	3,657,775

Value of imports at New York from foreign ports, for two months from January 1st:

	1861	1862.	1863.
Entered for consumption	$15,182,236	$13,821,570	$16,113,766
Withdrawn from warehouse	8,225,001	7,822,893	5,380,658
Free goods	6,138,228	5,933,523	3,197,210
Specie and bullion	9,537,296	225,665	315,877
Total entered at the port	$39,082,761	$27,803,651	$25,007,511
Entered for warehouse	12,312,358	6,512,211	8,140,569

Duties received at New York for eight months ending with February:

	1861.	1862.	1863.
7 mos. ending Jan. 31	$18,697,004.54	$14,481,303.57	$31,318,635.46
February	2,528,736.83	3,565,063.83	3,590,713.87
Total 8 months	$22,225,741.37	$18,046,367.40	$34,909,349.43

Value of exports from New York to foreign ports for February:

	1861.	1862.	1863.
Domestic produce	$10,236,820	$10,078,101	$17,780,586
Foreign merchandise (free)	137,950	49,066	43,989
Foreign do. (dutiable)	429,537	208,757	610,009
Specie and bullion	1,102,926	3,776,919	3,965,664
Total exports	$11,907,233	$14,112,843	$22,400,148
Total exclusive of specie	10,804,307	10,335,824	

Value of exports from New York to foreign ports for the two months from January 1st:

	1861.	1862.	1863.
Domestic produce	$20,514,745	$22,131,578	$32,109,984
Foreign merchandise (free)	537,890	76,259	117,000
Foreign do. (dutiable)	895,515	358,250	1,278,284
Specie and bullion	1,161,820	6,435,193	8,590,238
Total exports	$23,109,970	$29,001,280	$42,095,506
Exclusive of specie	21,948,150	22,566,087	33,505,268

Value of imports at New York from foreign ports for the month of March:

	1961.	1862.	1863.
Entered for consumption	$6,700,061	$10,312,689	$11,461,572
Withdrawn from warehouse	5,817,144	3,039,567	3,456,530
Free goods	2,873,697	3,476,004	1,328,106
Specie and bullion	5,546,406	89,327	123,616
Total entered at the port	$20,937,308	$16,917,587	$16,370,524
Entered for warehouse	3,084,187	4,841,846	6,016,001

Value of imports at New York from foreign ports, for three months from January 1st:

	1861.	1862.	1863.
Entered for consumption	$21,882,297	$24,134,259	$27,575,338
Withdrawn from warehouse	14,042,145	10,862,460	8,837,188
Free goods	9,011,925	9,409,527	4,526,016
Specie and bullion	15,082,702	314,992	439,493
Total entered at the port	$60,019,069	$44,721,238	$41,378,035
Entered for warehouse	15,396,545	11,354,057	14,157,470

Duties received at New York for nine months ending with March:

	1861.	1862.	1863.
8 mos. ending Feb. 28	$22,225,741.37	$18,046,367.40	$34,909,349.43
In March	2,489,926.25	4,626,862.86	4,554,460.13
Total 9 months	$24,715,667.62	$22,673,230.26	$39,463,809.56

Value of exports from New York to foreign ports for March:

	1861.	1862.	1863.
Domestic produce	$10,580,907	$8,935,176	$16,137,689
Foreign merchandise (free)	109,270	65,388	213,685
Foreign do. (dutiable)	339,415	458,917	758,266
Specie and bullion	301,802	2,471,233	6,585,442
Total exports	$11,831,394	$11,930,714	$23,695,082
Total exclusive of specie	11,529,592	9,509,481	17,109,640

Value of exports from New York to foreign ports for the three months from January 1st:

	1861.	1862.	1863.
Domestic produce	$31,095,652	$31,116,754	$48,247,673
Foreign merchandise (free)	647,160	141,647	33,685
Foreign do. (dutiable)	1,734,930	817,167	2,036,570
Specie and bullion	1,463,622	8,906,426	15,175,680
Total exports	$34,941,364	$40,981,994	$65,790,598
Exclusive of specie	33,477,742	32,075,568	50,614,908

EXPORT OF SPECIE FROM NEW YORK.

	1862–'3. From July 1.	1861–'2. From July 1.
July	$8,607,000	$11,000
August	3,714,000	4,000
September	3,086,000	16,000
October	6,708,000	15,000
November	6,213,000	48,000
December	3,673,000	893,000
January	4,625,000	2,658,000
February	3,777,000	3,777,000
March	3,966,000	2,471,000
April	1,973,000	4,038,000
May	2,116,000	5,165,000
June	1,368,000	9,868,000
Total year	$52,194,000	$28,953,000

EXPORTS RECAPITULATED—TREASURY YEAR.

	1862–'3. From July 1.	1861–'2. From July 1.
Domestic produce	$177,967,000	$128,762,000
Foreign goods re-exported	8,755,000	5,165,000
Specie	52,194,000	28,953,000
Total from New York	$238,916,000	$162,820,000
Increased export		76,096,000

CUSTOMS REVENUE AT NEW YORK.

	1862–'3. From July 1.	1861–'2. From July 1.
July	$7,211,817	$2,069,590
August	4,762,881	1,558,824
September	5,230,045	1,642,382
October	4,309,419	1,672,616
November	3,003,270	1,851,384
December	2,664,594	2,384,847
January	4,127,906	3,351,657
February	3,590,713	3,565,064
March	4,554,460	4,626,862
April	3,957,197	4,149,962
May	3,873,805	4,707,924
June	3,728,824	4,064,927
Total at New York	$51,033,801	$36,096,029

DELIVERIES OF CALIFORNIA GOLD AT NEW YORK.

	1862–'3. From July 1.	1861–'2. From July 1.
July 7	$641,455	$811,368
July 15	441,179	1,244,000
July 24	878,884	2,128,242
Aug. 4	964,422	944,568
Aug. 13	21,165	1,176,484
Aug. 20	1,084,611	757,629
Aug. 24	819,718	1,100,693
Sept. 3	964,415	953,340
Sept. 13	887,779	982,776
Sept. 23	754,840	1,011,707
Oct. 4	807,626	1,026,382
Oct. 13	754,795	887,805
Oct. 23	1,901,617	875,780
Nov. 3	706,780	829,807
Nov. 15	942,814	870,246
Nov. 26	735,665	822,058
Dec. 4	699,962	710,842
Dec. 23	1,277,788	885,923
Jan. 4	657,840	602,764
Jan. 14	401,452	850,000
Jan. 25	306,500	614,146
Feb. 3	366,035	759,246
Feb. 14	285,344	679,071
Feb. 25	1,288,561	677,058
March 6	249,514	488,366
March 16	200,727	586,527
March 25	217,601	617,279
April 3	256,684	620,511
April 19	205,057	623,158
April 23	306,183	484,019
May 5	264,821	604,682
May 14	318,066	277,911
May 24	304,027	553,035
June 8	187,003	352,519
June 16		612,461
June 22		391,016
June 30		
Tot. 12 mos.	$29,125,872	Tot. 12 mos. $30,088,943

Foreign imports at New York for the fiscal year ending June 30:

	1861	1862.	1863.
Entered for consumption	$106,706,066	$68,908,503	$109,216,485
Entered for warehouse	54,498,323	36,082,510	53,233,076
Free goods	29,121,710	27,278,034	16,767,943
Specie and bullion	34,075,161	11,691,300	1,682,516
Total entered at the port	$224,401,260	$143,960,347	$180,900,020
Withdrawn from warehouse	36,162,362	44,295,371	38,155,777

Exports from New York to foreign ports for the fiscal year ending June 30th:

	1861.	1862.	1863.
Domestic produce	$118,189,873	$123,763,929	$177,967,406
Foreign merchandise (free)	2,224,564	787,954	5,663,275
Foreign do. (dutiable)	6,111,228	4,315,699	3,091,863
Specie and bullion	23,860,857	28,963,163	52,092,637
Total exports	$150,386,522	$162,830,745	$238,815,181
Total exclusive of specie	126,525,665	133,867,582	186,722,544

Mississippi and Missouri Railroad.

Another link has been added to the steadily lengthening chain yet to unite the western banks of the Mississippi with the eastern slopes of the Missouri. Yesterday the mail and passenger trains on the Mississippi and Missouri Railroad commenced their regular trips to Grinnell, Poweshiek county, the largest and most important town on this road west of Iowa City. This extension will be hailed with satisfaction throughout the central portion of Iowa, as an additional assurance that the long looked-for boon of a direct railroad communication with the East is rapidly approaching realization. In reaching Grinnell, the Mississippi and Missouri Railroad has not only obtained access to a thriving Iowa town, peopled by an intelligent and enterprising citizenship, and the seat of Iowa College, an honored institution of learning, but has also reached the heart of what is certain yet to be the great sheep raising and wool growing region of the State. Not that sheep and wool will be the sole products of the fruitful area of which Grinnell is the centre; since Poweshiek and Jasper and adjoining counties are destined to be rich in all that constitutes prosperous agriculture.

Newton, twenty miles beyond, is the next point to be reached, and if the directors of the road fully comprehend the inviting field for commercial enterprise offered by this prosperous county seat, they would spare neither effort nor money to hasten the extension, which, when completed, must so largely increase the business of the road. No similar length of road will yield so large an income as will that from Grinnell to Newton. It should be completed at the earliest possible period.—*Davenport Gazette, June 20th.*

The Franklin Railroad.

The Franklin branch of the Atlantic and Great Western Railway is complete and a regular business will soon be under full motion. It is proposed, we understand, to extend the road to Oil City, and by this means open another direct railroad communication with the oil region. The Jamestown and Franklin Railroad is also nearly completed. The iron is now being received at points along the line and the track will soon be laid. The latter road, in connection with the Erie and Pittsburg Railroad at Jamestown, forms a short route between the oil regions and the Ohio river, and the three roads together open a direct line of communication with the rich iron and coal deposit of Western Pennsylvania, both in the direction of Pittsburg and this city. The Jamestown and the Erie and Pittsburgh, the parties composing which company have purchased some ten thousand acres of coal land, which is underlaid with

Value of imports at New York from foreign ports for the month of April:

	1861.	1862.	1863.
Entered for consumption	$5,393,809	$7,141,197	$9,493,830
Withdrawn from warehouse	1,761,245	4,405,410	4,132,633
Free goods	3,351,905	2,232,315	1,328,216
Specie and bullion	1,953,001	26,152	107,061
Total entered at the port	$12,459,960	$13,805,074	$15,061,740
Entered for warehouse	4,187,678	3,853,219	6,456,208

Value of imports at New York from foreign ports, for four months from January 1st:

	1861.	1862.	1863.
Entered for consumption	$27,276,106	$31,275,456	$37,069,168
Withdrawn from warehouse	15,803,390	15,267,870	12,969,821
Free goods	12,363,830	11,641,842	5,854,232
Specie and bullion	12,035,703	341,144	546,554
Total entered at the port	$72,479,029	$58,526,312	$56,439,975
Entered for warehouse	19,584,223	15,207,275	20,613,678

Duties received at New York for ten months ending with April:

	1861.	1862.	1863.
9 mos. ending March 31	$24,715,667.62	$22,673,230.26	$39,463,809.56
In April	1,543,261.99	4,149,952.36	3,957,197.57
Total 10 months	$26,358,929.61	$26,823,182.62	$43,421,007.13

Value of exports from New York to foreign ports for April:

	1861.	1862.	1863.
Domestic produce	$9,255,648	$8,002,094	$11,581,933
Foreign merchandise (free)	209,573	56,350	75,949
Foreign do. (dutiable)	231,784	607,678	375,224
Specie and bullion	1,412,674	4,037,675	1,972,834
Total exports	$11,109,679	$12,703,797	$14,004,940
Total exclusive of specie	9,697,005	8,666,122	12,032,106

Value of exports from New York to foreign ports for the four months from January 1st:

	1861.	1862.	1863.
Domestic produce	$40,351,300	$39,118,848	$59,829,606
Foreign merchandise (free)	856,733	197,997	405,635
Foreign do. (dutiable)	1,966,714	1,424,845	2,411,774
Specie and bullion	2,876,296	12,944,101	17,148,514
Total exports	$56,051,043	$54,685,791	$79,795,528
Exclusive of specie	43,174,747	40,741,690	62,647,014

Value of imports at New York from foreign ports for the month of May:

	1861.	1862	1863.
Entered for consumption	$2,889,588	$8,091,120	$7,980,231
Withdrawn from warehouse	1,606,864	3,730,232	3,794,773
Free goods	2,730,568	1,666,093	710,021
Specie and bullion	3,486,812	110,388	197,217
Total entered at the port	$10,713,832	$13,377,833	$13,632,292
Entered for warehouse	5,842,313	4,600,920	5,437,404

Value of imports at New York from foreign ports, for five months from January 1st:

	1861.	1862.	1863.
Entered for consumption	$30,165,694	$39,366,576	$45,049,469
Withdrawn from warehouse	17,410,254	18,998,102	16,764,594
Free goods	15,094,398	13,087,935	6,564,253
Specie and bullion	20,522,515	451,532	743,771
Total entered at the port	$83,192,861	$71,904,145	$69,122,087
Entered for warehouse	25,426,536	19,808,195	26,051,082

Duties received at New York for eleven months ending with May:

	1861.	1862.	1863.
10 mos. ending April 30	$26,358,929.61	$26,823,182.62	$43,421,007.13
In May	979,145.14	4,704,924.62	3,873,865.42
Total 11 months	$27,338,074.75	$31,528,107.24	$47,294,872.55

Value of exports from New York to foreign ports for May:

	1861.	1862.	1863.
Domestic produce	$10,855,709	$9,837,693	$13,193,510
Foreign merchandise (free)	190,114	76,971	101,337
Foreign do. (dutiable)	567,872	752,797	602,254
Specie and bullion	128,900	5,164,656	2,115,679
Total exports	$11,732,595	$15,832,097	$16,002,780
Total exclusive of specie	11,603,695	10,667,461	13,887,101

Value of exports from New York to foreign ports for the five months from January 1st:

	1861.	1862.	1863.
Domestic produce	$51,207,009	$48,956,541	$73,013,116
Foreign merchandise (free)	1,036,847	274,968	506,973
Foreign do. (dutiable)	2,534,586	2,177,642	3,014,028
Specie and bullion	3,005,196	18,108,737	19,265,193
Total exports	$57,783,638	$69,517,888	$95,799,310
Exclusive of specie	54,778,442	51,409,151	76,534,117

Value of imports at New York from foreign ports for the month of June:

	1861	1862.	1863.
Entered for consumption	$1,825,563	$7,278,953	$6,328,581
Entered for warehouse	3,245,501	3,874,127	5,377,885
Free goods	2,191,513	1,122,092	1,122,092
Specie and bullion	5,387,153	61,023	61,023
Total entered at the port	$12,649,733	$12,336,195	$12,889,581
Withdrawn from warehouse	1,963,842	5,054,106	3,830,337

Value of imports at New York from foreign ports, for six months from January 1st:

	1861.	1862.	1863.
Entered for consumption	$31,991,257	$46,645,529	$51,378,030
Entered for warehouse	28,672,040	23,682,322	31,428,967
Free goods	17,285,911	14,210,027	7,686,345
Specie and bullion	25,909,668	512,555	804,794
Total entered at the port	$103,858,876	$85,050,433	$91,298,136
Withdrawn from warehouse	19,374,096	25,052,208	20,594,931

Duties received at New York for the fiscal year ending with June 30th:

	1861.	1862	1863.
11 mos. ending May 31	$27,338,074.75	$31,528,107.24	$47,294,872.55
In June	885,062.41	4,664,927.19	3,738,934.06
Total fiscal year	$28,229,137.16	$36,193,034.43	$51,033,806.61

Value of exports from New York to foreign ports for June:

	1861.	1862.	1863.
Domestic produce	$10,270,430	$10,048,832	$14,780,072
Foreign merchandise (free)	648,482	43,868	49,380
Foreign do. (dutiable)	903,878	372,561	298,067
Specie and bullion	244,242	9,867,614	1,367,774
Total exports	$12,067,031	$20,332,375	$16,495,293
Exclusive of specie	11,822,789	10,464,761	15,127,519

Value of exports from New York to foreign ports for the six months from January 1st:

	1861.	1862.	1863.
Domestic produce	$61,477,439	$59,005,373	$87,793,188
Foreign merchandise (free)	1,685,329	318,336	556,351
Foreign do. (dutiable)	3,438,463	2,550,203	3,312,005
Specie and bullion	3,249,438	27,976,351	20,631,967
Total exports	$69,850,669	$89,850,263	$112,293,601
Exclusive of specie	66,601,231	61,873,912	91,661,634

three veins of mineral coal, measuring in depth fourteen and a half feet in the aggregate, which land comprises all that is accessible or valuable along their line of road. It is the intention of the company to supply Buffalo, Cleveland and intermediate points with a superior quality of coal for shipping, manufacturing and commercial purposes. —*Erie Dispatch, July* 11.

Atlantic and Great Western Railway.

The annual election of Directors in the A. & G. W. R. R. Co. of Ohio, was held at Franklin Mills, Portage Co., on the 14th inst., and the following directors were elected: Marvin Kent, Franklin Mills; Wm. H. Upson, John H. B. Rose, Akron; Gaylory Church, Wm. Reynolds, Meadville; Joel W. Tyler, Warren; Jacob Crall, Ashland; Thos. W. Kennard, Alexander McAndrew, Samuel Wann, Chas. Seaton, J. H. Chamberlain, Samuel L. M. Barrow, New York City.

The Board of Directors immediately organized by electing the following officers, viz: President, Marvin Kent; Vice President, T. W. Kennard; Secretary, Joel W. Tyler; Treasurer, E. P. Brainard; Assistant Secretary, William H. Grout; Executive Committee, Marvin Kent, T. W. Kennard, Wm. Reynolds, Wm. H. Upson, Samuel Wann.

The lease of the Cleveland and Mahoning Road was ratified by the stockholders. The reports presented show the work of extending the road west of Akron to be progressing rapidly. Two thousand men are now employed, and more will be added. The line will soon be open to Bridgeport, Wayne Co. One hundred locomotives have been contracted for with the Jersey City Locomotive and Tyre Works, and fifty of them are to be finished as early as possible.—*Cleveland Herald.*

The Hempfield Railroad.

The Legislature of West Virginia is now considering a bill proposing the grant of power to sell the Hempfield Railroad to the Pennsylvania Railroad Company, with a view to having it completed to Greensburg, and thus made a feeder to the Pennsylvania road. The bill has passed the lower house, but is objected to in the Senate, on the ground that the Constitution of the new State of West Virginia prohibits the grant of additional corporate privileges until the notice is given under regulations to be established by a law not yet passed.

Utica and Black River Railroad.

A conference between the Directors of the Utica and Black River Railroad, and the Lewis County Railroad Committee, was held in Utica, on the 10th inst., at which John Thorn, of Utica, was Chairman, and J. L. Leonard of Lowville, Secretary. The report of the engineer and estimates of the different routes, show the cost of the river line from Boonville to Lowville, to be $450,000—the Rome line to Turin on the old Utica line to Lowville, $442,000—and the Rome line to Martinsburg and thence to the Utica line, $430,000. During a recess, the Directors of the Railroad Company adopted the following resolution:

Resolved, That the Directors of the Utica and Black River Railroad Company do hereby locate the extension of said railroad from Boonville to Lowville, by the river route; provided that the inhabitants of Lewis county donate the right of way, and execute a good and valid obligation agreeing to pay to the Utica and Black River Railroad Company fifty thousand dollars, then this Company will take measures for building and extending the road from Boonville to some point near Lyon's Falls, and on like condition of donation of right of way and the further sum of fifty thousand dollars, said Company will take measures to extend the road from Lyon's Falls to Lowville, the money to be paid by installments, as the work progresses, and on call by the Directors.

The people of Lewis county have now a definite proposition from the Railroad Company, and it now remains to be seen whether they will raise the amount required and secure the road. The amount is small compared with the benefits to be derived, and ought to be raised in a short time.—*Lowville Journal.*

Cities Liable for Property Destroyed by Mobs.

It is well enough to understand that all municipalities are liable for all property destroyed by mobs. The provision is as follows:

"Whenever any building, or other real or personal property shall be destroyed or injured in consequence of any mob or riot, the city or county in which such property was situated, shall be liable to an action by or in behalf of the party whose property was thus injured or destroyed, for the damage sustained thereof. * * * And whenever any final judgment shall be recovered against any such city or county. * * the treasurer * * shall pay the amount of such judgment, to the party or parties entitled thereto, and charge the amount thus paid to said city or county."

Three Rivers Branch Railroad.

The Directors of the M. S. & N. I. R. R., have decided not to rebuild the road from Constantine to Three Rivers, Mich., allowing other parties to take possession and put the road in repair. The following is the resolution of the Board:

Resolved, That this Board considers it inexpedient for this company to rebuild the Three Rivers Branch Road, or to construct any additional branch road north of Three Rivers. But this company is prepared to make arrangements with any other parties who may be brought to us by the same.

It is quite probable the citizens of Three Rivers and adjacent country will raise the necessary means and put the road in a state of complete repair; in which case the M. S. Company will undoubtedly furnish the rolling stock.—*Toledo Blade.*

☞ The wires of the American Telegraph Line have been extended to the White Mountains, (N. H.) An office has been opened at the Profile House, in the Franconia Range, and another at the Crawford House, in the Notch.

THE ERIE RAILWAY COMPANY,
No. 184 West st., New York, July 17, 1863.

DIVIDEND.—The Directors of this Company have declared a DIVIDEND, from the earnings of the road for six months ending 30th of June, ultimo, of THREE AND ONE HALF PER CENT. on the PREFERRED STOCK, the Company assuming and paying the Government Tax out of the undivided earnings belonging to the Preferred Stock Account for the year ending 30th of June, 1862.

Also, a DIVIDEND of THREE AND ONE-HALF PER CENT. on the COMMON CAPITAL STOCK, free of the United States Income Tax.

Both payable at the Treasurer's office, Erie Place, on the 10th day of August next, to the registered holders of stock at the closing of the books.

The Transfer Books of both Preferred and Common Stock will be closed at the close of business on SATURDAY, the 25th day of July, and be re-opened on the morning of TUESDAY, the 11th day of August.

3t30 HORATIO N. OTIS, Secretary.

STEEL BOILER FLUES
AND
STEEL
FIRE BOX PLATES.

RUSSELL & HOWELL'S
HOMOGENEOUS METAL
BOILER TUBES,

1¼ to 6 inches outside diameter cut to any given length. One half the thickness, and much stronger and more durable than Iron or Copper.

WITH GREAT SAVING IN FUEL.

Imported and for sale by

T. M. TYNG,
61 Cedar st.,
New York.

SUBSTITUTE FOR
CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boards of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

WILLIAMS & PAGE,
67 Water street,
March 1863. Boston.

PACIFIC RAILWAY.

THE undersigned will receive proposals to furnish four thousand (4,000) tons of railway iron (or any part thereof) for the track of the first section of the Union Pacific Railway, Eastern Division. The iron to be of American manufacture, of the best quality, and to be delivered either at Leavenworth or Kansas City. Communications for further information to be addressed to the undersigned or to SAMUEL HALLETT & Co., 58 Beaver st., New York. Terms, cash on delivery.

J. C. FREMONT,
Pres't Union Pacific Railway, E. D.

NEW YORK, June 9, 1863.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, July 1, 1863.

THE Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY have THIS DAY declared a DIVIDEND of TWO (2) PER CENT. free from Government tax, upon all the shares and canceled Bonds. Scrip standing in the name of holders on the books of the Company at the close of business on the 20th day of July instant, payable on and after the 1st day of August upon all shares the calls upon which shall have been duly paid; and that the dividend upon the full paid stock shall be a discharge of the interest payable thereon on the 1st day of January next, and payable upon surrender of the coupons issued therefor. The transfer books of the Company will be closed from the afternoon of the 20th to the morning of the 30th July.

4t27 THOMAS E. WALKER, Treasurer.

I. KENDRICK,
No. 125 WALNUT ST., PHILADELPHIA,
AGENT OF THE
UNION COAL & OIL CO.
OF MAYSVILLE, KY.,
FOR THE SALE OF THEIR
Paraffine Lubricating Oil,
FOR ALL CLASSES OF
STATIONARY MACHINERY, LOCOMOTIVE ENGINES
RAILROAD CARS, COTTON SPINDLES,
SEWING MACHINES AND WOOLEN FACTORIES.
ALSO,
MAYSVILLE COAL OIL
FOR BURNING,
PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND
ROLLING MILL GREASE,
FROM PURE CANNEL COAL.

P. S.—All Oils warranted to answer the purpose represented.

☞ Particular attention given to orders for shipment in cans or barrels.

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well paperred, on application at their office, by DELAFIELD & BAXTER, 104 Wall st.

The above CEMENT is used in most of the fortifications building by government. 6

NEW YORK, HARLEM & ALBANY R. R.

CHANGE OF TIME.

SUMMER ARRANGEMENT, commencing MONDAY, May 18, 1863, Trains will leave Twenty-sixth street Depot:

For Albany—10.30 A. M., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and all stations north to Chatham, Chatham Centre, Kinderhook, and Schodack, connecting with New York Central R. R. for all points west, and with the Northern R. R. for Saratoga and all points north.

For Croton Falls—8.15 A. M., stopping at all stations.

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 P. M., stopping at all stations.

For White Plains, 6.15 P. M., from White Street Depot.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

For Williamsbridge—8.15, 10 A. M. 2.30, 4.10, 5, 6.15 and 8.30 P. M., stopping at all stations.

RETURNING WILL LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls, also Bedford, at White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—5 P. M., stopping at all stations.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M., stopping at all stations.

Williamsbridge—5.30 A. M. stopping at all stations.

JOHN BURCHILL, Superintendent.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS,** and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1.57 per gallon.

Cost per hour, 5 cents.

Cost of wicks, chimneys, per year, $4 80.

Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

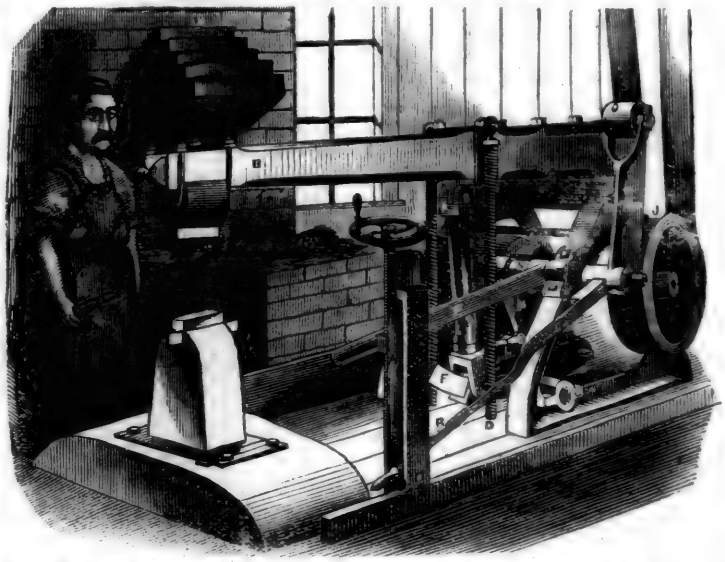
Further information may be obtained at the office of the Company, **21 Nassau st.,** or by addressing

CHAS. W. WELSH,
Secretary.

AMES IRON WORKS,
OSWEGO, N. Y.,

SOLE AND EXCLUSIVE OWNERS AND MANUFACTURERS, UNDER PAYE'S PATENT.

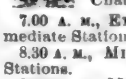
An imperfect sketch of our smallest size Machine.



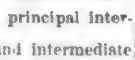
PAYE'S PATENT FORGE HAMMER. A HAMMER ADAPTED TO BOTH HEAVY AND LIGHT FORGINGS, with an adjustable stroke of from one inch to three feet. This hammer is adapted to both heavy and light forgings; the force of the blow being entirely at the will of the operator, and for all forgings under six inches, either round or square, is the best hammer now in use, and requires but one-half the power used by every other hammer to do the same work. For an engraving and description of this hammer, see page 1, Vol. V (new series) of the SCIENTIFIC AMERICAN; some valuable improvements have, however, been since made. All communications should be addressed to H. M. Ames, Box 422, New York, or Ames Iron Works, Oswego, N. Y.

These hammers may be seen in operation at the Allaire, Neptune, Secor, Delamater, Fletcher & Harrison, Dunca & Crampton, Anderson & McLaren, Duhurst & Emerson, Charles T. Porter, all in New York City; Joseph Colwell, Jersey City; Wm. White, Newark, N. J.; Providence (R. I.) Tool Co.; Whiting & Wilcox, Kaigh's Point, Phila.; Mallory & Cottrell, Mystic, Conn.; J. Dillion, Rondout; James Horner & Co., Sing Sing; Henry Esler & Co., Brooklyn; James B. Eads, St. Louis, Mo.; Central Railroad Shop, Albany; Burlington, Quincy & Chicago Railroad Shop, Ames Iron Works, Oswego; M. Guinness, Albany; Sweet Brothers, Syracuse.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st, as follows, viz:



7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.

8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.

10.00 A. M., MAIL, for Buffalo and intermediate Stations.

4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.

5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.

7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

CHA'S MINOT, *Gen Sup't*

QUARTZ MILLS

OF THE MOST APPROVED KIND,

MANUFACTURED BY **BURDON, HUBBARD & CO., 102** Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the BEST PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both **fine** and **coarse** gold.

RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50" 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 7, 1862. **28 Beaver st.**

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THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

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New York Agency:
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2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by

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THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England or exshipat ports in the United States

M. K. JESUP & COMPY,
41 Exchange Place.

New York, 1st June, 1863.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS.
70 Beaver st., New York.

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THE subscriber is prepared to sell AMERICAN and ENGLISH RAILROAD IRON, CHAIRS, SPIKES, CARS and LOCOMOTIVES, at the lowest market price, and receives taken in part payment.

E. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y

Manhattan Oil Company,

Office, No. 16 Broadway, NEW YORK.

JAMES M. MOTLEY, Vice Pres't and Treasurer.

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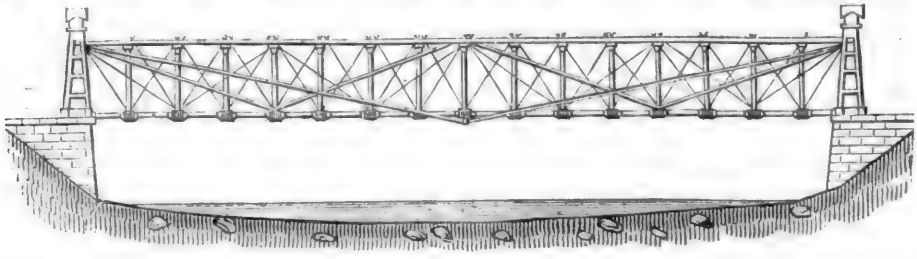
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SPERM, WHALE, LARD AND OTHER OILS,

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FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

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Letter-box No. 1,392, Pittsburg, Pa.

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CIVIL, MINING AND MECHANICAL ENGINEERS,
No. 229 BROADWAY, NEW YORK,
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Dining & Lunch Rooms,
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160 Persons can be seated at one time.

THE COOLEST SALOON IN NEW YORK.

LADIES CAN COME UNATTENDED.

THE QUIET FAMILY DINING ROOMS.

The only place of the kind in New York.

Be sure you're right, then come to BAKER'S.

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SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
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NEW YORK.

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NEAR MAIDEN LANE, NEW YORK.

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Hon. Moses H. Grinnell, New York. J. Munroe & Co., Paris. N. York and Paris. Hon. John P. Hale, Washington. B. F. Delano, U. S. Naval Constructor. G. J. F. Bryant & Co., Boston. J. W. Emery, Pres't Cambridge Railroad.

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OF EVERY DESCRIPTION.
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BOUGHT AND SOLD.
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Orders promptly executed by mail.

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CIRCULAR NOTES AND LETTERS OF CREDIT,
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ALSO, MERCANTILE CREDITS,
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AND ALL FIRST CLASS SECURITIES
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ACCOUNTS of BANKS, BANKERS and OTHERS.
Received on the most favorable terms.
Advances made on approved collaterals.

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Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

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BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF.

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ALBERT H. NICOLAY,
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☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, AMERICAN GOLD, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS as ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, **No. 52 WILLIAM STREET,** OR AT THE MERCHANTS' EXCHANGE SALES ROOM **No. 111 BROADWAY,** whenever desired.

☞ Orders by mail promptly executed.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 31.] SATURDAY, AUGUST 1, 1863. [WHOLE No. 1,424, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 1, 1863.

Krupp-Steel Wheels and Axles for City Cars.

The celebrated Krupp Steel Works, represented by Messrs. THOS. PROSSER & SON, of this city, seem possessed of a multifarious genius, for the production of novelties and improvements in steel. In addition to heavy ordnance, of which they are manufacturing large quantities for several European nations; together with the celebrated breech loading apparatus, so largely patronized by Russia, Italy and Prussia; and besides their other improvements in heavy shafting for steamers as well as in locomotive tires and axles, they now present to the world a new article adapted for use on city railroads. It is a combination of the single flange wheel and axle, made of the Krupp steel. It is much lighter than the wheel now in use, and of course subserves a greater economy in draftage. The great resistance offered by the Krupp steel to friction, by its properties of homogeneousness, toughness and resilience, would seem to render is a *sine qua non*, where there is such a maximum of friction as is presented by all city railroads. The constant application of the brakes and the great atmospheric changes to which the wheels are subjected make an enormous item in wear and tear. The spectacle presented by city railroad shops, of worn, broken and fractured wheels, is a grave commentary on the existing condition of things. The Krupp city car wheels and axles are offered to supply this defect; and if the steel of which they are made, will act as well in this application as it does in locomotive tires, axles and shafting, an important end will be gained. As the reputation of the Krupp steel is unimpeachable, as far as we know, it is reasonable to expect that its serviceable character will be equal, however applied. The specimens of the wheels under notice have recently arrived and may be seen at the works, 28 Platt street.

Colorado.—Its Mines, Climate and Resources.

We have, on many occasions, brought to the notice of our readers the immense resources which the United States possess in the gold territories. There is no other country in the world which has such possessions; or if they had, could develop them so rapidly. It is ours which has poured from its horn of plenty not only illimitable and incalculable supplies of the cereals, but of the precious metals; and of the latter, as has been truly said, notwithstanding the large amount we have thrown into circulation all over the world, we have yet had but the "dust and the croppings." The largest mountains, the most extensive ranges of them on the globe, are with us not only monuments of the great works of the Almighty, but the Treasury from which He is to supply the human family with coin, and to keep up the supply fully, for their use, convenience and consumption. Colorado is especially to occupy the front rank in this wondrous region of the precious metals; and the latest travellers, as well as the earliest settlers unite in their expressions of astonishment at what they have witnessed.

This territory, comprising 100,000 square miles, was organized on the 2d of March, 1861, and soon afterwards the well-known and accomplished Col. WILLIAM GILPIN, of Philadelphia, distinguished by his bravery in the expedition of Col. Doniphan during the Mexican war, his frequent explorations across the western plains and mountains, and his valuable contributions to their geography, hydrography and mineralogy, was appointed Governor of the territory. He had scarcely reached Denver, the seat of Government, before an invasion of the rebels of Texas commenced, who rushing into New Mexico threatened to take possession of the whole eastern slope of the Sierra Madre, and of the gold bearing regions. By rapidly organising a force of three regiments, about three thousand men, not only was Colorado preserved, but New Mexico saved, when there was scarce a Union force there large enough to make a respectable picket. These services were requited by a removal, on charges which were acted on before Col. Gilpin ever knew of their existence, and which he has since scattered to the winds.

The population of the territory is now estimated at over 70,000, and is rapidly increasing. The capital, Denver City, is situated on the South Fork of the Platte river, near the border of the great American desert, so called, in the Northern Central portion of the territory; Central City is near the base of Pike's Peak, a thriving town of 10,000 inhabitants. Colorado City is situated on an affluent of the Arkansas river, and Nevada City, as well as the last named, is in the vicinity of Pike's Peak. There are also considerable settlements on the western slope of the Snowy Mountains in the region of the silver mines. Seven rivers rise in or pass through the territory flowing in various directions for hundreds of miles, contributing to the floods of mightier streams.

The first discoveries of gold were made as early as 1858, by two companies of explorers from Georgia and Kansas; but the valuable locations were not made until May, 1859, on the head waters of the Clear Creek, an affluent of the South Fork of the Platte, near the site of Denver. Here it was found after a time, that what was called fool's gold, or sulphuret of iron, (iron pyrites,) and at first utterly disregarded, was actually rich in gold, and so it deserved its name, though given for a different reason; because the fools did not know its value. It was also discovered that the quartz lodes grew richer as they deepened, and a vast impulse was given to the mining business. The Gregory diggings alone produced five millions of dollars in the year 1862.

The product of the past year is estimated at twelve millions of dollars, and for the ensuing one at twenty-five millions. The product of silver is also extensive on the western slope, and recently immense beds of coal have been discovered near Denver City, having a two-fold importance, in furnishing supplies of fuel for the steam engines of the crushing mills, and for the locomotives of the Pacific Railroad, which will undoubtedly either with its main line or a short branch, reach Denver.

Within a few days past an elegant and graphic description of Colorado has appeared, from the facile pen of Mr. Fitz-Hugh Ludlow, of this city, who, in company with the artist Mr. Bierstadt, has been making an exploration of the territory. From this we learn that the Flora of Colorado is one of the most remarkable in the world; the plants are of numberless variety, their bloom, beauty and fragrance unsurpassable, and their varieties quite new to the botanists. We are happy to learn that we are to have valuable contributions to this department of knowledge, from a skilful and learned collector. The birds of this region are equally rare and new, and a description of these with well preserved specimens is also forthcoming. It has been for years asserted by Col. Gilpin, that we shall find in this region large supplies of precious stones. Mr. Ludlow describes whole forests of stumps of trees, petrified into jasper and agate which he himself saw, of the most beautiful shades and structure, enough in a single place he visited, to make watch seals for all the sons of men. Other travellers find a species of opal; vitrified quartz or semi opal.

Gypsum beds also exist, and mineral springs which surpass Vichy and Pyrmont, alkaline, sulphurous, chalybeate, and most of them so strongly charged with carbonic acid, that they are known as the boiling springs. The scenery is sublime. The buttes or sand rock isolations are found assuming the most remarkable forms, like columns, urns, palaces, pillars, caves, arches and fortifications, rising some of them five hundred feet above the plains. In Amory's notes we have some good lithographic plates of such curious objects. We give the following description of what Mr. Ludlow poetically styles "the Garden of the Gods."

"As we turned into the great gorge between the foot-hills and the main range, one of the most glorious spectacles in all mountain scenery burst full upon us. Three miles below us, and borrowing for its logs and adobe all possible enchantment from distance, Colorado City basked soft and yellow in the slanting afternoon sun; its back ground the mighty dome of the Cheyenne, falling away into clear distance through marvellous purple gradations, its bold relief overawing our eyes as its subtle alternations of light and shade soothed them. In the very hollow of the sky, upon our western hand, and too ethereal to be thought of as belonging to geography, the blue pinnacle of Pike's floated pure and cool under its snows—like a good mountain that had died and gone to heaven. As we whirled down the splendid floor of the valley (for, like all the roads in Colorado, it is rather floor than highway) we were closely walled upon the right and left by successive tablets of red and creamy rock, thin strata of gorgeously colored schist, which the molten outburst of the granite sierra had up-ended from their original planes to an absolute perpendicular. We have nothing like these in the East. Metaphor alone describes them. They are not sandstone. They are a strange porcelain from the pottery of the gnomes—a composite rock, part clay, part lime, part flint-sand—the white a paste of grit mixed with calcareous powder fine as gypsum dust, and, indeed, running into beautiful gypsum beds close by; the red still further complicated by mixtures of iron oxides and smoothly ground aluminum. Fancy rock strata thus composed, rising abruptly from the flat plain to a height of five hundred feet, precipitous on both their broad sides, and no thicker in proportion to their altitude than the plain tablets of a graveyard; fancy them still further polished by the whirling sands of this wind-swept territory, until their surfaces shine like white marble or pure blood-red jasper, and their edges weathered into all manner of curious profiles, here simulating a griffin, there a Goddess of Liberty, here an eagle and a dolphin supporting a shield after the old heraldic style, and everywhere some strange likeness which needs no vivid imagination to decipher its meaning; fancy two of the loftiest red tablets set *vis-a-vis* to make a gate-way whose lintels tower four hundred feet against the sky, framing a distant view of Pike's blue forehead between them, and in one of these vast portal butments, channel out a cavern with painful access, but expanding to a hall one hundred feet in length—then, if you *can* have fancied it, you will have the best idea which I can give you of "The Garden of the Gods." For this is the befitting name of the valley through which we passed down to Colorado City."

Passing by the agricultural resources of the territory, which are found in portions of it adequate to the support of a large population, and the climate healthful and delicious, so much so that physicians as a class find but small chance of success in their profession in Colorado, we return to the consideration of its resources in gold and silver, which are its most remarkable features. Col. Gilpin as well as Gov. Evans is of the opinion that it will be found the richest metalliferous region on this continent. What it wants is railway connection with the East, and this the East even from purely selfish considerations, should establish without delay. And for this reason if no other. All the gold will be exclusively sent in our direction, and New York may if it chooses, become its principal consignee. At San Francisco, the gold products are within the reach of all who carry on an ocean traffic with California. All ships, all men may take it from thence and carry it away in return for their merchandise. But Colorado being a territory with no outlet to the sea, no ocean coast, will inevitably be under the necessity of sending over the Pacific Railway and consigning to American correspondents all that it gathers from its mines. So that we shall have the exclusive pre-emption, if we may so call it, of its gold. This is an important advantage to our commerce and to the national resources.

A private mint was established not long since in Colorado, and it was of immense service to the people of the territory and especially the miners, who were sure of obtaining the value of their gold dust. An act was passed by Congress to purchase the establishment, and we believe an appropriation of $75,000 was made for the purchase. Those to whom the business was entrusted have practically done nothing. There is no mint at all, public or private. The miners are now at the mercy of speculators, gamblers and traffickers and are cheated out of their earnings without mercy. The whole thing looks very much like a job, and the Secretary of the Treasury should correct this without delay.

Mining will always be attractive. Simple tools can execute a large work. The miner pays his own wages every night. He has not to wait for seed time or harvests, nor for the returns of his crops, or the advance of prices. This idea prevails among large bodies of laboring men, and our gold mines will never want laborers.

Colorado is at this moment offering to this class, as well as to capitalists, the largest inducements.

Michigan Central Railroad.

The earning and expenses of this road for the years ending May 31, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From freight.....	$1,559,060 98	$1,982,757 35
" passengers....	724,915 48	889,682 28
" miscellaneous.	77,264 92	73,120 92
	$2,361,241 42	$2,946,560 55
Expenses, viz:		
Repairs of road....	$261,710 91	$273,759 17
" buildings.	51,907 96	100,923 24
" locomoti's	97,528 94	107,096 09
" cars.....	116,682 23	122,107 28
Locomotive service.	54,095 78	62,099 04
Train " .	42,733 76	47,176 71
Station " .	259,777 33	276,741 57
Fuel " .	111,592 16	110,239 42
Oil and waste.....	19,050 39	24,126 78
Stationary, etc....	11,908 44	15,594 27
Local taxes.....	82,837 81	82,386 20
Telegraph.....	12,489 45	12,025 80
Miscellaneous.....	25,842 78	38,084 15
	$1,149,152 94	$1,272,359 72
Net earnings...	$1,212,088 48	$1,674,200 83

Compared with the previous year, the gross earnings of 1862-'3 show an increase of $585,319 13; with an increase in expenses, including taxes, of $123,206 78—making the increase in net earnings $462,112 35.

The expenses properly chargeable to operating the road (not including taxes), are $1,189,973 52, or about 40.4 per cent of the gross earnings. In 1862 they were 45.1. In 1861, 51. In 1860, 53.7. In 1859, 53.4. In 1858, 59.6. In 1857, 64.6.

The increase in the earnings of the past over those of the preceding year is equal to 24.79 per cent. The increase in expenses (less taxes) 11.60 per cent.

The earnings from passengers, which had fallen off for five successive years, now show an increase of $164,766 80, or 22.73 per cent over last year. The local passenger earnings having increased 34 per cent, and the through 10 per cent.

The increase in earnings from freight was $424,693 37, or 27.24 per cent.

With the rates remaining almost precisely the same, an increase of $585,319 13 has been earned with an increased expenditure, exclusive of taxes, of only $123,658 39—leaving of the former sum $461,660 74 as net increase. The report says:

The proportion of the gross earnings consumed in operating expenses has again been reduced, and in a much greater ratio, than that of the increase in rates. The average rate per passenger per mile has fallen from 2.51 cents to 2.49 cents, a reduction of about one per cent. The rates per ton per mile have been increased from 1.91 cents to 1.99 cents, a rise of about four per cent., while the proportion of operating expenses has fallen from 45.1 to 40.4, or 11.6 per cent.

The earnings from the transportation of wheat and flour have fallen off $47,595 40, or about 9 per cent., while the total local freight earnings have increased 20 per cent., showing a largely increased development of the miscellaneous way traffic and a better promise for the future than could result from a greater reliance upon what was once regarded as the main staple of the State.

Since the present number of trunk lines to the West have been in use, the business of the country drained by them has so largely increased, that all can command a fair traffic without resorting to that fierce competition, which is always more potent to degrade the rates and destroy the profits than to change the course of the traffic, and we trust the large volume of business destined to pass over these various lines may be hereafter conducted upon more legitimate business principles than governed it when all were in strife over the smaller quantity of past years. No well informed authority regards the magnitude of the business as other than fully sufficient, if properly conducted, to be largely remunerative to all the capital employed, and no sound reason exists why they should not hereafter be permanently prosperous.

With the average rates for freight per ton per mile below two cents, and the average rates for passengers, including emigrants, below two-and-a-half cents, and three-fourths of the freight in one direction, the line has been worked for 40.4 per cent. of its gross earnings, and this, while through all of the year the expenses have been somewhat, and a portion of the year very much increased by the higher prices of all kinds of materials and labor.

The road and property of the company have been well kept up, its machinery and rolling stock in quite as good order as at any previous period, and, as will be seen by the Superintendent's report, a full share of renewal expenditures have been made during the year, and some increase of property with no charge except to revenue account.

The total number of tons of freight moved has been 564,827. Average number of tons carried per train per mile, 130.43. Average distance freight is carried, 176 miles. Freight earnings per mile, 1.99 cents. Tons carried one mile eastward, 73,826,089, do., westward, 25,678,889—total tons carried one mile, 99,504,978. The proportion of tonnage carried eastward is 74,193 per cent, do., westward, 25,807 per cent.

The total number of passengers carried was 447,361, of which 387,672 were way and 59,689 through. Of the way passengers, 196,726 went east, and 190,946 west. Of the through passengers, 26,930 went east, and 24,762 west. Number of emigrants, 7,997. Arerage number of miles traveled by each passenger, 80.31. Passenger earnings per passenger per mile, 2.49 cents. Passengers carried one mile, 35,928,072.

INCOME ACCOUNT.

Balance from previous year.....		$312,193 78
Receipts from freight.	$1,986,114 88	
" pass...	890,690 70	
" miscel..	71,112 16	
		2,947,917 74
Total		$3,260,111 52
Expenses, as above.....		$1,272,359 72
Dividend 3 per cent July 1, 1862...		181,713 00
" 5 " Jan. 1, 1863...		302,860 00
U. S. tax on dividend and passengers		28,385 03
Annual payment to sinking fund...		84,500 00
Interest and exchange account.....		617,657 24
Balance to new account.....		772,636 53
Total.....		$3,260,111 52

The receipts as stated above, are $1,357 19 more than the earnings, showing that amount less of earnings to be outstanding at the close of the year.

From which it appears that after paying two dividends, one of three per cent and one of five per cent, and making the annual payment to the sinking funds, and deducting the usual disbursements for operating, local taxes and interest, there stands to the credit of income account the sum of $772,636 53. The balance of this account at the same period of last year was $312,193 78—showing a net increase of $460,442 75.

There has not been any change in the bonded debt during the year, nor has any floating debt been incurred. The capital stock has been reduced $274, by the purchase of fractional scrip to that amount. Sundry items properly belonging to construction, amounting to $958,337 99, have been transferred to that account, which now stands at $13,805,576 16. The bonded debt amounts to $7,999,488 89; capital stock $6,057,436—total, $14,056,924 89.

The track, buildings, bridges and rolling stock of the line are in every respect in as good a condition as at the commencement of the year.

The equipment of the road consists of 98 locomotives; 85 passenger, 23 baggage, 1,297 freight, and 262 gravel and other cars.

The number of miles run by locomotives with passenger trains has been 511,226; with freight trains, 762,877; with working trains, 80,979; with training trains, 93,476—total 1,448,558.

The relations between this road and the Louisville, New Albany and Chicago railroad remain the same, the North division of that road, 91 miles, being stocked and operated by the Michigan Central, and to the satisfaction of both parties it is believed. This contract expires on the 30th of September next.

The general business of the road was never in a more healthy condition than now, and along the entire line, and country tributary to it, the promise of full crops was never more flattering than at the present time.

GENERAL STATEMENT.

Capital stock		$6,057,436 00
Bond Account, viz:		
6 per cent. sterling bonds, unconvertible, 1st mortgage.....		$467,488 89
8 per cent. sterling bonds, convertible, 1st mortgage		500,000 00
8 per cent. bonds, convertible, 1st mortgage.....		2,598,000 00
8 per cent. bonds, convertible, 1st mortgage, sinking funds.....		4,434,000 00
Income account, balance of this account.....		772,636 53
Amount due U. S. Government for Tax on coupons paid since April 1		4,956 48
Unpaid dividends.....		437 00
		$14,834,954 90
Construction account.....		$13,805,576 16
Available as cash, viz:		
Cash on hand.....	$162,063 93	
Loaned on call.....	420,661 32	
U. S. Government certificates of indebtedness, at par.....	72,000 00	
		654,725 25
Accounts and Bills Receivable....		38,117 91
Assets in hands of Gen'l Receiver..		82,344 65
Assets in hands of General Sup't..		85,965 93
Joliet and N. Indiana R. R. Stock.		168,225 00
		$14,834,954 90

President—JOHN W. BROOKS, Boston.

Vice President—H. H. HUNNEWELL, Boston.

Directors—John W. Brooks, Nathaniel Thayer, R. B. Forbes, H. H. Hunnewell, Elon Farnsworth, Erastus Corning, D. D. Williamson, G. F. Talman, J. M. Forbes.

Treasurer—ISAAC LIVERMORE, Boston.

Superintendent—R. N. RICE, Detroit.

Auditor—WILLIAM BOOT.

American Iron Bridges.

This interesting topic was introduced to a meeting of the Institution of Civil Engineers, London, on the 5th of June, in a paper read by Mr. Zerah Colburn:

The great number of timber bridges in America might be accounted for from the fact that the first cost of the truss, or superstructure, of a timber bridge of any given span, was generally less than one-half that of an iron bridge of the same strength. Iron had been occasionally employed since 1835, but only within the last ten or twelve years to any extent.

Cast-iron tubular arches, including one of 80 feet span, were erected from the design of Major Delafield, about the time when similar arches were adopted, by the late M. Poloncean, in the construction of the Pont du Carrousel, over the Seine. Major Delafield's arched ribs were elliptical in section, the transverse vertical axis being about four times the length of the conjugate axis. In 1858 an aqueduct bridge was erected at Washington, by Captain Meigs, in which the two arched ribs were formed of water-pipes, through which the water flowed. The span of this bridge was 200 feet, the rise being 20 feet. The pipes were circular in section, 4 feet in diameter inside, and 1½ inch thick. This bridge was 28 feet wide over all, and the roadway was of timber, supported on wrought-iron spandrils. The bridge was tested with the arched ribs filled with water, and with a load of 125lb. per square foot upon the roadway, making the total weight on each rib about 350 tons. The thrust of one-half of this weight upon each abutment would be about 470 tons, corresponding to a strain of two tons per square inch of sectional area of iron in the pipes. This strain did not include the pressure of the water in the pipes, which were proved to 300lb. per square inch. These examples were, so far as the author was aware, the only iron arches yet completed in the United States; and with the exception of a few pivot bridges, and one or two ornamental bridges, in the Central Park at New York, they comprised nearly all the cast-iron bridges in that country.

There were a small number of plate, or boiler iron bridges. The first was erected in 1847, in place of a timber bridge, by Mr. Millholland, on the Baltimore and Susquehanna (now the Northern Central) railroad. This was 50 feet span, and the two girders were each 6 feet deep, the two sides of each being formed of plates ¼ inch thick. Between the sides at the top a timber 12 inches square was bolted as a compression member, and the top was further strengthened by two wrought-iron bars, 5 inches deep by ¾ inch thick, while four similar bars were riveted along the bottom of each girder. The sides were stiffened by stay-bolts, enclosed in cast-iron distance pieces, 12 inches apart from centre to centre. The centre of each girder was placed exactly under the rails, which were spiked to the timber forming the compression member. The breaking strain of the pair of girders was equal to 250 tons of distributed load, and the weight of the bridge was 14 tons. When completed, this bridge was coupled at each end to a railway waggon; and was slung by chains to a temporary timber truss. It was then taken 19 miles by railway, run exactly over the place it was intended to occupy, the existing timber bridge was cut away, and the girder bridge lowered with the permanent way ready for traffic, the whole

operation not having caused an interruption of more than two hours.

Having been long accustomed to trussed timber bridges, American engineers, in adopting iron naturally employed it in trusses also. But, before describing the various forms of iron truss bridges, the strength of American iron was referred to. It appeared, from a vast number of experiments made by the United States Ordinance board, that there was but little iron in any American cast guns of a less tensile strength than 11 tons per square inch; and in 1851, the author had himself seen portions cut from 11-inch guns, weighing 6 tons 15 cwt., tested up to 16.14 tons. The transverse breaking strength of a large number of samples of re-melted iron, when reduced to the English standard of a bar 2 inches deep and 1 inch wide, resting on supports 3 feet apart, varied from 27¾ cwt. to 48.1 cwt., the general strength being 34 cwt. The minimum crushing strength of the irons experimented upon was 37¾ tons, and the maximum 77¾ tons. Experiments made by the Franklin Institute, twenty-five years ago, showed the mean tensile strength of cast iron at the first melting to be 9⅓ tons; and the iron now employed by engineers in Philadelphia bore from 7.14 tons to 10.2 tons. In 1858 Mr. Albert Fink tested the iron used in the construction of a large bridge on the Louisville and Nashville railroad. When the results were reduced to bars 2 inches deep by 1 inch wide, on supports 3 feet apart, the minimum breaking weight was 29½ cwt., mean 32.68 cwt., maximum 39 cwt. This iron was a mixture of two-fifths cold blast, two-fifths hot blast, and one-fifth scrap. With regard to wrought iron, the experiments made by the United States Board of Ordinance gave a tensile strength varying from 17 tons to 33.3 tons per square inch; and those of the Franklin Institute a mean strength of 26 tons for plate iron. At the present time 27 tons was generally expected of American boiler plate. Other experiments were also quoted to the same effect; and it was remarked that, from what had been stated, American engineers might work up to rather higher strains than were commonly allowed in this country. The high qualities of the best American iron were due to the purity of the ore and of the fuel employed in the manufacture. In bridges of less than 150 feet span, even when loaded with a weight of 1.34 iron per lineal foot of single line, the strains did not exceed 3.57 tons per square inch on wrought iron in tension, and 4.46 tons per square inch on cast iron in compression.

Of the iron truss bridges that were described, all had certain peculiarities in common, distinguishing them from the trussed structures adopted in this country. In almost every case the compression members of American iron trussed bridges were of cast iron cylindrical or octagonal pipes. These simply abuted, end to end, against each other; and although means were employed to prevent lateral motion of the ends, flanges and bolts were never introduced for that purpose. Another, and one of the most important peculiarities was the depth of truss, a depth exceeding that employed by English engineers, except in rare instance, as at Chepstow and at Londonderry. American engineers considered a depth of one-eighth for spans of 200 feet as only moderate; for shorter spans depths one-seventh and one-sixth were common; and in the case of one bridge of 120 feet clear span the depth was 23 feet, or nearly one-fifth of the span. It should, however, be observed that, in some of the American trusses, the arrangement of the tension members was such that, if the depth of the truss were not considerable, the diagonals would be inclined at hardly more than 8 deg. or 10 deg. from the horizontal; in which case a very large quantity of material would be employed in proportion to the supporting power obtained. No American iron or timber bridges were ballasted; nor had they any floor, only a footpath of planks. In bridges having the rails at or above the level of the top chords, known in the States as "deck bridges," parapets were seldom employed; and the trusses were often so short a distance apart, that a passenger, on looking out of a carriage window, was unable to discover any support beneath the train. In no bridges of two or more spans were the trusses made continuous over a pier; each span being always treated as a bridge by itself.

One of the earliest iron trusses adopted in the States was a trellis, known as Rider's Bridge. Cast iron T, or angle irons, were employed in compression, and wrought-iron bars in tension. These bridges were so slightly proportioned that they occasionally broke down, and the author was not aware that the plan was now adopted in new structures.

A detailed description was then given of a Murphy-Whipple bridge, having a span of 125 feet, with the railway supported on the lower chords. It was for a double line, and there were trusses 14 feet apart, from centre to centre, the strength of the middle being about one-half greater than that of either of the others. The trusses were 23 feet deep, or 0.184 of the span. The top chord was formed of cylindrical cast-iron pipes, and the bottom chord of a chain of square bars, 10 feet 5 inches in length between the centres of the eyes. Upright cast-iron posts, placed at the same distances apart, divided the truss into panels, and as the posts were in two lengths, they were each trussed by four round rods, to prevent lateral failure. The diagonals were in pairs of square rods, and were formed also as eye-bars, grasping pins 2½ inches diameter in the top chord, where the pipes abutted upon each other, and pins 3½ inches diameter in the bottom chord, thus connecting the links, or bars, of which it was composed. The diagonal tension bars only crossed each other in two panels on each side of the centre of the truss. The top and bottom chords were braced horizontally, with transverse and diagonal bars. The railway bars were supported upon longitudinal timbers, which rested upon transverse wrought-iron rolled beams. The total weight of the superstructure complete was 102½ tons, or 8 cwt. per foot of single line. With an additional distributed load of 3,000 lb. per lineal foot on each line, the tensils strain at the middle tension rods would be 4.27 tons per square inch in the middle truss, and 3.12 tons per square inch in the outer trusses; but, with a train on a single line only, the ordinary working strains did not exceed 2½ tons per square inch in tension, nor 3 tons in compression.

In 1861 an iron bridge was erected on the line of the Pennsylvania railroad, across the Schuylkill at Philadelphia. It had two clear spans of 192 feet each, and one pivot span, or turning bridge, 192 feet long. The construction was similar to that just described, but the truss was only 19 feet deep. The upright posts, or struts, were of wrought iron, so rolled that when two bars were put together they formed an octagonal tube. The top and bottom chords of the turning bridge were of wrought iron rolled beams, so that either might resist extension or compression. The three spans for a single line contained an average of 5 cwt. of wrought iron, and 7½ cwt. of cast iron per lineal foot. The net cost of the bridge, exclusive of masonry, was 8,144*l.* 10s. or 14*l.* 4s. per lineal foot; the wrought iron costing 22*l.* 15s. 6d., and the cast iron 6*l.* 11s. 3d. per ton.

The pivot was of a kind extensively employed for turntables. It consisted of a fixed and of a moveable cast-iron disc, both grooved to receive a number of steel rollers, each turned to the frustra of a double cone. A circular railway was laid around the pivot, but the wheels only bore upon it when the bridge was not truly balanced on the rollers. With a load of 14 tons balanced upon one of these bearings, the whole was revolved by a weight of 3¼lb. hung over a pulley, and connected by a cord to the periphery of the turntable.

The form of truss introduced by Mr. Wendel Bollman was next noticed. In it the load upon each panel was transferred directly to the ends of the truss, through a pair of straight suspension bars, doing duty only to that panel. With the exception of one pair of suspension bars, supporting the centre of the bridge, the bars in each pair were of unequalled length, and their lower ends were attached to the upper extremity of a compensating link, in order to allow for contraction and expansion. This bridge could not alter its form under unequal loading. A bridge upon this plan at Harper's Ferry, on the Baltimore and Ohio, had four parallel trusses for a double line, and a clear span of 124 feet. The span was divided into eight panels, and the depth of the truss was 17 feet 6 inches. The top chords were each formed of a single line of octagonal cast-iron pipes, and the vertical posts were also of cast iron. The strains upon the various parts of the truss, caused by the weight of the bridge and of a load of 1¼ ton per lineal foot, were 2.8 tons per square inch in compression in the top chord, and varied from 4.46 tons per square inch in tension in the longer suspension bars to 7.14 tons in the shorter bars. Mr. Bollman had stated that this bridge was tested with a moving weight of 122 tons of locomotives on one span of single line, or nearly 1 ton per lineal foot, and that the deflection at a speed of 8 miles an hour was 1⅜ inch at the centre.

The iron bridge designed by Mr. Albert Fink had been more extensively adopted than any other on the railways of the United States. In this bridge a pair of diagonal tension bars connected the foot of the principal strut or king-post in each truss, with the ends of the top chord. This pair of diagonal bars supported one-half of the whole weight of the truss and its load. Each half span was sub-divided by a strut, and two diagonal tension bars extended, one to the nearest end of the top chord, and the other to the top of the centre post. Each quarter span was again sub-divided into eighths, and these again, for spans greater than 100 feet, into sixteenths. Under the direction of Mr. B. H. Latrobe, then engineer of the Balti-

more and Ohio, in 1852 Mr. Fink erected an iron bridge of three spans, each of 205 feet, where that line crossed the Monongahela river. The depth of the truss was about one-ninth of the span, and the railway was carried at a little above the level of the bottom of the truss. The weight of the bridge, including the permanent way, was only half a ton per foot of single line, and with an additional load of 1 ton per lineal foot, the tensile strains upon the wrought iron did not exceed 5.15 tons per square inch, and the compression on the cast iron 4.25 tons. The Green River and the Barren River bridges were then alluded to, as being nearly identical in construction to that last described.

The Bollman and the Fink trusses for a single line, and in spans of from 160 feet to 200 feet, cost 14*l.* per lineal foot, or nearly 28*l.* per ton; while timber bridges of the same span only cost from 5*l.* to 7*l.* per foot. Still, iron bridges now met with an amount of favor which appeared certain to ensure their ultimate substitution for timber bridges. A gradual preference was being shown to the plate girder, as the great annual range of temperature, from 20 deg. below zero to a reflected heat of 130 deg. in the summer sun, was not favorable to the use of cast iron in structures of such importance as railway bridges.

Bonds of Municipal Corporations--Illegal Issue.

AUTHORITY CONFERRED BY THE LEGISLATURE OF WISCONSIN UPON THE CITY OF JANESVILLE TO SUBSCRIBE FOR RAILROAD STOCK. ILLEGAL ACTION OF THE COMMON COUNCIL. THE BONDS VOID.

The charter of the city of Janesville, Wis., provided that the Common Council might submit to a vote of the people of that city the question, whether the city should subscribe to the stock of certain railroad companies; and in case of an affirmative vote of the people on that question, empowered the council to make such subscription and issue bonds of the city to the amount that might be subscribed. The constitution of the State of Wisconsin provides that no "general law shall be enforced until published." Previous to the *publication* of this charter the Common Council of Janesville submitted the question of subscribing to certain railroad stock to the people, and the people voted affirmatively thereon. The question now came before the Supreme Court of Wisconsin in the case of Clarke *et al vs.* the city of Janesville, whether the bonds issued under these circumstances were valid. An amended complaint alleged that after issuing the bonds, the city at sundry times ratified, approved and adopted the subscription to the stock of the railroad. The Court now held that after the charter took effect, or was published, the council was not authorized either to make such a subscription and issue bonds thereon, without again submitting the question to the people in accordance with the charter, or to ratify and confirm the subscription previously made and the bonds previously issued.

The following is the opinion in full rendered by the Wisconsin Supreme Court at the decision of the case:

COLE, J.—At a former term when this case was before us, it was decided that the charter of the city of Janesville was a general law, and was not in force until published. As a matter of course, all the proceedings of the Common Council in submitting to the legal voters of the city, according to the provisions of the charter, the question whether said city should take stock in any railroad running to or through it, as well as the election, the subscription to the stock of the company, and the issuing of the bonds for the same, were totally unauthorized and void acts. The action of the city authorities and of the people in that regard, must have the same legal effect as though no charter had ever been passed, and no more. The bonds and coupons were therefore held to have been issued without any authority of law, and consequently to be invalid in the hands of appellants. The case then went back to the Circuit, where the appellants obtained leave and amended their complaint in certain particulars. The material allegation in the amended complaint was, substantially, that after issuing the bonds, the city of Janesville did, at sundry times, between the 4th day of October, 1853, the day the charter was published and went into operation—and the commencement of the action, ratify, affirm, recognize, confirm, approve and adopt the subscription to the stock of the railroad, and did ratify, affirm, recognize, approve and adopt the bonds issued by the city to pay for the stock thus subscribed. It is also alleged that the city ever since the subscription to the stock of the railroad company, has owned and held the stock for which the bonds were given. And the sole question arising upon the demurrer is, whether these allegations in respect to the ratification of the subscription to the stock of the company, and of the bonds and coupons which were issued in payment of the same, are sufficient to establish the liability of the city upon them. We are of the opinion that they do not show that the subscription and bonds have been ratified in such a manner as to render them binding and valid against the city.

The general rule that an unauthorized act of an agent may, by subsequent ratification, become binding upon the principal is not denied. Were the contracts such as the city authorities might make by virtue of either the express or implied powers conferred upon municipal corporations, then it might be said that the case came within the above rule. But the Common Council could not make the subscription to the capital stock of the railroad company, or issue the bonds in payment therefor, by virtue of the general powers conferred upon the municipal corporation. The power to subscribe the stock must be expressly conferred upon the corporation by the legislature. Nor did the Common Council, even under the charter, have the original authority to make the subscription at its pleasure. The charter provides that the Common Council of said city shall have power to submit to the legal voters thereof, the question whether said city shall take stock in any railroad running to or passing through said city, by giving notice in a given way and for a given time. And if a majority of the votes cast on such a question be in favor of taking stock, then the Common Council by resolution, may authorize the Mayor to subscribe for the city the amount of stock so voted to be taken. Thus it will be seen that the Common Council had in the first place the power of submitting to the legal voters of the city the question of taking stock in any railroad. In substance and reality the Common Council submit the proposition to the people. The legal voters of the city affirm or reject the proposition by a general vote. If the vote is in favor of the subscription, the Common Council could then authorize the Mayor to make it. If adverse, the Common Council had not power to authorize the Mayor to make it. So after all, the power of determining whether the subscription should be made, rested with the voters of the city rather than with the Common Council. For although the power of making the subscription was conferred upon the corporation, this power could only be exerted at the will of the electors. The Common Council could not originally issue the bonds and make the subscription. It could not contract the indebtedness except upon a condition never fulfilled. If the city authorities had subscribed the stock without an affirmative vote of a majority of the electors, their action would have been unauthorized, and would not have bound the city. How then can they be said to have ratified and rendered valid these bonds, which they could not have issued upon their own motion? We confess we cannot understand how the Common Council could by subsequent ratification render a contract valid which they could not originally make. And this shows the marked and fundamental distinction which exists between this case and that of Mills *vs.* Gleason. In that case the city authorities would have been authorized by virtue of the general powers of municipal corporations, to contract the indebtedness and issue the bonds had the charter been published. After the charter was published they could render valid by ratification an act which they could do. Here it is otherwise. The Common Council could not, originally do the act, they could not make the subscription and issue the bonds; with what propriety, then, can it be said that they could by subsequent ratification render them valid. The very notion of ratification presupposes that the party ratifying might have originally done the act or made the contract. This would seem to be a very obvious deduction.

But it is said that the object sought by the legislature in requiring the question of taking stock to be submitted to the people, was to ascertain the wishes of the people who were to bear the burden of taxation, and that this object was attained by the submission actually made. This, however, does not reach the difficulty. For if the charter was not in force until published, the acts of submission and the election were mere idle acts, wholly unauthorized and of no importance whatever. The legal votes were to determine at an election held under the charter and in conformity to its requirements, whether the power of subscribing to the stock should be exercised by the city authorities. This was a question precedent to making the subscription. We must therefore hold, that as the Common Council could not in the first instance subscribe the stock and issue the bonds, without being authorized so to do by an affirmative vote of the electors, they cannot by any subsequent act render them binding and obligatory upon the city. The allegations of the complaint seem to bring the case strictly within the principle laid down in Delafield *vs.* the State of Illinois, where it was held than an unauthorized contract entered into by State agents, acting under limited powers conferred by statute, could not be ratified by any acts of the governor or

other officer, but only by the State itself. If the public officers could not originally make the contracts, it was said they could not ratify them. This doctrine so reasonable and just, governs the case under review. We think therefore the demurrer was properly sustained.

Order affirmed.

Agricultural College Land Grants.

The following is a list of States which have accepted the Agricultural College Grant of Congress of July 2, 1862:

States.	Quantity to which they are entitled under the Agricultur'l College Grant.	Date of acceptance of Grant.	Number of pieces of Scrip to be issued.
†Rhode Island	120,000	Jan. 27, 1863	750
†Illinois	*480,000	Mch. 5, 1863	3,000
†Kentucky	330,000	Mch. 6, 1863	2,062
†Vermont	150,000	Mch. 26, 1863	937
†New York	990,000	Apr. 4, 1863	6,187
†Pennsylvania	780,000	Apr. 15, 1863	4,875
†New Jersey	210,000	May 15, 1863	1,312
†Massachusetts	360,000	May 28, 1863	2,250
‡Iowa	240,000	Nov. 7, 1862	1,500
‡Kansas	90,000	Feb. 4, 1863	562
‡Minnesota	120,000	Feb. 6, 1863	750
‡Wisconsin	240,000	Apr. 9, 1863	1,500
‡Michigan	240,000	May 11, 1863	1,500

* Should part of this be selected of the very small residue of public lands within the bounds of the State, such part will, to the extent of its area, lessen the number of pieces of scrip to be issued.

† States to which scrip is to be issued in parcels of one quarter section.

‡ Special certificates issued June 18, 1863, to these States to enable them to select the quantities to which they are entitled out of public lands within their own limits.

NOTE.—Each piece of scrip for one quarter section is made out of the State. The certificate has a transfer or assignment upon the back, to be filled out to the individual taking the same who then locates in the customary manner.

Lehigh and Delaware Water Gap Railroad.

In the Select Branch of the Philadelphia City Councils on the 26th ult., Mr. Wetherill offered a communication from the Lehigh and Delaware Water Gap Railroad Company, submitting a proposition looking to the extension of the North Pennsylvania Railroad to Easton. The following is the report:—

To the Honorable the Select and Common Councils of the City of Philadelphia.

The memorial of the Lehigh and Delaware Water Gap Railroad Company, by their President, A. H. Reeder, respectfully represents:—That the city of Philadelphia is the owner of twenty-eight thousand shares of the capital stock of the North Pennsylvania Railroad Company, of the par value of one million four hundred thousand dollars, and although the said road has been in operation many years, no dividend has yet been earned or declared upon the capital stock, and the city is an annual loser of interest on their stock (at 6 per cent.) of eighty-four thousand dollars. That your honorable bodies, as guardians of the interests of the city, would gladly embrace any means of making this vast and stagnant investment a productive one, and of rescuing it from its present most unpromising condition may, we presume, be taken for granted.

One of the principal objects of said road, at the time of its inception, was to secure, as well for its own profit as for the benefit of your city, the trade and travel from Easton and its vicinity, which the city had enjoyed for a long series of years, and which was known to be large and profitable. The then recent construction of a railroad from Easton to the city of New York had made the loss of that trade to Philadelphia highly probable, and the failure to carry out the original plan of constructing the North Pennsylvania Railroad to Easton has reduced that probability to a certainty.

The large and valuable trade from that locality has been almost entirely diverted to New York. The small portion which is not thus lost passes to Philadelphia by a circuitous route through the State of New Jersey, while from one-third to one-half of the diminished Philadelphia travel also passes over the same route.

It cannot well be denied that were the North Pennsylvania Railroad completed to Easton, the present trade and travel would not only be largely increased, but the whole of each would be carried over that road, which at the time carries no Easton freight at all, and only from one-half to two-thirds of the diminished travel.

Disclaiming all intention to comment or criticise upon the fact, we simply state that this is the necessary and inevitable result of the absence of any harmonious arrangement between the North Pennsylvania Railroad and the Lehigh Valley Railroad Companies for trains between Easton and Philadelphia.

As respects freight trains there is no pretence of co-operation or connection. As respects the two daily passenger trains each way, one involves a delay of two hours, another of three hours and a half, and the other two start at unseasonable and inconvenient hours for the Easton travel. Under these circumstances it is matter of wonder that the North Pennsylvania Railroad Company should earn from this source even the small amount which they do, although it amounts to the mere pittance of $252 per mile.

This state of things, so ruinous to the best interests of the North Pennsylvania Railroad Company, and so deleterious to the business interests of the city of Philadelphia, is irksome to the citizens and business men of Easton and the vicinity, who feel that in sustaining your great commercial metropolis they are gratifying their own State pride and advancing the interests of Pennsylvania. The Lehigh and Delaware Water Gap Railroad Company intend to construct their road from Easton, on the north bank of the Lehigh, and crossing at Freemansburg, to connect with the long disused branch of the North Pennsylvania Railroad at Shimersville, and thus to make a continuous route to Philadelphia of only sixty-two miles, to be run under the most perfect and harmonious understanding with the North Pennsylvania Railroad Company, with an eye single to the best possible arrangements for an Easton and Philadelphia route. The latter road, sensible of the vast advantages to them of so desirable a result, have by a unanimous vote of their Board agreed to place in good running order their Shimersville branch, and lease it to us at a nominal rent for twenty-two years, accompanied by mutual stipulations for *pro rata* fares and freights, and looking to the running of our road by themselves for a compensation of one-half the gross receipts.

As the North Pennsylvania Railroad Company has, after years of struggling, become able now to pay the interest on their debt, and any increase of their receipts would at once become a fund for dividends, we propose to submit for your consideration a statement of the financial result of the construction of our road, and its important bearing upon the value and productiveness of your 28,000 shares of stock.

The North Pennsylvania Railroad carries at this time not less than 12,000 through passengers to and from Easton, in connection with the Lehigh Valley Railroad, and are compelled by circumstances to carry them at $1.15, a small fraction over 2 cents per mile, the Lehigh Valley Railroad receiving 35 cents (or 3 cents per mile.) Under the contemplated arrangement with us, the North Pennsylvania Railroad Company will receive $1.25 as their *pro rata* share, making a gain of $1,200 per annum on their present travel, even should the present low rate of fare be continued. But the present fare, though sufficient for the present unsatisfactory arrangements, need not be continued, when proper trains are run in two hours and a half, without change of cars; and the public will pay, and ought to pay, the usual fare of 3 cents per mile, giving to the North Pennsylvania Railroad Company $1.50, instead of $1.15, and yielding them an annual increase of $4,200 in fares alone, without the carrying of one additional passenger.

But the Belvidere Delaware Railroad Company, at this time, by reason of their better arrangement of trains and connections, are carrying, in spite of their length of road (82 miles) and other inconveniences, not less than 5,000 through passengers between Easton and Philadelphia, all of whom, with twenty miles less of distance, we may reasonably expect will be carried on our road. Estimating these at three cents per mile, or $1.50 each, they will yield to the North Pennsylvania Railroad Company, an annual increase of $9,000.

Reasoning from the well-known increase of travel by increase of facilities, and looking to the passengers by the Delaware and Lackawanna road and the road from Belvidere, who now pass Easton upon the Belvidere road for want of connections and facilities upon our side of the Delaware, we might largely increase this amount, but we pass by these contingencies, because not susceptible of accurate calculation.

The contemplated running of our road by the North Pennsylvania Railroad Company, for one-half the gross receipts, will also be another source of profit. Estimating our entire gross receipts as low as $4,000 a mile, they would receive for the eleven and a half miles $23,000.

Thus we have shown, by reasoning which we do not believe can be refuted, and by statements in a high degree plain and obvious, an annual financial gain to the North Pennsylvania Railroad Company of $36,200, subject only to a deduction for the small expense of running our road, without, as we suppose, any material addition to their equipment.

But it will be observed that we have not as yet made any account of the increased trade which we shall throw upon the North Pennsylvania Railroad, excepting as passengers. As it is arranged that we shall in all cases pro-rate our receipts with the North Pennsylvania Railroad Company, whatever we shall make per mile, will also be received by them. Estimating that we shall earn per mile $4,000, deducting from this $500 for passenger fares, already taken into account, and $500 for way trade, which shall not pass to the North Pennsylvania Railroad, we shall receive from general trade $3,000 per mile, and as the North Pennsylvania Railroad Company, carrying the same trade, would necessarily receive the same amount, this would yield to the latter upon their fifty miles $150,000 per annum, which, added to the former amounts, would make $182,200, or enough to pay a six per cent. dividend upon their entire stock.

The fact that our charter authorizes us to pass up the Delaware to connect, at only twenty miles from Easton, with the Delaware and Lackawanna road, and thus open up a route to a new and extensive coal and iron region, is exceedingly suggestive, but we do not discuss it, because we propose now to deal with nothing remote or contingent.

With great confidence in the truth of our figures and the soundness of our conclusions we think we have demonstrated that the completion of our road from Easton to the North Pennsylvania Railroad will insure to the city of Philadelphia, in common with other stockholders, a respectable dividend upon their stock, and we respectfully ask your assistance in the construction of this feeder to a road so largely owned by those whom you represent. The mode of doing this we would not even appear to dictate, but would suggest for your consideration that inasmuch as it is the fixed purpose to construct the road for cash, and that to promote that object it is necessary to realize at par our first mortgage bonds of $200,000, the security of the loan should be of such a first class character as to induce capital to invest in it; and that this result can be secured by means of apply-

ing a portion of the city stock in the North Pennsylvania Railroad Company in such mode, and with such adequate security and guarantees against loss to the city, as while no risk would be incurred, the entire stock held by the city would be made productive.

The undersigned proposes to offer, on behalf of the company, security to be approved by Councils:—

First. That the proceeds of the mortgage bonds of the company shall be faithfully applied to the construction of the road.

Second. That the road shall be finished, and in running order within one year.

Third. That interest on the bonds shall be guaranteed by individuals until after the road shall be finished, and running and productive.

Fourth. That the first proceeds of the road shall be applied to the interest on the bonds in preference to the salaries of officers.

These guaranties, with such or any other reasonable guards against the possibility of loss by the city are respectfully proposed as sufficient to exclude all doubt that the city can incur any risk, while securing the great objects of making the city stock actually productive and of attracting to the city the trade and travel of the Lehigh Valley.

The arrangement is one which the Supreme Court, in a similar case, have sanctioned as a prudential and justifiable engagement to save a decaying investment, and the result we are convinced would be a beneficial one to your constituents, as stockholders in the present road and as citizens interested in the trade of Philadelphia.

(Signed) A. H. REEDER, President.

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending July 11, 1863, were:

Passengers	$29,461 96
Freight and live stock	42,755 16
Mails and sundries	2,800 00
Total	$75,017 12
Corresponding week, 1862	67,538 43
Increase	$7,478 69

The earnings of the Terre Haute and Alton R. R. for the 3d week of July, were | $27,386 74
Same week, 1862 | 14,169 76
Increase | $13,216 98

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in July have been | $16,242 48
Same week, 1862 | 22,030 60
Decrease | $5,788 12
Total for the first 3 weeks in July, 1863 | $52,415 74
" " " " 1862 | 73,837 62
Decrease | $21,471 88

The earnings of the Chicago and Alton Railroad for the 3d week of July, 1863, were:

Passengers	$14,134 31
Freight	27,914 82
Sundries	1,135 34
Total	$43,184 47
Same week last year	24,686 26
Increase	$18,498 21

The earnings of the Michigan Central Railroad for the 3d week of July, 1863, were | $40,893 00
Same period, 1862 | 35,023 72
Increase | $5,869 28

The earnings of the Chicago and Northwestern Railway for the 3d week in July, 1863, were | $24,926 70
Do., 1862 | 20,930 81
Increase | $3,995 89

The traffic of the Great Western Railroad for the week ending July 17, 1863, was as follows:

Passengers	$21,579 82
Freight and live stock	18,271 66
Mails and sundries	1,701 71
Total	$41,553 19
Corresponding week of 1862	£40,324 81
Increase	$1,228 38

The earnings of the Galena and Chicago Union Railroad for the 3d week of July, 1863, were:

Freight	$19,898 15
Passengers	8,190 97
Mails	1,300 00
Total	$29,389 12
Same week, 1862	36,980 46
Decrease	$7,591 34

Railroad Earnings--Monthly.

The business of the Philadelphia and Reading Railroad Company for the month of June, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal.	$351,619 12	$174,221 78
Do. merchandise.	56,619 93	39,216 96
Do. travel, etc. ..	56,570 28	40,846 13
	$464,809 33	$254,284 87
Transport'tion, roadway, dumpage, renewal fund, and all charges	322,051 72	153,559 48
Net profit for the m'th	$142,757 61	$100,725 39
Do. previous 6 mos..	1,217,993 23	725,846 75
Total net profit for 7 months.	$1,360,750 84	$826,572 14

The earnings of the Michigan Central Railroad for June, 1863, were | $206,221 37
1862 | 174,001 69
Increase | $32,219 68

The earnings and expenses of the Rome, Watertown and Ogdensburg Railroad for June, 1862 and 1863, are as follows:

EARNINGS.	1862.	1863.
From Passengers	$12,437 93	$24,603 26
" Freight	17,218 06	22,365 92
" Mails and rents	3,316 07	1,912 80
Total	$33,002 06	$48,911 98
EXPENSES.		
Maintaining road	$4,841 36	$10,984 61
Repairs to machinery	4,885 40	3,828 08
Operating road	9,025 77	11,158 04
Overcharges refunded	.....	17 75
Total	$18,752 53	$25,988 48
Net	$14,249 53	23,523 50

Increase of net earnings over June 1862, 51½ per cent.; the gross passenger earnings are almost double those of June, 1862.

Madison and Portage Railroad.

The Madison and Portage road is basking in another ray of sunshine, and again the prospects of an early completion of the road are excellent. From Mr. Craig, one of the directors, we learn that the much talked of lease of the road between this place and Madison to the Chicago and Galena Company, has been consummated. The latter company is to guarantee bonds to the amount of $350,000. This will furnish the iron and equip the road. The citizens along the line will be required to finish the grading. Some $15,000 will be required for this purpose, and the amount must be raised. The Board has elected Samuel Marshall, Esq., of Madison, President.—*Portage City Register.*

Railroad to Northville.

The people of Plymouth and Northville, two rich and flourishing villages in the Northwestern part of this county, are agitating the subject of connecting themselves with this city by a railroad. It is designed to be a branch of the Michigan Central, and will leave that road at Wayne and pass in a northward direction through Plymouth to Northville, a distance of twelve miles. Meetings are being held and people are becoming stirred up to the importance of the enterprise. The route has been surveyed by Col. Berrien, Chief Engineer of the Michigan Central Railroad, and it is found that for eight miles of the way there would be no grading, while the remaining four miles are somewhat hilly. The road will probably cost $130,000. The Michigan Central Company are not willing to undertake any part of the expense of building it, but will agree to run it after it is built. It would seem that so wealthy a district as this road will open could easily afford the expense of building it. The people of those towns are enterprising, and when once they make up their minds that the road is needed, they will see it through.—*Detroit Free Press.*

Syracuse and Geddes Railroad.

AN ACT authorizing the construction of a Railroad from Geddes to Syracuse, in the county of Onondaga. Passed May 4, 1863.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall be lawful for Alfred H. Hovey, Edward B. Wicks, William D. Stewart, Harvey Stewart, John W. Barker, Daniel P. Wood, Archibald C. Powell, Daniel Bookstayer, and Gershon P. Kenyon and those who may be now or hereafter associated with them, to lay a railroad track, with the necessary turnouts in and through certain streets in the city of Syracuse and the town of Geddes, commencing in the village of Geddes at the intersection of Furnace street with Bridge street; thence southerly on Furnace street to Hemlock and Syracuse street to Fayette street in the city of Syracuse; thence on Fayette street to Salina street.

SEC. 2 The track of said road shall be laid of such rails as shall least obstruct the free passage of vehicles and carriages over the same, and the same shall be laid flush with the surface of the street and shall conform to the grade as it now is, or as it shall be from time to time established or altered; and the said grantees shall keep the surface of the street inside the rails and for one foot outside thereof, in good and proper order and repair.

SEC. 3. The cars to be used on said railroad shall be drawn by horses or dummy engines, and shall be run as often as the public interest shall require.

SEC. 4. Said road shall be completed within three years from the passage of this act, and the powers and privileges hereby granted are limited to the period of fifty years.

SEC. 5. No greater amount than six cents each shall be charged passengers for riding any distance over said road.

SEC. 6. It shall be lawful for said grantees and their associates to organize under an act of the Legislature entitled "An act to authorize the formation of railroad companies and to regulate the same," passed April second, eighteen hundred and fifty, and in the event of such organization all of the provisions of said last mentioned act, except the number of persons designated in the first section thereof, and except the number of directors which may be five instead of thirteen, shall apply to said grantees and their associates; also except the provisions of section twenty-seven, thirty-one, thirty-two, thirty-eight, thirty-nine, forty, forty-one and forty-four of said act.

SEC. 7. The said grantees and their associates shall not be authorized to lay the said track without first obtaining the consent of the Common Council of the city of Syracuse, and also the consent of the Trustees of the village of Geddes.

SEC. 8. This act shall take effect immediately.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds — Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	106
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	6	1868	102
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1865	105
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1874	97
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,500	5	1874	100
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	60,417,000	5	1871	98½
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	139,998,000	6	1881	96½
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	6	1881	106
Treasury Notes—		7.3	1864	106½
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	7.3	1864	106½
Under Acts 2 Mar. '61, & 17 Mar. '62 } convert into 20	14,913,315	6	1882	101½
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 } y'r b'ds due '81		6	1882	101½
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	6	1882	101½
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	6	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	101½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	117
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112
Georgia—Coupon Bonds	525,000	7	'62-'74	112
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,800	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	109⅔
" —War Fund Bonds of 1861	2,000,000	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	65
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	105
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,398,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	65
Maine—Coupon Bonds	669,000	6	'63-'77	112½
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	115
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	134
" — " " of 1861 "	247,000	6	'68-'72	123
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	130
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	----------		
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	71
" — " "	100,000	6	1862	70½
" — " " (loans to Railroads)	25,800,000	6	'72-'86	87
" —War Loan 1861	725,000	----------		
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,330	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	103
" — " State Loan	$6,756,634	6	65-'66	112
" — " Railroad Loan	339,000	6	'72-'75	121½
" — " Canal Debt—(old)	9,739,025	6	1874	115
" — " " —(new)	13,200,000	5½	1865	----
" — " " —(misc.)	642,585	5	'66-'74	110
" — " " —(floating)	2,500,000	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108⅝
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	69
Ohio—Inscribed Certificates	4,095,309	6	1881	100
" — " "	1,015,000	5	1866	102
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	109⅝
" — " "	2,400,000	6	1886	108
" — " "	660,835	6	1868	----
" — " "	1,668,905	6	1860	105
—War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862)	37,687,760	5	'61-'82	106½
" —Inscribed Certificates		5	'61-'82	101
" — " "	400,630	6	1879	110
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	66
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	108½
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	61½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	109
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108½
" — " " (Bank Stock)	553,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	109
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	115
" —Coupon Bonds (Water)	6,228,787	5	Var.	115
Chicago—Conpon Bonds (Municipal)	860,000	6	18--	100
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1884	111½
" — " " (Water Works)	1,133,000	7	18--	103
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	----
" — " " " " "	2,140,000	5	1887	110
" —Public Education Stock	150,000	5	1873	118
" —Floating Debt Fund Stock	2,320,000	5	1878	109
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	109
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	100
" — " " (Municipal)	1,136,200	6	'61-'80	95
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	89½
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	97½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	102½
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	100
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	108
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	59
" " 2d " " "	3,980,670	6	1882	100½
" " Improvement " "	686,500	6	1876	80
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	6	1864	67
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	----
" " Preferred Interest Bonds	227,569	6	1864	57
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	38
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	24
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	106
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,000,000	---	------	----
Chicago and Alton, Preferred	2,464,336	7	------	22
Elmira & Williamsport, Preferred	500,000	---	------	98
Erie Preferred	8,535,700	---	------	52
Housatonic Preferred	1,180,000	8	------	105½
Marietta & Cincinnati, 1st preferred	4,198,462	---	------	74
" " 2d "	3,123,914	---	------	50
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	26
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	115½
" " " 2d "	1,014,000	7	------	106
New York & Harlem, Preferred	1,500,000	---	------	86
Philadelphia & Reading, Preferred	1,551,800	---	------	120
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	----
Toledo & Wabash, Preferred	926,200	---	------	86
		---	------	88

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,482	79,409	78,783	657,050
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	85,324	84,222	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,007	2,075,509
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,507,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,754	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,927	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,509	145,839	92,875	75,467	1,181,002
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,819	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	124,522	1,398,375
1863	139,686	126,521	119,836	122,255	144,397	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,560	49,571	80,519	108,737	74,831	53,564	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,286	55,109	855,658
1862	46,605	49,103	59,249	54,178	84,552	104,815	93,022	62,263	101,060	125,695	107,735	91,263	979,840
1863	68,143	81,750	90,077	100,904	107,866	124,283	------	------	------	------	------	------	------
Cleveland ,Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,980
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	80,879	71,402	1,075,422
1861	73,013	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,589	79,673	76,304	82,220	780,230
1860	78,170	67,210	86,260	76,032	66,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,220	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	426,899	392,293	5,044,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	586,608	414,564	4,651,049
1860	364,000	345,000	433,311	457,161	395,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,295,424
1861	404,507	391,932	458,560	547,174	506,610	490,063	372,705	419,010	515,948	719,254	734,108	744,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	985,859	8,400,334
1863	835,453	829,734	946,041	988,456	858,867	760,868	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,541
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,825	146,389	150,259	200,276	221,326	172,700	122,300	1,720,906
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,550	143,032	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	208,701	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,345	167,560	139,751	150,808	122,683	114,804	135,299	146,424	175,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	262,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,592	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,820	245,302	250,742	192,332	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,871	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,324	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,736	372,593	359,483	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	307,729	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,864	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	163,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	99,463	134,726	177,879	130,184	67,990	1,156,407
1862	83,906	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,885	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,200	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	232,851	273,722	203,492	134,972	2,068,866
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	181,000	226,819	276,109	325,018	304,084	279,539	2,647,918
1863	248,784	230,508	254,208	267,093	283,981	237,982	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	152,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	120,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,277	144,982	236,848	307,233	242,089	200,134	2,124,314
1862	230,159	159,058	151,902	175,096	186,039	174,001	172,189	216,624	295,956	322,369	307,476	258,693	2,650,761
1863	242,073	245,857	256,432	238,495	295,453	206,221	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	745,599	709,071	637,792	520,396	6,303,702
1860	387,128	402,520	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	623,047	7,154,622
1861	489,065	420,796	627,051	589,688	677,073	558,743	523,138	562,076	686,175	927,036	952,960	872,985	7,996,786
1862	749,163	631,956	710,814	770,223	726,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	80,356	97,858	91,111	80,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,086	90,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	282,646	288,610	245,977	2,735,385
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	308,956	321,208	249,021	3,315,500
1861	161,106	160,538	191,206	252,154	263,917	270,051	289,987	265,358	254,456	276,209	291,765	278,219	2,905,899
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,092	203,853	245,938	288,844	231,253	191,128	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,799	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,780	307,525	401,299	364,351	370,983	3,745,310
1863	337,350	366,598	461,322	464,257	418,739	383,314	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,650	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,286	926,795
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,868	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	832,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	538,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	101
" " " 1850	700,000	6	Jan. & July.	"	1880	100
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	100½
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	109
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ⅓ in '59, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	104
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	
" " $800,000	790,600	6	"	"	1870	104
" " $875,000	675,000	6	"	"	1875	104
" " $1,700,000	1,700,000	6	"	"	1883	104
" " $2,500,000	867,000	6	"	"	1889	104
Consolidat. Mort. Loan $5,00,000			"	"		108
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1866	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	100½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	42½
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	104½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	115
" " " inconvertible	2,690,000	8	" "	" "	1883	115
Plain Bonds, dated Sept. 29, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	220,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	294,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	106
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		105
1st Mortgage (general)	3,600,000	7	" "	" "		90
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	100
2d Mortgage	2,000,000	6	" "	" "		64
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		99½
Green Bay Extension Bonds	300,000	7	" "	" "		95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	800,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	83
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	105½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	280,000	7	March & Sept.	New York.	1882	50
2d Mortgage	260,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	110
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	108½
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	111
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	104
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	78
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	117
Convertible	1,002,000	7	" "	" "	1867	106
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	115
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	115
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston,	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				----
1st Mortgage	260,000	7				----
2d Mortgage (convertible)	1,000,000	7				----
3d Mortgage	600,000	7				----
Guaranteed by Covington	200,000	6				----
Cincinnati (exchanged)	100,000	6				----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				----
City of Keokuk, (special tax)	150,000	10†				----
Lee County, 20 years	150,000	8				----
Keokuk, Mt. Pleas't and M[illegible] :						
Lee County	150,000	8				----
City of Keokuk	200,000	8				----
Henry and Louisa Company's	50,000	8				----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	112
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	41
2d Land Grant (Western Div.)	353,600	†	" "	"	----	41
3d Mortgage (whole road)	1,700,000	†			----	----
Farm Mortgage	1,087,700	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	105
Long Island :						
2d Mortgage	500,000	*6	Jan. & July.	New York.	1870	102
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort :						
Louisville Loan	107,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State (Tenn.)	372,000	6				----
Mortgage	24,000	7				----
Mortgage	10,000	6				----
Marietta and Cincinnati :						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	90
Memphis and Charleston :						
State Tenn.) Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6				----
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Sug (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	116
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	106
2d General Mortgage	2,656,500	7	" "	" "	1877	102
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				----
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.		----
2d Mortgage	200,000	8	" "	" "		----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	609,000	8				----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	102
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1882	----
Mississippi Central :						
1st Mortgage	1,007,363	7				----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York		----
2d Mortgage (S. F.)	400,000	8		" "		----
Oskaloosa Division	500,000	7		" "		----
1st Land Grant	2,000,000	7		" "		58
2d Land Grant	700,000	---		" "		----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				----
Tennessee State Loan	674,860	6				----
Alabama State Loan	389,410	6				----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				----
Montgomery and West Point :						
Alabama State Loan	122,622	---				----
Mortgage (due 1860, '62 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee :						
1st Mortgage	249,000	7				----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				----
Chat. and Clev. Subsc. (endors.)	231,000	---				----
*New Albany and Salem :						
Crawfordsville	175,000	7				----
1st Mortgage	500,000	10				----
1st Mortgage	2,235,000	6				----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5			[illegible]	----
1st Mortgage Coupon	2,365,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous, and Gt. West.						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	106
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	104½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	126
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1885	104½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	109½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	107
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	105
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	110
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	103½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	105
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	8	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	101
2d Mortgage	3,077,000	7†	" "	" "	1861	23½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	360,000	10	" "	"	1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	------	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	111
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	800,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	250,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	112
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	107½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	800,000	7	Jan. & July.	" "	1912	100
" " (series H)	800,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	800,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	800,000	7	April & Oct.	" "	1912	"
" " (series L)	800,000	7	May & Nov.	" "	1912	"
" " (series M)	800,000	7	June & Dec.	" "	1912	"
2d "	2,000,000	7	April.	" "	1912	83
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	71
2d Mortgage	937,500	7	" "	"	1863	18
3d Mortgage	440,000	7	" "	"	1863	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----------	----------	1856	----
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,088	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	108
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	102
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	95
" " " (series D)	1,400,000	7	May & Nov	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	88
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	104
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	95
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	95
Interest Bonds	245,700	7	----------	----------	------	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	17
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£399,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	106
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	160,000	6	----------	----------	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,091	—	335,010	109,500	21,632	518,965	30 3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,000	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,858,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	280,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	—	—	—	Memphis and Little Rock	553,577	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,057,500	211,574	4,443,584	122.4	229,088	301,402	1126,918	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11½	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	.....	127,390	125,072	—	....
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,157	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,784,362	117.4	518,810	1,036,437	454,096	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,175	355,664	158,927	—	88
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,285	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '62	100.0	3.9	10.0	153.5	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,058,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,960	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,475,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,915	3,822,913	228.8	.....	.....	388,855	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,559	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	84
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	1,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,067,025	1,851,227	679,772	—	116
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,085	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	243.0	.....	849,719	414,828	—	37
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,384	1,529,141	513,100	6	105½
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	580,000	.....	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	101
31 May, '61	175.0	—	....	—	....	....	....	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '62	454.8	252.5	....	112	94	2,335		*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,446,827	1,870,723	4	115
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — —	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	....	....	....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	oper. by Chic. & R. Is.		120,000	.....	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by Bur. & Quincy.			—	....
.. .. ..	1.0	—	....	—	....	....	....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper. by Chic. & R. Is.				—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,603	568,020	—	60½
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	85
31 Dec. '62	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,228	108.0	312,859	527,863	268,156	—	....
.. .. '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	....	....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	....
.. .. '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,278	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,665	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,190	—	3,733,757	.....	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '62	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	....
				*				KENTUCKY.													25½
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	684,444	71,000	—	.....	13.0	oper. by Cov. & Lex.			—	....
30 Jun. '61	29.0	—	....	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	....	....	—				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by Cov. & Lex.			—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,284,420	606,260	—	3,242,318	566,000	339,287	5,855,620	80.0	150,204	481,922	228,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,940,762	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
1 Aug '60	58.7	—	....	158.5	....	....	....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,013	249,969	109,434	1,710,819	58.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.& K.	70,566	—	.....
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,476	245,348	115,732	6	112
31 May,'59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,765	*	—	169,200	556,600	—	—	37.0	.....	55,403	23,404	—	.....
31 May,'61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,306,788	6	87½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	10.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	41
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	45.6	—	21	37	602	Boston and Lowell	2,245,148	185,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,989	136,191	6¾	105
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	124½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	136
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	130¾
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	109
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,883,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	101¼
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	111
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	224,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	99¼
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,886	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	138,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	295,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,631	6	134
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	oper. by B.	and Lell	17,500	—	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	13
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,000	4,100	—	448,700	—	—	448,700	oper. by Ho	usaton.	31,409	7	—	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	100¼
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	925,810	979,308	42,352	1,945,470	oper. by T.	and B.	.....	.....	—	40
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	35½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb.& W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	144½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,356	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	77
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May,'63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,673,200	8	116½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,080,637	2,813,831	1,461,276	—	89½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,235	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	.....	.....	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	258,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	*	—	246,018	150,000	109,982	506,000	ope	r.by Con	n. River	1,690	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	43¼
30 Nov. '62	53.5	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	44
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	—	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	61
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r.by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r.by Eas	tern Mass.	—	4	104½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	66,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r.by C'd	162,426	74,885	7	114
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	67
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,021	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,238	*	3,971,080	5,009,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	165
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	17
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	177
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	276,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	63,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	—	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6¼	111
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	$2,963	90,122	46,328	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075						----
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.			—	----
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper.	by Tioga.		44,100	—	----
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,516	—	200,000	27,500	324	256,036	5.4	454,075	62,327	16,231	3	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	42,967	807,217	14.5	803,720	127,845	10,867	—	----
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,651,246	491,629	118,300	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,625	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,769	—	----
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	155,547	3,682,262	176.0	609,076	823,425	275,486	—	90
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,338	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	457,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,467	.....	—	----
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,566	12	----
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	.....	30,000	6	----
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,292	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,582,369	7,863,973	2,993,542	—	102½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,365,931	—	3,758,466	9,365,750	298,424	13,420,640	148.0	1,152,345	2,657,529	1,269,954	—	150
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,102	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2	38½
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,583	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6	128
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,961	69,136	11,781,297	163.0	607,373	1,154,003	456,698	—	125
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.		60,000	6	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,800	—	6,066,500	121.8	341,704	492,433	176,755	—	----
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,845	6½	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	94
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren. & Sar.			—	----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	----
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	358,033	88,285	10	----
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,166	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	105,570	2,944,457	88.6	229,424	280,871	172,757	—	----
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	792,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comp'n.	—	----
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	31.9	61,344	71,899	6,887	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	----	----	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	39,572	—	----
-- -- '58	223.0	—	----	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	----
-- -- '59	97.0	—	----	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	—	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,144,954	171.0	323,009	477,564	235,301	8	----
15 Mar. '60	81.0	3.0	----	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
-- -- '58	—	—	—	----	----	----	----	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	----
31 Dec. '62	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,843	1,169,000	2,125	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	17
31 Mar. '62	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,195	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	----	69.1	----	----	----	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	----
31 Dec. '62	135.4	55.8	----	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,637	20	150½
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	128,557	2,917,322	67.0	248,387	375,209	228,651	—	80
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	.....	.....	96.7	484,297	1,551,628	976,923	33½	185
30 Nov. '62	101	102.5	----	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	97½
31 May '63	109.2	79.4	----	—	32	40	498	Cleveland and Toledo	6,700,495	550,727	55,025	3,526,800	3,607,595	—	7,810,858	188.6	663,371	1,361,537	747,562	4	116½
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,675	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,202	oper.	r. w. Lit.	Miami.	229,883	8	150
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,951	—	----
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,545	.....	36.6	.....	62,025	3,565	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,858	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	----
-- -- '59	36.0	—	----	84.0	----	----	----	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	----
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	----
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,188	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,849	8	135
1 Feb. '63	182.0	21.6	----	—	37	25	577	Marietta & Cincinnati, re-org.	9,004,648	*	—	9,172,376	289,410	84,133	9,874,894	226.6	31 mos.	1,179,202	328,974	—	----
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,345,042	20,549,420	192.3	.....	829,952	119,032	—	1½
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	----
30 Jun. '62	153.9	52.0	----	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,589,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	----
31 Dec. '62	116.0	9.0	----	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82,988	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper.	by C., C. & C.	.....	.....	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	----
31 Dec. '62	242.4	—	----	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,336,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	85
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	----	—	----	----	----	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	----
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	70½
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	276,880	.....	—	7½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56,545	1,384,456	74.5	.....	255,560	73,235	8	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,506,362	753,465	6	116
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,395	98,654	—	----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,697	*	—	1,000,000	1,000,000	42,155	2,083,697	78.0	227,088	347,822	135,499	—	37
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,550	33,826	10	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,500	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	64
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	28,476	29,799	5,079	—	----
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	670,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	22½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	956	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	80
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	47
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252,265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	8½	62
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 334	397,186	218,960	—	17½
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,527,400	—	28,324,213	441.4	.....	10,304,291	4,872,218	8	64
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,921,520	236,289	—	1,243,500	438,900	—	1,852,696	24.0	229,938	262,383	129,742	6	60
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157,739	12,129,857	190.0	213,574	413,472	180,909	—	24½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,184	355.0	2,088,166	3,911,830	2,095,775	—	55
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	218,000	575,000	175,000	930,000	31.0	58,218	87,416	29,561	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	----
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,979 924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	72½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1.763,122	1,500,000	110,417	3,501,853	72.0	194.000	129,918	50,379	—	----
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	78½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,289,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,928	159,534	99,060	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,451	953,208	8,000	1,644,659	26.4	105,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	302,600	311,370	140,707	6	85
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	4 7,917	8,500	—	----------	13.6	23,954	25,594	6,739	—	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	28	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	145.2	21.3	----	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	—	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	875,069	129,364	3,809,949	2,659,000	200,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	58,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45 8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	58 0	—	----	184.0	—	—	—	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275 000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '66	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110 0	—	—	—	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	760	—	—	—	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,608	----------	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,279,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	38	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713,418	191,466	—	----
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----------	4	152
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	9½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	28,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	—	10	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,643	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,967	—	----
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,075	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	----------	1,108,354	436,039	—	69
— — '57	50.0	—	----	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
31 Dec. '62	1,098	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	2,196,810	533,990	—	----
31 July, '62	229.0	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	26,104,725	357.0	----------	1,221,145	585,885	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,653,706	—	—	4,653,706	108 0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '62	43.7	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	43.7	----------	1,743,294	1,013,444	12	190

New York Stock Exchange.

Actual Sale Prices for the week ending July 29.

	Th 23.	F.24.	Sat.25.	M.27.	Tu.28	W.29.
American Coal Co.	74⅛	73½	----	----	----	75
Buffalo & State Line	----	----	----	----	----	----
Buff., N.Y. & Erie 1 M	109	----	109	----	----	----
California 7s	----	----	----	----	117	----
Canton Co.	28⅝	29	30	33½	33½	32½
Central Amer. Transit	32	31	32	----	----	38½
Chicago & Alton	78	81	81½	81	83	84
" " pref.	94½	95	95½	95	96½	98
" " 1 M.	----	----	----	----	----	----
" " Inc.b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	115	114½	115	116	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	36½	37	37	38	38	37½
" " 1st M.	89⅝	90	----	91	90	----
" " 2d M.	69	69½	69½	69	----	64
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	100	----	----	----
" "Ap.Ext'n.	----	----	----	----	----	----
" " G.B.Ext.	----	----	----	----	----	----
Chicago & Rock Isl.	104½	104½	103½	104½	105	105½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	94⅞	94½	95	96	96½	97½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	83	----	----	----	83
Clev. and Toledo	117	116	114½	116⅞	117	116⅝
" " S. F. 7 p.c.	106⅝	----	----	----	----	----
Cumberland Coal, pref.	24½	24	30	29½	29½	31
Del. & Hudson Canal	143½	143	145	145½	145½	----
Del., Lack. & West.	----	----	----	----	----	116
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	99	100	101	99½	100½	102⅝
" pref.	104	104	104½	102½	103½	105½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	109	----	109½	----	----	----
" 4 M. 7 p.c. '80	----	----	----	106½	106½	107½
" 5 M. 7 p.c. '88	----	----	104½	----	----	----
Galena and Chicago	98⅜	99½	99½	100	100⅜	101
" 1M.7p.c.'63	----	----	----	----	----	----
" 2M.7p.c.'75	----	----	----	----	----	----
" 1M. Ex.'82	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	106
Illinois War Loan	----	----	----	----	----	----
Illinois Centr. (scrip)	110	111	112½	116	115½	115
" bonds	115	116	----	114½	----	115
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
La Crosse & Mil. L.G.	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Michigan Central	111	112½	113½	116	116½	116½
" S F.8p.c.'82	----	----	----	120	----	----
" conv.8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	87	86⅜	85½	86⅜	88⅜	89⅞
" " guar'd.	114½	113	113½	114½	115½	115½
" " 1M.S.F.	105½	106	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	61	64	64½	69½	68	69
" " 1st pref.	----	----	----	106	106	----
" " 2d pref.	78½	80	83	85	----	86
" " 1st M.	102	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	85
Missouri 6s	70⅜	70½	70⅜	70½	70½	70⅜
" iss. to H. & St. J. R.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	122½	125	124½	124⅞	125	128
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	126	----	----
" " 6s, S.F. '83	106	----	----	106	----	106
N. York & Harlem	111	111½	112½	118	121½	125
" " "pref."	105	----	107½	----	112	120
" " 1M.7p.c.'73	----	----	----	----	----	----
" " 2M.7p.c.'64	----	----	----	----	----	----
" " 3M.7p.c.'67	----	----	----	----	----	----
North Carolina 6s	69	69½	69½	----	----	69
Norwich & Worcester	----	----	----	----	----	----
Ohio 6s, 1881	----	----	----	----	----	----
Pacific Mail S.S. Co.	232	236	235½	235	235	237
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	136	----	----	----	----
Phila. and Reading	110	110	109	110	110	110
Pitts. Ft. W. & Chicago	75½	77⅛	78	78	78⅜	78½
" " 1M.105	----	105½	106	107	----	107½
" " 2M.	----	101	----	100	----	----
" " 3M. 81	----	----	----	83	----	----
Quicksilver Mining Co.	33½	33	33	38	38	50
St. L., Alton & T. H.	50	52½	52	53	55⅜	60½
" " pref.	77½	79	79½	81	83½	86
" " 1M.	102	----	----	----	----	----
" " 2M. pref.	93	94½	95	95	95	----
" " Inc. b'ds.	----	85	----	85	86	88
Tennessee 6s, 1890	65	65½	65	----	65½	66
Toledo & Wabash	81½	83	83	85	86	85
" Pref.	----	----	85	86	----	88
" 1M.	----	----	104	----	----	----
" 2M.	----	93	----	95	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	61	----	61	61½	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 29.

	Th 23.	F.24.	Sat. 25.	M.27.	Tu.28.	W.29.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	97	97½	----	100	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	105½	105½	----	106	----	106
U. S. 6s, 1881, coup.	106⅞	106⅞	106⅞	100⅞	107	107
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	103
U. S. 6s, 1867, coup.	104	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	101	101	101	101	101⅛
U. S. 6s, " new	99½	99½	99⅜	----	----	99⅜
U. S. 6s, 5-20s, coupon	----	----	----	----	----	----
Treasury 7 3-10 Notes	107	----	106⅜	----	----	106⅜
U. S. Demand Notes	----	----	----	----	----	----
American Gold	125⅞	126⅛	125⅞	127⅛	127⅛	127⅝

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 28.

	W. 22	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.
Beaver Meadow	70½	----	----	----	----	----
Cattawissa	7⅜	7½	----	----	----	----
" preferred	22⅞	----	22½	22⅜	----	22
Camden & Amboy	165	165	----	----	165	165
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	104	----	----	----	----	----
" " 6s, '83	----	105	105	----	----	104
" " 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	44	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	52	----	----	52
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	57	57	----	----	55
" " 6s	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	47⅛	47⅛	47	47	47	----
" " 7s	----	----	----	----	----	----
Long Island	38½	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	71	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	16	16⅞	17½	17	16⅞	17½
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	63	63½	----	----	64	64
" 1st m.	111	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	101	101½	101½	----	101
" " 5s, coupon	----	106⅛	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	----	----	101	----	----
" " new	107⅝	----	107	106½	108	107½
Philad, Germ. & Nor.	60	60	----	----	----	----
Phila. & Reading	54½	55	54½	54⅝	54½	55
" " 6s, '86	----	----	112	----	----	----
" " 6s, '70	----	106	----	----	----	----
Philadelphia & Erie	24	----	----	----	----	----
" " 6s	104⅛	----	----	104½	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	12½	----	----	----	----
" " pref.	----	----	24½	24½	----	----
" " 6s '82	----	80	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	100½
Sunbury and Erie, 7s	108	----	----	----	----	----
Susq. Canal	12⅛	12	13	13⅛	13½	----
" " 6s '78	----	57	----	----	----	----
" " scrip	----	----	54	----	----	----
Union Canal, pref.	----	----	----	----	----	3
" " 6s '83	----	----	24	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Canal	----	----	24	24	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	14½	----	15	----	15	15

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 27.

	Tu.21.	W.22.	Th.23.	F.24.	Sat.25.	M.27.
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	107	107½	107	----	----	107½
Balt. and Ohio	87	----	----	87	87½	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	41	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W. 29.
Boston and Lowell	105	----	----	----	----	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	130½	----	----	----	----	----
Cheshire, pref.	43⅞	43½	43⅞	43½	----	44
Concord	61	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	102½	101⅝	101½	----	101⅛	101⅛
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	111	----	----	----	111	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	111½	110½	----	----	----	----
Northern, N. H.	67	----	67	----	----	----
Old Colony and Fall R.	131½	----	----	----	133⅜	134
Pb., Wil. & Baltimore	71½	----	72½	----	----	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	133	152	----	----
Vermont & Mass.	36	36	----	35½	35½	35½
Western	----	----	----	144½	----	----
Broadway (Horse)	64	----	64	----	----	64½
Cambridge "	----	124	----	----	----	----
Metropolitan "	74	74	----	----	----	74
Middlesex "	----	----	106½	----	----	----
Central Copper Co.	38	38	----	40	----	----
Franklin Copper Co.	53	52½	52½	52	52½	51⅝
Isle Royale "	18½	----	19½	20	20½	----
National "	----	----	28	----	----	30½
Minnesota "	----	83½	83½	82	82	----
Pewabic "	64½	63⅝	63½	63	63	63
Pittsburg "	----	----	----	----	----	----
Quincy "	92	86¼x	86	----	83½	----
Rockland "	18	17⅞	17	18	18½	17½

London Stock Exchange.

The following were the closing prices for American Securities on the 14th July:

Maryland 5s	72	to	73
United States 5s, 1874	58	"	60
Virginia State 5s	49	"	51
Do. 6 per cent.	44½	"	45½
Atlantic and Great Western, N. Y. exc., 1st mort., 1880, 7 per cent	70	"	72
Do., Pennsylvania do. do.	70	"	71
Erie shares, $100 (all paid)	61	"	62
Do., 7s, preference	63	"	65
Do., 7s, 1st mort., 1867	75	"	78
Do., 7s, 2d mort., 1859	73	"	78
Do., 7s, 3d mort., 1883	70	"	72
Do., 7s, 4th mort. x. c.	66	"	68
Do., 7s, 5th mort.	64	"	66
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	74	"	76
Do. do. $100 shares, $80 paid, dis.	29½	"	28½
Do. do. $100 shares, all paid	61½	"	62½
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	73	"	78
Do. do. S. F. 1st mort., do., '82. x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	65	"	70
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	63	"	68
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	70	"	75
Do. do. $100 shares	72	"	74
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	65	"	70
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	39	"	41
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, August 1, 1863.

Stock Exchange and Money Market.

The condition of the money market is one of the most extraordinary of the circumstances attending the present civil war. According to all experience it was to have been expected, that the Government would have been greatly embarrassed to raise the necessary funds; that its stocks would have gone down 50 per cent, that the currency would have been completely deranged, and that the taxes would have been collected with difficulty. It might also have been predicted with much show of wisdom, that our railway shares would have depreciated, and most of the companies become insolvent; that our commerce would have been without value, and our tariff unproductive. And that the timid among ourselves, as well as the bold among our enemies in the South hoped for nothing else, is unquestionably true. But the reverse of all this has taken place. Nothing of

the kind has occurred. On the contrary, the Government was more embarrassed for money, and paid a larger interest for it during the close of Mr. Buchanan's administration, than it has since, by a very large difference. Its stocks have not gone down but risen, though the public debt is over one thousand millions of dollars; the currency is more uniform and popular than it has ever been before, and has suffered no derangement whatever. The taxes are cheerfully and promptly paid and the amount raised exceeds the estimates of the most sanguine calculators. Our railways have had an unexampled success, they are nearly all out of debt, their earnings are enormously large, dividends are paid, which were never paid before; the quotations keep up and are advancing; our commerce in spite of the loss of the Southern trade, is nearly as large as ever, and the revenue collected at the port of New York alone for the past year, is over sixty eight millions of dollars. The internal revenue is equally promising, assuring the Government of a large surplus, adequate to a sinking fund which will discharge the whole National Debt in 30 years, during which period, the Scrips which represent it, will receive dividends in gold, and enter into the financial transactions of the country as so much capital, and thus used, will create large profits in a thousand ways, actually increasing its wealth and permanent resources. The war therefore has disappointed both friends and enemies in its financial bearings, and has only in this sense served to illustrate the force, energy and confidence of the American character. Nor is this all. We have practically and utterly refuted all the opinions entertained abroad of our pecuniary circumstances, and foreign capitalists when they shut up their vaults and refused their loans, though we have never asked for any, have by this time perceived, that their conduct has only injured themselves. We are not surprised therefore that they are beginning to acknowledge their mistake, or that recent offers of assistance in the shape of subscriptions at par, have been made to the Secretary of the Treasury in large amounts.

The favorable view we have taken of our Home Money Market and Stock Exchange, may still be entertained without fear of a reaction. Beyond all question the end of the war is near at hand. Not many months more can elapse without its definite conclusion. Common sense, not partizan ship dictates this opinion. When the paper currency of the confederacy has depreciated to such an extent, that eleven dollars of it will only purchase one dollar of gold, when of its large area at the outbreak, it is reduced to but a patch of seven states; when the captured private letters of Mr. Davis to his favorite General assure him that his power of reinforements is utterly gone, and that he has not force enough to protect his own seat of Government against a threatened attack of a small column of 15,000 men; when all the States on the West side of the Mississippi are severed from their Atlantic Associates, and those which lie on the east of that river can no longer be held by the Confederates, and when not a single state Government is there carried on by the Confederate executives with the least pretence of authority, when North Carolina in her Legislature boldly proposes reconstruction, we confess we do not see how any sane man can doubt what the result is to be. Of course then, our financial success is equally secured and certain, and this opinion must prevail pretty generally, or we should not witness such enormous voluntary subscriptions to the Government loans. And here as faithful journalists we have to record the fact, that considerable complaint has arisen as to the management of those loans in their detail.

Why is it that certain parties are obliged to wait week after week for their Bonds, their deposits having been duly made at the sub-treasurer's office in this city, when other parties, say at Philadelphia, have no difficulty in obtaining theirs from the department at Washington, almost as soon as they make their deposits? And why is it that Mr. Chase can listen to the advice of interested agents, to interfere with the patriotic executions of Mr. Cisco to obtain conversions, for which service he nobly refuses any payment or commission. Mr. Chase is said to be the most vigilant and careful Secretary of the Treasury we ever had, yet it seems, he is imposed upon occasionally by those in whom he confides. He can safely listen to Mr. Cisco above all other men in the details of these negotiations. The subscriptions to the 5-20's on Tuesday, amounted to $1,743,250 and the balance in the Sub-Treasury was $25,458,983.

There is great ease in the money market, and loans are granted at 5@6 per cent, without difficulty. Gold is without activity at 127¾, though immediately after the late riots, a considerable sum went forward, which is said to have been principally for account of scared parties, whose motto seems to be, not where liberty dwells there is my country, but where my gold is, there is my Country. The Railway advance continues, as will be seen by our regular and carefully corrected quotations. Harlem continues strong and is advancing. The largest part of the stock of this company is held by very solid capitalists, able to speculate and hold on. The small shareholders follow the lead of the large ones, and so all are content and hold on together. We hope to see it making its connections North and East of which their line is capable, and putting it in the class of the great Trunk roads.

Our foreign exports of domestic products for the last week were of the value of $3,986,390, against $4,134,314 the same week last year, and $2,083,966 in the year 1861. We notice that cotton has been sought after at 62 to 63, with sales. The occupation of the Mississippi, and next of the Alabama river, must necessarily bring large amounts of this article into market. In flour we notice that Superfine State and Western is quoted at $4.10 to $4.60. Extra round hoop Ohio, $5.55 to $5.70. Extra Genesee $7. We notice these articles because their price has much to do with exchange, which is now selling at 140, first class bills.

We learn from the official reports of the Department of Agriculture at Washington, embracing returns for the months of May and June, the following interesting facts:

That winter wheat is ⅓ and 1-10th below the average, but to make up for this, there is a 10th more land sown than in 1862. Spring wheat is ¾ths below an average crop. The barley crop is excellent, being 1-10th more than an average in the amount sown. Corn is small owing to the drought, the entire injury is but 1½-10th. Oats have suffered, but if the crop is not rusted, it will be better than the crop of last year. Tobacco is largely cultivated to the extent of 75 per cent. over the quantity raised last year in the loyal States.

Grass has suffered from the drought also, but comes up to the standard very nearly. Flax has increased 120 per cent. over last year, no doubt the result of the condition of the cotton market. The wool clip is estimated at 79,405,215 lbs., and the number of sheep is increased 20 per cent. Sorghum has increased 27 per cent., and is quite a favorite crop in the West.

The new banking system is beginning to be developed to a considerable extent. The following organizations are reported:

	Capital.
First National Bank of New York	$200,000
First National Bank of Philadelphia	150,000
First National Bank of Chicago, Illinois	100,000
First National Bank of Syracuse, N. Y.	100,000
First National Bank of Cleveland, Ohio	100,000
Second National Bank of Cleveland, Ohio	600,000
First National Bank of Dayton, Ohio	112,500
Second National Bank of Dayton, Ohio	100,000
First National Bank of Fremont, Ohio	100,000
First National Bank of Fort Wayne, Ind.	100,000
First National Bank of Youngstown, O.	156,000
First National Bank of Ann Arbor, Mich.	75,000
First National Bank of Erie, Pennsyvania	100,000
First National Bank of Stamford, Conn.	200,000
First National Bank of Springfield, Mass.	150,000
First National Bank of N. Haven, Conn.	300,000
First National Bank of Davenport, Iowa.	100,000
First National Bank of Lafayette, Indiana	250,000
First National Bank of Sandusky, Ohio	100,000
First National Bank of Carlisle, Pa.	50,000
First National Bank of Richmond, Ind.	110,000
First National Bank of Iowa City, Iowa.	50,000
First National Bank of Portsmouth, N. H.	100,000
Third National Bank of Cincinnati, Ohio.	300,000
First National Bank of Aurora, Illinois	50,000
First National Bank of Towanda, Pa	65,000

The Morris and Essex Railroad Company have declared a semi-annual dividend of three per cent., payable on the 1st of August.

The American Coal Company, N. Y., have declared a dividend of 8 per cent. on their capital of $1,500,000, out of the net profits of the past six months, payable on the 10th of August.

The six per cent. coupon bonds of the Lawrence County Coal and Oil Company, due August 1st, will be paid on that day.

The bonds of the New York, Providence and Boston (Stonington) Railroad, due August 1, (from which time the interest thereon will cease), will be paid at the office of M. Morgan's Sons, No. 37 William st.

Interest on bonds of the Pennsylvania Coal Company due August 1, will be paid at the Company's office in New York.

The Chicago and Alton Railroad Company have declared dividends of 3½ per cent. on the Preferred and 2½ per cent. on the Common Stock of the road, out of the net profits of the past six months.

The coupons of the Marietta and Cincinnati Railroad Company, due the 1st of August, will be paid at their maturity as follows, viz: On the sterling bonds at the "London Joint Stock Bank," in the city of London. On the dollar bonds at the office of Messrs. Winslow, Lanier & Co., in New York City. The above are secured by the first and only mortgage of the Company.

Coupons of the second mortgage bonds of the New York and Harlem R. R. Co., due Aug. 1, will be paid at the Treasurer's office.

The Chicago and Northwestern Railway Company will pay at their New York office the coupons due August 1, from the Preferred Sinking Fund, Appleton Extension and Green Bay Extension bonds.

The Morris Canal and Banking Company have declared a semi-annual dividend from the earnings of the Canal, of 5 per cent. upon the preferred stock, payable on and after the 4th of August, at the office of the company, at Jersey City, or to the stockholders residing in or near Philadelphia at the office of E. W. Clark & Co., there.

The Fairmount and Arch Street City Passenger Railway Company, Philadelphia, have declared a dividend of fifty cents per share on the capital stock exclusive of the National Tax, payable July 31.

The Peoria and Bureau Valley Railroad Company will pay a dividend of four per cent. (less the United States Government Tax) on the 10th of August, at the office of the Company, No. 13 William st., New York.

The Philadelphia, Wilmington and Baltimore Railroad Stock Dividend of nine per cent. is payable August 10.

The coupons from the first mortgage bonds of the McGregor Western Railroad Company will be paid at the office of the Company, No. 8 Wall st., New York.

The first and second mortgage bonds of the Toledo, Norwalk and Cleveland Railroad Company, due August 1, will be paid on presentation at the Corn Exchange Bank in New York. Interest on said bonds will cease on said first day of August.

The New York Central Railroad Company have declared a semi-annual dividend of 3½ per cent. on the capital stock thereof, free of the United States Income Tax, payable on the 20th day of August next, on stock registered at New York, Boston and Albany, respectively, and on the 20th day of September next on stock registered at London. Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Boston, at the office of J. E. Thayer & Brother; in Albany, at the Albany City Bank; and London, at the Union Bank of London, pursuant to circular and notice of December 10th, 1862, from the transfer office in that city.

The Bank of America will pay, on presentation, the past due coupons on bonds of the City of Covington, issued to the Covington and Lexington Railroad Company.

Coupons on the mortgage bonds and income bonds of the Burlington and Missouri River Railroad Company falling due August 1, will be paid upon presentation to the Treasurer, No. 48 City Exchange, Devonshire st., Boston; or they may be sent to him by mail, and a check on New York will be returned. The National War Tax of three per cent. will be deducted according to requirement of law.

The first mortgage bondholders of the Cincinnati, Wilmington and Zanesville Railroad Company are requested to deposit their bonds with Chas. Moran, No. 10 Wall st., for the purchase of the road.

The Shamokin Valley and Pottsville Railroad Company have delared a dividend of 1½ per cent., payable on the 1st of August, free of State tax. The interest on the bonds of the company will be paid at the same time.

The bonds of the New York, Providence and Boston Railroad Company, due August 1st, 1863, will be paid on presentation at the office of M. Morgan's Sons, No. 37 William st., New York. Interest will cease from August 1st.

The Jeffersonville Railroad Company will redeem, at the Banking House of Messrs. Gilman, Son & Co., No. 47 Exchange Place, New York, on the 1st of August, all of the $105 capitalized Interest bonds issued by said company to the holders of the second mortgage bonds, for October coupons of 1858, and April and October, 1859, and that from and after the 1st of August, interest on said bonds will cease.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 6s, 1874, 115; do., City 6s, 1876, 110; Illinois Central full stock, 100½@106; do., cancelled bonds scrip, 90@95; do., Optional Right bonds, 115; Chicago and Milwaukee, 70; Ohio and Miss. certificates, 31@34; Canton Co., 28¾@33½; Cumberland Coal pref., 24@29½; Quicksilver, 33½@38; Central American Transit Co., 32; American Coal Co., 74½; Miss. and Mo. L. G., 58.

Philadelphia.—Allegheny Co., 6s, 81; Reading 6s, 1871, 100; North Penn. mort. scrip, 85; Huntington and Broad Top 1st mort., 100; 5th and 6th streets, 56@57; 10th and 11th streets, 41¼. The latest quotations are: City 6s int. off, 101@102; do., new, do., 107@107½; State 5s, 101@101½; Reading, 54⅝@54⅞; do., 6s, 1843–'80, 109; do., 1870, 105; do., 1886, 110@111; Camden and Amboy, 165@165½; Pennsylvania R. R. div. off, 63@64; do., 1st mort., 110½; do., 2d mort., 106@108; Little Schuylkill R. R., 47½; Morris Canal, 65@68; do., pref., 130; Susquehanna Canal, 13⅜@13½; do., 6s, 60; Sch. Nav., 12½@12¾; do., pref., 24¼@24½; do., 6s, 1882, 81@82; Union Canal bonds, 21@25; Delaware Div. Canal, 43@44: do., bonds, 102½; Elmira and Williamsport, 35@36; do., pref., 51@52¼; do., 7s, 1873, 110; Beaver Meadow, 70¼; Harrisburg, 64; Long Island R. R., 38; do., bonds, 102; Lehigh Coal and Navigation, 55@56; do., scrip, 42¼@44; North Pennsylvania, 17@17¼; do., 6s, 92@93½; do., 10s, 115; Philadelphia and Erie, 23¼@24¼; do., 6s, 104; Minehill, 61½@62; Catawissa, 7¼@7¾ do., pref., 22½@22¾; Lehigh Valley bonds, 112; Frankfort and Southwark (horse,) 54@57; Second and Third, 77@79; Race and Vine, 10½@11; West Philadelphia, 65; Spruce and Pine, 15@15¼; Green and Coates, 35; Chestnut and Walnut, 54; Arch, 25; Thirteenth and Fifteenth, 30; Seventeenth and Nineteenth, 10; Girard College, 20@24; Tenth and Eleventh, 41@42; Philadelphia, Germantown and Norristown, 60¼@61.

Boston.—Northern (Ogdensburg) 2d mort., 23½@24; Rutland and Burlington 1st mort., 70¼; do., endorsed, 66; do., 2d mort., 19¼@20; do., 3d mort., 5; Vermont Central, 1st mort., 75; do., 2d mort., 20; South Shore, 13; do., 6s, 1880, 100; Rhode Island 6s, 1882, 109; Connecticut 6s, 1882, 110¼; Maine 6s, 1883, 110; Malden and Melrose (horse,) 80; Dorchester and Roxbury, 49½; Chelsea, 53; Acton Mining Co., 4⅜; Black River, 50c.; Bay State, 4¾; Copper Falls 12; Huron, 16¾; Mesnard, 10⅞; Phœnix, 20½; Petherick, 4¼; Pontiac, 6; Wickam, 62¾c.; Winthrop, 2¼; Hancock, 8½; Superior, 6½; North Cliff, 2¾; Toltec, 2⅛; Albany and Boston, 11¾; South Side, 2½; Star, 3¾.

Baltimore.—Western Md. bonds, 82½. The latest quotations are: Balt. and Ohio, 86½@87; do., 6s, 1867, 101@104; do., 1875, 101; do., 1880, 100; do., 1885, 101; Northern Central, 40@43; do., bonds, 1885, 100@102; N. W. Va., 9½@10; do., 1st mort., 100@103; do., 2d mort., 100; do., 3d mort., 18; Central Ohio 2d mort., 100¼@100½; do., 4th mort., 42½; do., income 1857–'60, 30; Western Md., bonds, 84; do., guar., 103; Maryland 6s, coupon, 1870, 113½; do., Ins., 112@115; do., 1890, 112; Baltimore 6s, 1875, 108; do., 1886, 104; do., 1890, new, 108; do., coupon, 106¾@108; do., 5s, 1838–'70, 90.

Hudson's Bay Company.

This ancient Company chartered in the time of Charles II., has been long engaged in trading in furs, and is the owner of large possessions in British America. It is about to be reorganized on a new basis; a company is to be formed with a capital of $10,000,000, in $100 shares, of which the well known and clever Sir Edmund Head, an author of reputation with Canadian experiences, is to be Governor. The British government approves of the proceeding, and the old company has sold out their entire interest for $7,500,000, though its capital was but $2,500,000. Six directors and a Deputy Governor are to manage its affairs. The property purchased, consists of all its stores, ships, stations, and a territory nearly half as large as Europe, and a portion of which connecting Canada West with British Columbia is represented as very fertile and with large interior water communications. Among the first efforts of the new company will be to establish a telegraph line 2,500 miles long, to aid which the Provincial governments have offered a liberal subvention. The next will be to work the mineral deposits with which it abounds; and settlers are to be invited to the territory by liberal arrangements. In the purchase are included some valuable estates in Vancouver's island. Certainly, the European powers are making directly and indirectly, great exertions to obtain and maintain a footing on this continent. To compete with them in the progress of civilization, and to secure the greatest permanence to our own system commercial and political, we should lose no time in constructing the Pacific Railway.

Tax on Express Company Stocks.

An important decision has recently been made in the U. S. Circuit Court of Maryland which affects the stockholders in Express Companies. From the arguments of counsel and the opinion of Judge Giles, we learn the following facts. Certain parties owning stock in the Adams' Express Company, applied for an injunction against the collector, assessor and assistant assessor of their district, to restrain them from laying 3 per cent. tax on their stock under the revenue act in relation to incomes. It was contended by them among other things, that these companies finding a 3 per cent. tax on their income very onerous applied to Congress for relief, which changed the previous act affecting them so that they were only to pay 2 per cent. The judge held that the injunction could not be granted; and the statute relied on, only changed the basis of taxation and did not relieve the applicants from liability on their income derived from their shares. In other words the 2 per cent. is a tax on the business merely, and does not exempt the stockholders from paying a tax on their income from that business.

Railroad Progress in Spain.

So long since as 1858, a main line was completed from Madrid to Alicante, and now another great communication has been carried through from Madrid to Saragossa, from which place it has been extended to the industrial centre of Barcelona on the one hand, and the Pyrenneean town of Pampeluna on the other. This last point is a place of no great importance *per se*, but it will become valuable as a means of communication with Bayonne, Bordeaux and Paris. While the Madrid, Saragossa, and Alicante Company has been establishing its system in a north and southeasterly direction, the Northern of Spain has been supplying the requirements of the districts indicated by its name: but it also converges towards Bayonne, and from thence to Paris and France generally. The Alicante line—which has led, *inter alia*, to the establishment of a line of Spanish Clyde-built ocean steamers to the Havana—will also prove a valuable accommodation to the southern provinces of Granada and Andalusia, a branch having been constructed to Ciudad Real, from which town further communications are being carried, either actually or prospectively, to Badajoz on the Portuguese frontier in one direction, and Cordova (and thence to Seville and Cadiz by already existing lines) in the others. Lines from Merida to Tocina, near Seville, and from Cordova to Belnies, another important coal centre, will also be shortly adjudicated. It is easy to enter into all this on paper, but indomitable energy and courage have been required to bring about a practical result. Spain is not a very attractive country to the railway engineer who requires to do his work promptly and cheaply. Besides the formidable chain of the Pyrennees in the northeast, there are the Santillanos mountains in the northwest, while Madrid is surrounded by the Castilian mountains on the north and the Sierra de Toledo on the south, and Andalusia and Granada are hemmed in by the Sagra Sierra, the Sierra Morena and the Sierra Nevada. Nevertheless, the promoters of the northern of Spain system have not hesitated to courageously carry their main line through the great Castilian range; and it is expected by their engineers that the locomotive will make its way through this difficult obstacle. The passage of the Guadaramma on this range has for months and months employed an industrial army of from twelve to fifteen thousand men; but the mountains once pierced, the traffic service will be conducted regularly and without break of continuity from Madrid to the frontiers of Navarre. At the same period, or within a few days, the section from Beasain to St. Sebastian, will be terminated; six weeks or two months later, the same state of things will be brought about between St. Sebastian and Irun, and the works from Irun to Bayonne, which are on French territory, are also being actively pushed forward and will be completed by the end of the year. The passage of the Pyrennees has presented great difficulties and has required the most serious efforts and the most sustained perseverance on the part of the powerful company which has undertaken the task of bringing to a satisfactory conclusion the national work to which Spain justly attaches so much importance. These difficulties were, indeed, for some time of such a nature that fears were entertained that the company would find itself under the necessity of modifying the route which had been approved by the Government, and on which great works had been executed. Under these circumstances, the company had recourse to the experience of one of the most eminent French engineers, M. Jullien, Inspector-General of bridges and roads, who was charged with the task of making a new examination of the locality. M. Jullien recommended fresh surveys for a modification of the route adopted, and the execution of these extended over nearly a year. Meanwhile, however, drainage operations which had been prosecuted on the works previously undertaken, having been attended with full success, the undertaking was resumed as originally prescribed, and has been carried on with such activity that only a very slight delay will after all arise. The passage of the Pyrennees now employs seven thousand men, and this number is being continually increased as the successive completion of various sections of the Guadaramma works leaves free more and more of the men hitherto engaged there. In a few months, then, the Northern of Spain Railway will present throughout its whole course but a small gap of rather more than sixteen miles, which will be the only break in the connection with the Southern of France and Paris and Orleans systems, and which will be promptly filled up. Uninterrupted communication once established here, it would be possible on an emergency to rush from Madrid to St. Petersburg in a hundred hours!—*London Colliery Guardian.*

The Public Debt.

The following is a statement of the public debt July 1, 1863, derived from an official source:

INTEREST-BEARING DEBT.

4 per cent. temporary loan—coin	$5,036,037 30	
4 per cent. temporary loan	23,023,258 19	
		$28,059,295 49
5 per cent. temporary loan	$70,308,188 91	
5 per cent. temporary loan—coin	6,450 00	
5 per cent. bonds due 1865	3,461,000 00	
1871	7,022,000 00	
1874	20,000,000 00	
		101,297,638 91
6 per cent. bonds due 1868	$18,323,591 80	
1881	69,547,800 00	
1882	185,684,141 26	
6 per cent. Treasury Notes	717,100 00	
6 per cent. Certificates of Indebtedness	157,093,241 65	
		431,275,874 71
7.30 per cent. bonds due Aug. 19, 1864	$52,931,000 00	
due Oct. 1, 1864	86,989,500 00	
		139,920,500 00
Total		$700,553,309 11

DEBT NOT BEARING INTEREST.

Treasury Notes past due		$39,100 00
U. S. Notes	$387,646,589 00	
Less amount in Treasury	11,157,088 12	
		376,489,500 88
Fractional currency		20,192,456 00
Total		$396,721,056 88
Total debt July 1, 1863, as exhibited by the books of the Treasury Department		$1,097,274,365 99
Total debt July 1, 1863, as estimated by the Secretary in report of December, 1862		1,122,297,403 24
Actual debt less than estimated debt by		$25,023,037 25

RECAPITULATION.

Aggregate debt at 4 per ct. interest	$28,059,295 49
" " 5 " "	101,297,638 91
" " 6 " "	431,275,874 71
" " 7.30 " "	139,920,500 00
" " without interest	396,721,056 88
Total debt July 1, 1863, as exhibited by the books of the Treasury Department	$1,097,274,365 99
Total debt July 1, 1863, as estimated by the Secretary in report of December, 1862	1,122,297,403 24
Actual debt less than the estimated debt by	$25,023,037 25

The interest required to be paid *in Gold Coin* on the Public Debt of the United States, as it stood on the 1st of July, 1863, and the interest stipulated to be paid *in Currency*, stand as follows for the current fiscal year:

INTEREST PAYABLE IN GOLD COIN.

On 4 per cent. deposits	$5,036,000	$201,440
On 5 per cent. deposits	35,000,000	1,750,000
On 5 per ct. Funded D't.	30,490,000	1,524,500
On 6 per ct. " "	274,183,000	16,450,980
On 7.30 per ct. Treasury Bonds	139,920,000	10,214,160
Total interest payable in gold		$30,141,080

INTEREST PAYABLE IN CURRENCY.

On 4 per cent. deposits	$23,028,000	$920,920
On 5 per cent. "	35,808,000	1,440,400
On 6 per ct. Certificates	157,093,000	9,425,580
Total interest in currency		$11,786,900
Principal of gold bearing debt		$484,629,000
" " currency debt		215,924,000
" " United States circulation		396,721,000
Total public debt		$1,097,274,000
Interest in gold	$30,141,080	
" currency	11,786,900	$41,927,980

Average rate of interest, 3.89 per cent.

The Customs Revenue for the current year, receivable exclusively in gold, is estimated at *seventy millions*, while the interest on the Funded and other Public Debt stipulated to be paid in gold, is, thus far, only *thirty millions* per annum, and the entire interest on the Public Debt of all classes, $41,927,980.

An Important Railroad Enterprise.

A meeting of merchants and others was held this morning in the rooms of the Board of Trade to hear some statements from Hon. A. T. Galt of Canada and other gentlemen, members of the Provincial Parliament, relative to the construction of a railroad from the present terminus of the Connecticut and Passumpsic Rivers Railroad, at the Canada line, to the Grand Trunk Railway, a distance of twenty-seven miles, and its bearing upon the interests of Boston.

James C. Converse, President of the Board of Trade, was chosen to preside. He introduced Hon. A. T. Galt of Sherbrooke, Canada. Mr. Galt stated that he merely desired to submit some views for their consideration, in the belief that they would lead to a favorable opinion hereafter and a support of the proposed railway. The intention of the construction of this railroad was to give direct communication for traffic via the Passumpsic, Concord and Montreal railroads from the west to Boston instead of around by Portland.

There is no antagonism between Portland and Boston in this matter, but the important object is to draw western trade down the St. Lawrence instead of the route by the Erie Canal and New York, the great rival to Boston in this trade. Up to this time, all efforts to take the trade from New York have been failures. The trade of that city has steadily progressed, increasing over fifty per cent. annually for the last five years, while that of Boston has fallen off nearly fifty per cent. If produce arrives at Albany by the Erie canal, it will go down the Hudson as a cheaper route. It can be delivered in Montreal at a less rate than at Albany. The policy of Canada to improve the navigation of the St. Lawrence has had an important bearing on the prosperity of our sea-port cities Coincident with the increasing export trade from New York, there has been an increase from Montreal. In contending for this trade, the object should be to make the granary from which you draw your supplies as near as possible.

Our merchants should look to Montreal as a centre. This idea exists in the West, where the impression is that the St. Lawrence is the natural route. The interests of Canada are identical with our own in this respect. If produce is brought to

Montreal it can have a market on the spot—be shipped to England, or brought here. The manufactures of Boston can also be more advantageously sent West by this route. Mr. Galt believed that the turning of the channel of trade north by this route could be done cheaper and better in this way than by any other. The importance of this line was urged from local considerations. A great deal of capital has lately been invested in the mineral districts of Canada, and by this route ores can be forwarded in the cheapest and most expeditious manner. Timber for ship-building, coarse grains, horses, &c., are largely obtained in the district where it is proposed to run this line.

Mr. Galt urged that the traffic of that section of country which will be traversed by the Mississippi Valley Railway, will equal that of any similar section on the line of the Connecticut and Passumpsic Railroad. Preliminary surveys established the fact that the cost of the road would not exceed $20,000 a mile, and that the maximum grade would not be more than fifty-two feet to the mile. Sharing the benefit of the Victoria Bridge, the difficulties of the Ogdensburg route in winter would not be experienced.

Hon. Walter Shanly, an eminent railroad engineer of Montreal, was next introduced. He urged the practicability of the route, the immense local traffic, and the cheapness with which the line could be built. It would shorten the distance from Boston to the West fifty miles. Freight on coarse grain, &c., would be reduced ninety cents a ton.

Hon. Albert Knight of Stanstead made some statements of the importance of the road in view of the fertility of that section of the country. He was followed by Mr. Converse in a strong argument in favor of bringing back to Boston the trade that was being taken to New York by means of branch houses, and of aiding every enterprise that promised so beneficial results to Boston.

The subject was further favorably commented upon by Emmons Raymond, who was convinced of the success of the road from a knowledge of that of the Connecticut and Passumpsic, and by Joseph B. Brigham and A. C. Hersey. On motion of the last named gentleman a vote of thanks was unanimously passed to the gentlemen from Canada for their addresses on the subject of increased communication with the West.—*Boston Journal, July* 23.

The Enterprise of Chicago.

The merchants of Chicago for many years have been noted for their enterprise and success. They never let an opportunity slip, of turning to account every advantage of position which they possess, and every channel of commerce that they can command. This has been the prominent characteristic, the rule of life of the Chicago merchants for more than twenty years. The result of their comprehensive policy, untiring perseverance, and liberal enterprise, has been to build up an inland commercial city that in point of wealth, population and influence, bids fair to rival the most distinguished marts of the new world. They are not contented to rely upon the natural avenues of trade which are open to them, in common with the rest of the country, but like true and sagacious merchants, they turn to account every minor advantage that can be monopolized and made available. Not satisfied with the vast trade which centres around them, and which brings them into close commercial relations with half the world abroad, they must penetrate the unexplored regions of country about them far and near, for the purpose of opening auxiliary channels. They have for many years, not only made all the country between Lake Michigan and the Mississippi river, and far beyond, in the West and Northwest, tributary to them, but also Southern Illinois and Indiana are dependent upon their enterprise for many of their advantages and facilities for transacting business.

Not satisfied with all this domain of commerce, they cast a lecherous eye towards Michigan, and, having obtained a fair moiety of the trade of the western portion of the Lower Peninsula, are now seeking to absorb the rich traffic of the mineral regions of Lake Superior. Their enterprise seems to have no bounds. You go into any of the western interior towns, even as far east as Jackson, and you find Chicago merchants soliciting orders for merchandise. You visit Marquette or Ontonagon, Saginaw or Thunder Bay, and you find them opening negotiations for trade. You see at the hotels and public places profuse displays of advertisements and business cards, and the newspapers are filled with their advertisements, which are scattered around like the leaves of the forest. Their names have become familiar as household words with our country traders, who have lent a willing ear to their seductive arts. With such indomitable energy, determination and perseverance, is it at all surprising that Chicago should become what she now is, a great commercial town, outstripping all its rivals in western trade, and progressing in its onward march to wealth and greatness, beyond any parallel in the history of mercantile enterprise?

Nor is it commerce alone that gives Chicago its overshadowing greatness. Those who are interested in its general prosperity, made the discovery long since, that manufacturing enterprise could be made an essential element of wealth and importance. They have taken good care that the laws of Illinois shall favor every description of labor. There is no specific tax upon capital employed in manufacturing there. The holders of real estate extend to every manufacturer who goes there, a friendly hand. Lots for manufacturing purposes are either given away or sold at nominal prices. If capital is required, there are men there who have sufficient confidence in manufacturing enterprises to come forward to aid those who ask it. In short the destinies of Chicago are in the hands of far seeing, enterprising liberal men, who, having already profited by wholesome experience, and reaped a rich reward, will be likely in the future to put forth still greater efforts in the same direction.—*Detroit Commerc. Advertiser.*

Decision in the Maine Railroad Cases.

In the Superior Court, on the 17th ult., the following decision was rendered:

Commonwealth *vs.* Boston and Maine Railroad Company. By statute of this Commonwealth, when a railroad corporation, by negligence or carelessness, causes the death of any person who at the time was in the exercise of due diligence, it shall be punished by a fine not exceeding $5,000, to be recovered by indictment and paid to the executor or administrator of the deceased for the benefit of the widow and children.

At the time when the engine and cars of this corporation were precipitated into the dock five persons were killed, and five indictments were found against the defendants. At the last term a hearing on each was had before Judge Putnam, who took the matter under advisement. It appeared some of the widows had been paid for funeral expenses, &c., which have been deducted. The court to-day have decided the cases and affixed the damages against the defendants as follows:—Wm. Fitzer, $4,868; John Rafferty, $4,935; H. C. Taylor, $4,955; J. E. Holt, $5,000, and R. T. Hyatt, $4,948, to be paid to the Sheriff and by him paid to the widow and children in moieties according to statute. Costs in each case.

☞ The Brookfield branch of the Cleveland and Mahoning R. R. is now located from Youngstown to the Pennsylvania State line, distant about one mile from Sharon, to which point it will be extended when the necessary legislature is had. The road, as now located, is twelve miles in length, ten miles of which will be completed during the present season, affording an outlet to the immense coal fields of Hubbard and Brookfield, now being extensively opened up. A large part of the grading of the road is already completed, and several miles of track from Youngstown northward have been laid.

Cape Cod Railroad.

The annual meeting of the Cape Cod Railroad was held at Sandwich on the 17th ult. The old Board of Directors was re-elected.

A resolution to subscribe in aid of constructing the Cape Cod Central Railroad was discussed, and it was unanimously voted to recommend to the directors that they extend all proper facilities to the Central road, and on the most liberal terms consistent with the interests of the corporation.

New Patent Law in Canada.

The Canadian government is about introducing a new patent law, which will be found of great importance to American inventors. Under the present system, patents are granted only to resident Canadians; under the new, it is proposed to extend the protection to inventors of all nations, without distinction in favor of natives.

Connecticut River Railroad.

The business of the Connecticut River Railroad for six months ending June, 1862 and 1863, have been as follows:

	1862.	1863.
Gross receipts.....	$108,534 75	$144,554 17
Operating Expenses...	50,079 03	62,523 70
Net Earnings.....	$49,455 62	$82,030 47
Net gain in six months.....		$32,574 86

Expenses 43 per cent. of gross receipts for same period.

Railroad Connections with the West.

We understand that the negotiations which have been for sometime in progress to effect a practical consolidation of the five lines of railroad, viz: The Lowell, Concord, Northern, Vermont Central and Ogdensburgh, with the East Boston Freight Railroad and thus with tide water at East Boston, was consumated on the first of the present month and the line is now in practical operation. The steamer St. Lawrence which was launched at Ogdensburg some weeks since, commenced her trips between Ogdensburg and Prescott on the 29th of June, thus connecting the lines of road specified above with the Grand Trunk railway and transporting freight cars and passengers. At the same time an express passenger train was put upon the line leaving Boston at 6 A. M., arriving at Ogdensburg the same evening, and going through to Chicago in 49 hours.

The roads forming this line are making every effort by providing the best accomodations at low fares, to increase the business connections of Boston with the West. Nearly every day since the arrangements were completed, quantities of flour, oats and other merchandise have arrived at Lombard's wharves, and been discharged direct from the cars into warehouses, thus saving the expense of teaming, extra handling, &c. We believe that this consolidated line is to have important bearing upon the business interests of Boston, particularly if our merchants by the establishment of lines of steamers and packets to Europe will furnish an outlet for the flour, grain and other produce which will find its way here.—*Boston Journal.*

Rutland and Burlington Railroad.

The following is a report of the action in the Chancellor's Court upon the case of the Rutland and Burlington Railroad:

State of Vermont: Windham County. In matter of Rutland and Burlington Railroad Company.

At a hearing before Chancellor Barrett at Bellows Falls, on Thursday, the twenty-third day of July, James Cheever and William T. Hart of Boston were confirmed as Trustees of the first mortgage upon this road. Immediately afterward the bill to foreclose the first mortgage pending before Chancellor Kellogg in Rutland county was discontinued, and a new bill filed in Windham county before Chancellor Barrett for the same purpose.

Upon this bill a motion was made to place the railroad in the hands of the Trustees of the first mortgage and for an injunction against any use of the funds by the Trustees of the second mortgage except for the ordinary running expenses of the road.

A temporary injunction was granted, and an order of notice issued to Messrs. Birchard and Stewart, Trustees of the second mortgage, for a hearing on Wednesday August 5, at two o'clock in the afternoon, at Bellows Falls, upon the application of the first mortgage Trustees for possession of the road.

Schenectady and Catskill Railroad.

The Directors of this company held a meeting in this city on the 20th inst., and organized by electing, Col. D. D. Campbell, President; Hon. Sherwood Day, of Catskill, Vice President; and Hon. Peter Rowe, Treasurer and Secretary.

Measures were adopted to immediately open the books in various places for subscriptions to the capital stock of the road, and the intention is to push everything connected with the building of the road forward with the utmost vigor. The enterprise is one worthy the attention of capitalists at home or abroad, and if properly conducted, there can be no doubt of its success or its proving a remunerative investment to the subscribers. The officers of the company are men of capital and energy, and will use their best efforts to secure the construction of the road at the earliest possible period—*Schenectady Democrat.*

The Pacific Railroad.

The Pacific Railroad Company expect to have trains running to Knob Noster in Johnson county, Missouri, by November, and to Warrensburg in the same county, before spring. The rails for this section are already purchased, and as soon as the road bed shall be completed they will be laid down without further delay. At the same time the road is being pushed forward from Kansas City to Independence, and the rails for that portion purchased; and it will not be many months before that section also will be in operation. This will leave only the gap between Warrensburg and Independence, a distance of fifty-two miles, to be filled; when the great road will be completed.

Oshkosh and Wausau Railroad.

The contract for grading the first section (sixteen miles) of the Oshkosh and Wausau Railroad between Fremont in Waupacca county, and Neenah, where it intersects with the Chicago and Northwestern Railroad, has been let to responsible parties. According to the terms of the contract the work is to be completed by the 1st of October next. We learn that it is the determination of the managers of this enterprise to iron the road upon the completion of the grading. The work upon the road is being rapidly pushed forward. The largest part of the grading has been done between Waupacca and Fremont; and the balance will be finished after harvest. No doubt the cars will be running to the village of Waupacca before snow falls.—*Plover Times, 18th.*

Intercolonial Railway.

We understand from a source considered reliable that the new Canadian Ministry have not by any means abandoned the Interconial Railway, and that it is their intention to take up the subject at an early day with a vigor and an earnestness which they have not heretofore manifested. This piece of intelligence is not a little gratifying at the present time, and will induce many to overlook much that in their past conduct has appeared wrong and indefensible. There seems to be a greater probability now of a measure to secure the construction of the Railway receiving the assent of the Canadian Legislature than formerly. The prospect of easy and rapid communication being opened up with the far West, and the almost certain probability of railroad communication being eventually extended thereto, will have a tendency to induce many of the Representatives of Western Canada to give their support to the Intercolonial Railway scheme. The opposition of these men, as is well known, has arisen mainly from a desire to secure for their portion of the Province an equivalent for the direct advantages which Lower Canada will derive from the road. At a time when we regarded the speedy success of the great railway project as almost hopeless, it is indeed pleasing to receive assurance that the prospects are so bright, hopeful and cheering.—*St. John News.*

Fox and Wisconsin Improvement Company.

The following gentlemen have been elected directors of the company: Isaac Seymour, A. B. Clark, New York; Erastus Corning, Albany, N. Y.; H. S. Baird, Green Bay; Hiram More, Brandon; Horatio Seymour, Albany, N. Y.; J. F. Seymour, Utica, N. Y.; Samuel Marsh, New York; Otto Tank, Howard; J. Bardon, Portage; Wm. M. Taylor, Packwaukee.

☞ The Connecticut River Railroad Bridge over the Deerfield River, at Deerfield, Ct., which was destroyed by fire on the morning of the 25th inst., was 760 feet long, very high above the water and was one of the most costly bridges on the road, having originally cost about $75,000; but as the piers remain standing the loss will not exceed $20,000, of which $15,000 is covered by insurance in the Fire and Marine office in Springfield, Mass., and the Hartford office at Hartford. President Harris and Superintendent Brinsmade, officers of the company, at once proceeded to the spot, made arrangements for the transportation of the passengers, mails, express and baggage across the river, and put the machinery in motion for an immediate reconstruction of the bridge. It is expected that a new bridge will be built and trains running regularly within four weeks.

☞ The Taunton *Gazette* says two locomotives were despatched from establishments in that town on Tuesday—one for the Terre Haute and Richmond (Ind.) Railroad, and the other for the Toledo and Wabash road. Each of these establishments now turn out about three locomotives a month.

☞ The Railroad from Newport to Fall River is approaching completion. Gravel trains are running on the upper part of the island, and soon all will be in readiness for business.

☞ The Baltimore and Ohio Railroad Company, contemplate the laying of a track from Monocacy to Hagerstown and thence to the Potomac at Williamsport, thus avoiding Harper's Ferry and the inland Virginia route, that has been so frequently interrupted by the raids of the rebels.

☞ Joshua Longley, of Belchertown, Mass., has become the sole lessee of the Amherst, Belchertown and Palmer Railroad; his original partner, Mr. Smith, having retired. His lease has four years to run from June 1, and is likely to prove profitable for him, as well as remunerative to the stockholders.

☞ There is a prospect that ground will soon be broken on the Fort Edward, Sandy Hill and Glen's Falls Horse Railroad. Responsible gentlemen in Jersey City have agreed to build the road and take in part payment $10,000 stock, which in addition to $40,000 subscribed, is deemed sufficient.

Lehigh and Delaware Water Gap Railroad.

The merchants, and business men generally, feeling the great importance of having direct communication with Easton, *via* the North Pennsylvania Railroad, have circulated petitions, which have been very extensively signed, asking the City Councils to adopt the ordinance now before them, entitled "An ordinance to increase the value, and make productive the investment of the city in the stock of the North Pennsylvania Railroad Company," which has been so long a time a stagnant and unproductive investment, and which will, by the measure proposed in the above ordinance, make the stock which the city owns in the North Pennsylvania Railroad a valuable and dividend paying investment.—*Philad. Inq.*

OFFICE OF THE AMERICAN COAL COMPANY,
No. 29 Trinity Building, No. 111 Broadway, N.Y.,
July 21, 1863.

DIVIDEND.—The Directors of this Company have declared a Dividend from the earnings of the Company for six months ending 30th June ult. of THREE PER CENT., free of the United States Income Tax, payable at the office of the Company, on and after the 10th day of August next, to the registered holders of Stock at the closing of the books.

The Transfer Books will be closed at the close of business on the 30th day of July, and be re-opened on Tuesday, the 11th day of August.

2t31 G. P. LLOYD, Sec'y.

THE NEW YORK CENTRAL R. R. CO.

TREASURER'S OFFICE,
ALBANY, July 23, 1863.

TWENTIETH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of August next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of September next on stock registered at London.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; and in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.

The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Friday, the thirty-first day of July instant, and be re-opened on the morning of Monday, the twenty-fourth day of August next.

JOHN V. L. PRUYN,
6t31 Treasurer.

THE ERIE RAILWAY COMPANY,
No. 184 West st., New York, July 17, 1863.

DIVIDEND.—The Directors of this Company have declared a DIVIDEND, from the earnings of the road for six months ending 30th of June, ultimo, of THREE AND ONE HALF PER CENT. on the PREFERRED STOCK, the Company assuming and paying the Government Tax out of the undivided earnings belonging to the Preferred Stock Account for the year ending 30th of June, 1862.

Also, a DIVIDEND of THREE AND ONE-HALF PER CENT. on the COMMON CAPITAL STOCK, free of the United States Income Tax.

Both payable at the Treasurer's office, Erie Place, on the 10th day of August next, to the registered holders of stock at the closing of the books.

The Transfer Books of both Preferred and Common Stock will be closed at the close of business on SATURDAY, the 25th day of July, and be re-opened on the morning of TUESDAY, the 11th day of August.

3t30 HORATIO N. OTIS, Secretary.

STEEL BOILER FLUES
AND
STEEL
FIRE BOX PLATES.

RUSSELL & HOWELL'S
HOMOGENEOUS METAL
BOILER TUBES,

1¼ to 6 inches outside diameter cut to any given length. One half the thickness, and much stronger and more durable than Iron or Copper.

WITH GREAT SAVING IN FUEL.

Imported and for sale by

T. M. TYNG,
61 Cedar st.,
New York.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE **CAR DUCK**, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.

March 1863.

PACIFIC RAILWAY.

THE undersigned will receive proposals to furnish four thousand (4,000) tons of railway iron (or any part thereof) for the track of the first section of the Union Pacific Railway, Eastern Division. The iron to be of American manufacture, of the best quality, and to be delivered either at Leavenworth or Kansas City. Communications for further information to be addressed to the undersigned or to SAMUEL HALLETT & Co., 58 Beaver st., New York. Terms, cash on delivery.

J. C. FREMONT,
Pres't Union Pacific Railway, E. D.

NEW YORK, June 9, 1863.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, July 1, 1863.

THE Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY have THIS DAY declared a DIVIDEND of TWO (2) PER CENT. free from Government tax, upon all the shares and canceled Bonds. Scrip standing in the name of holders on the books of the Company at the close of business on the 20th day of July instant, payable on and after the 1st day of August upon all shares the calls upon which shall have been duly paid; and that the dividend upon the full paid stock shall be a discharge of the interest payable thereon on the 1st day of January next, and payable upon surrender of the coupons issued therefor. The transfer books of the Company will be closed from the afternoon of the 20th to the morning of the 30th July.

4127 THOMAS E. WALKER, Treasurer.

I. KENDRICK,

No. 135 WALNUT ST., PHILADELPHIA,

AGENT OF THE

UNION COAL & OIL CO.

OF MAYSVILLE, KY.,

FOR THE SALE OF THEIR

Paraffine Lubricating Oil,

FOR ALL CLASSES OF

STATIONARY MACHINERY, LOCOMOTIVE ENGINES, RAILROAD CARS, COTTON SPINDLES,

SEWING MACHINES AND WOOLEN FACTORIES.

ALSO,

MAYSVILLE COAL OIL
FOR BURNING,
PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND ROLLING MILL GREASE,
FROM PURE CANNEL COAL.

P. S.—All Oils **warranted** to answer the purpose represented.

☞ **Particular attention given to orders for shipment in cans or barrels.**

DELAFIELD & BAXTER'S,

Late OGDEN & DELAFIELD,

ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104 Wall st.**

The above CEMENT is used in most of the fortifications building by government. 45

NEW YORK, HARLEM & ALBANY R. R.

CHANGE OF TIME.

TRAINS WILL LEAVE Twenty-sixth street Depot:

For Albany—10.30 A. M., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and stations north to Albany, connecting with Central and Northern R. R. for Saratoga and all points north and west.

For Croton Falls—8.15 A. M., and 5 P. M. (the 5 P. M. train will run Saturdays only, returning leave Croton Falls 5.50 A. M. Monday).

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 and 6.15 P. M., from White st. depot.

For Williamsbridge—8.15, 10 A. M., 2.30, 4.10, 5, 6, 6.15 and 8.30 P. M.

Croton Falls, White Plains and Williamsbridge trains stop at all stations.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

RETURNING LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls; also Bedford, White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—5 P. M.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M.

Williamsbridge—5.30 A. M. and 7.05 P. M.

Croton Falls, White Plains and Williamsbridge trains stop at all stations.

JOHN BURCHILL, Superintendent.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS**, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.

Cost per hour, 5 cents.

Cost of wicks, chimneys, per year, $4 80.

Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2.½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **31 Nassau st.**, or by addressing

CHAS. W. WELSH,
Secretary.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:

7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.

8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.

10.00 A. M., MAIL, for Buffalo and intermediate Stations.

4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.

5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.

7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

CHA'S MINOT, *Gen. Sup't*

RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "

New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 11, 1862. **28 Beaver st.**

RAILROAD IRON.

THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & CO.,
33 Cliff st.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1859.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS.
70 Beaver st., New York.

RAILROAD IRON.

THE subscriber is prepared to sell AMERICAN and ENGLISH **RAILROAD IRON, CHAIRS, SPIKES, CARS** and **LOCOMOTIVES**, at the lowest market price, and securities taken in part payment.

R. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

Manhattan Oil Company,

Office, No. 16 Broadway, NEW YORK.

JAMES M. MOTLEY, Vice Pres't and Treasurer.

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MASON'S SPERM OIL,

AND DEALERS IN

SPERM, WHALE, LARD AND OTHER OILS,

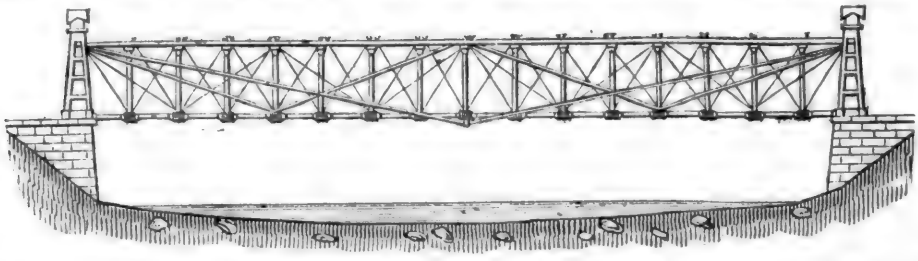
For Railroads, Steamers, Machinery and Burning

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OF THE MOST APPROVED KIND,

MANUFACTURED BY **BURDON, HUBBARD & CO.**, 102 Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the BEST PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both **fine** and **coarse** gold.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

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Letter-box No. 1,392, Pittsburg, Pa.

DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,
No. 229 BROADWAY, NEW YORK,
AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, MD.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. **GAS WORKS** ERECTED on THE MOST APPROVED PLANS. **New** and **Second-hand MACHINERY** constantly on hand. **IRON BOUGHT AND SOLD ON COMMISSION.**

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Dining & Lunch Rooms,
125 & 127 GRAND ST.

125 & 127 GRAND STREET. 125 & 127 GRAND STREET.

160 Persons can be seated at one time.
THE COOLEST SALOON IN NEW YORK.
LADIES CAN COME UNATTENDED.
THE QUIET FAMILY DINING ROOMS.
The only place of the kind in New York.
Be sure you 're right, then come to BAKER'S.

LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

HAMILTON E. TOWLE,
CIVIL AND MECHANICAL ENGINEER
OFFICE, } **156 BROADWAY,** NEAR MAIDEN LANE, NEW YORK.

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MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

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STATE, CITY AND COUNTY BONDS,
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JACOB G. HALLET, (late with Blake Bros. & Co.)
RICH'D H. CORNWELL (late with G. S. Robbins & Son)
New York, February 14, 1863.

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BOUGHT AND SOLD ON COMMISSION.

HOYT & CO.,
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FOREIGN EXCHANGE,
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ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

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AND NEGOTIATORS OF
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STOCKS and BONDS,
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TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

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GOVERNMENT SECURITIES & GOLD.
STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS.
Received on the most favorable terms.
Advances made on approved collaterals.

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Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
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BOUGHT AND SOLD ON COMMISSION.
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JOHN C. CAPP & SON,
Stock and Note Brokers,
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Directly opposite the Mechanics' Bank.
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STOCKS & BONDS BOUGHT AND SOLD
ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

ALBERT H. NICOLAY,
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☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, AMERICAN GOLD, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS as ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, **No. 52 WILLIAM STREET,** OR AT THE MERCHANTS' EXCHANGE SALES ROOM **No. 111 BROADWAY,** whenever desired.

☞ Orders by mail promptly executed.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 32.] SATURDAY, AUGUST 8, 1863. [WHOLE No. 1,425, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 8, 1863.

Hubbard's Railway Timekeepers.

As all our trains are run upon time, both to fulfil engagements to travellers, and avoid collisions, good timekeepers are indispensable; indeed, the more perfect the better, for the jarring of the cars, it is said, accelerates the motion of watches. We therefore recommend these chronometers of HUBBARD BROS., for such they may justly be called, as an improvement on ordinary time pieces and invaluable to railroad men.

New York and Harlem Railroad Injunction Dissolved.

At a special term of the Court of Common Pleas on the 29th of July, held by Justice Brady, the hearing of the motion for a continuance of the injunction granted against the Harlem Railway Company, on the complaint of John J. Phelps and others, restraining them from laying their track in Madison Avenue, in pursuance of the resolution of the Common Council permitting the extension of Harlem railroad through Broadway and Madison Avenue, was brought on for argument.

The plaintiffs who are owners of property in Madison Avenue, appeared by their counsel, who conceded to the argument of the defendant's counsel, that since the granting of the injunction, the Court of Appeals had decided, in the case of the People *ag.* Kerr, adversely to the right of the owners of property to maintain an injunction against the use of a street by a railroad.

It was suggested that, the whole case having been decided by the Court of Appeals adversely to the plaintiffs, there was no ground for the further prosecution of the suit, and that it was an act of injustice to the Harlem Railroad Company to restrain them any longer from the exercise of their valuable rights.

Plaintiff's counsel urged, that inasmuch as the decision of the Court of Appeals had been made since the commencement of this suit, and this suit had been commenced in good faith, the plaintiffs should be permitted to discontinue the action without costs.

In this view the Court concurred, and an order was made dissolving the injunction and discontinuing the suit, without costs.

The following order was entered:

"The defendans in this action having appeared in the order heretofore made herein, requiring them to show cause why they should not be restrained from laying their track in Madison Avenue, under the resolution of the Mayor, Aldermen and Commonalty of the City of New York, of April 21, 1863, and having moved that the argument of the motion be now brought on, and the plaintiffs having suggested that the decision of the Court of Appeals, in the case of the People *agt.* Kerr and others, has adjudged adversely to the rights of the plaintiffs to maintain an action for such injunction, and that the law of the State, as established by that decision, was not generally regarded as the existing law at the time of the granting of the injunction order, and that therefore the plaintiffs should have leave under the circumstances, to discontinue without costs.

After hearing counsel for the respective parties, it is adjudged by the court that the injunction order heretofore granted, restraining the defendants, the New York and Harlem River Railroad Company, from laying their track in Madison Avenue, be and the same is hereby dissolved, and that the plaintiffs have leave to discontinue the action, without costs, and without prejudice to any rights of the plaintiffs."

This decision will undoubtedly be repeated in the other cases of similar character, which yet remain in the courts. In the case of the People *vs.* Kerr the principle is settled against the right of property owners to obtain these injunctions. The principal case left to be heard, is that, where the stage proprietors claim a prior vested interest in the streets, with which the Harlem Co. will interfere by the construction of the railroad. We imagine this ground is untenable, and that the original power granted the Harlem Co. by statute, will prevail over any omnibus licenses granted by the city. In this case the confirmation of the charter of the Harlem Co. by a grant of the Common Council, and the actual construction of a part of the road under that permission, will be hard to avoid, and on the whole we may consider the question settled, and that we are to have a railway in Broadway. This once fashionable promenade, where our stateliest mansions were once erected, has practically become a street of business merely, and is crowded by those who go there for business purposes and not for pleasure. The upper avenues are now the favorite resort of pedestrians, and the Central Park for those who seek fresh air and a beautiful drive. In the city of London, more time is lost in traversing it, than is occupied in the transactions to be attended to, and so it would be here but for our city railways.

The Harlem Co. proposes to lay down a rail of a new pattern of wrought iron, with wide flanges: the rib, which is central and is to bear the wheels, projects but a little above this bearing and has square corners. By this arrangement, a horse's foot cannot be caught in the rail; there is a wide smooth bearing for ordinary carriage wheels to run upon, and it can be crossed easily, as the rail offers but a small obstructing point to the rim of a carriage wheel, the leverage of which lifts it over almost without a jolt.

Great improvements in the cars are to be made, and we will suggest one other, which will be highly acceptable to the public, and do away with the objections now existing among passengers. Frequently to make room for a single passenger, all the rest on the same side have to change their seats. If these were divided by a light brass rail, no such inconvenience would occur, and after a passenger took his seat he would not be disturbed. Something of this accommodation is due to the public. There is no propriety or justice in cramming the cars as is now done. In Paris, when an omnibus is full, no more are allowed to enter, and so it should be here.

We expect that cars will be running in Broadway before many months have elapsed, and hope the Harlem Co. will show themselves as liberal to the people, as the people have been to them.

The McGregor Western Railway.

We have received from Hon. George Greene, President of the McGregor Western Railway Co., Iowa, a copy of the report recently made in relation to this road, including plans and estimates, articles of association, forms of the securities, and the laws of the State pertaining to such organizations.

The line chosen is selected from various others, practicable but not advisable. It commences at North McGregor a flourishing town on the Mississippi, and thence passes up the valley of the Giard Creek, westerly 18 miles to a point 6½ miles, southeasterly from Postville; from thence to Calmer 23 miles, occupying the greater part of an old line laid down six years ago and partly graded. From this point, or rather 4 or 5 miles from it, the route to the State line where the Minneapolis and Cedar Valley crosses and terminates, and a connection is to be made, has not been fully settled, but there are no difficulties in the way whatever. The Minneapolis road is more than half graded and is being rapidly constructed. As between Chicago and St. Paul this route is 28 miles shorter than any other. The maximum grade will be about 53 feet to the mile, and the grading of the first 50 miles will be much heavier than on any other portion of the distance.

The first fifty miles of the road with five miles of turnouts, will cost about $900,000, the remainder will be constructed for about $22,000 per mile.

By the articles of incorporation under the general laws of Iowa, the capital stock is fixed at ten millions of dollars and may be increased by the Board of Directors. The shares are one hundred dollars each.

The charter is to continue for fifty years from the 19th January, 1863, and may be renewed. Its annual meetings after 1863, are to be held on the third Wednesday of January. The Board of Directors are not to be less than five or more than nine in number. The officers at present are George Greene, President, James L. Reynolds, Vice President, J. Ely, Treasurer, and H. B. Whitehorne, Secretary.

The aggregate indebtedness of the company is limited to six millions of dollars over and above certificates of stock, until the capital is increased. The private property of the stockholders is exempt from the payment of corporate debts. The general laws of Iowa in relation to incorporations are very stringent and effectually guard against frauds.

By authority of the Board of Directors, mortgage bonds have been issued, in the proportion of fifteen thousand dollars per mile, for the first 40 miles of the road from McGregor to Ossian, and the proceeds are to be exclusively applied to the construction and equipment of the said 40 miles. The principal being payable in 30 years at the agency in New York with interest at the rate of 7 per cent. Bonds of corresponding import have been issued, payable to S. J. Tilden and Wm. B. Ogden, or bearer, those gentlemen being trustees for the benefit of the holders. Coupons are attached for each half year's interest. For the security of the payment of the bonds, a trustee mortgage has been executed in the most approved form, and fully covers all the property of the company, and all the drawbacks they may obtain from connecting roads. Transfer books are to be kept in the city of New York. After the issue of $320,000 of the bonds, the residue shall not be issued until twenty miles are in good running order.

The whole cost of the line is estimated at $2,100,000, and the revenue is calculated as follows:

SUMMARY OF REVENUE.

Gross receipts per year for freight	$279,315 94
" " passengers	54,775 00
Gross earnings	$334,090 94
Running expenses, fifty per cent	167,045 47
Net earnings per year	$167,045 47
Add freight drawback, as above	46,241 20
Add passenger " "	4,225 50
Net revenue per year	$217,512 17

This would pay ten per cent. on the sum of $2,175,121 70, which exceeds the estimated cost of the whole line, built and equipped.

In this estimate, mail and express earnings, and the drawback from the Milwaukee and Chicago Railroads are not included, but are expected to be large.

The farmers and residents along the line have generally conceded the right of way, and made large donations to encourage a speedy completion of the work.

The business anticipated is not merely local. That of Northwestern Minnesota is confidently expected, as well as that of the rich regions of British North America on the great rivers Saskatchawan, Assiniboin and the Red River of the North. The business of McGregor is already large. It sent over the Milwaukee and Prairie du Chien road in 1862, 5,290 bbls. flour, 1,090,884 bushels of wheat, and 8,812,857 lbs. of sundries.

As the road passes through or adjoining the northeastern counties of Clayton, Alamakee, Fayette, Winneshiek, Mitchell, Chickasaw, Floyd, Howard, with a population in 1860 of upwards of 70,000, rapidly increasing, and there are fifteen other counties north and west of these also rapidly filling up, which in all probability will connect by branches with the main line, it appears that the local and way business will be large. It passes through the best wheat growing countries in the State, and at Monona, 14 miles from the river, it will supplant a present great thoroughfare, over which an average of four hundred loaded teams passes daily.

We are informed that a large body of men is now at work on the road; the rails for the first forty miles are on the way, and will be laid down during the months of August and September ensuing. This will complete it to Ossian, which is in the centre of a populous and productive region. Circumstances so much favor the operations of the company, so energetically is its business conducted, and so much confidence is felt in productiveness, it is now pretty certain that within twelve months it will be in connection with the Minneapolis, Fanbow and Cedar Valley line, thus making a direct line from Chicago and Milwaukee to St. Paul, by the routes of the Chicago and Northwestern, and the Milwaukee and Prairie du Chien.

Thus we find the railroad spirit in full activity in the great west, and we are happy to record the fact, that railway management has greatly improved the last few years, and system, economy and profit are beginning to be the marks of railway enterprises.

Central Railroad of New Jersey.

The following is a statement of receipts and expenses for the six months ending June 30th, compared with the corresponding six months of 1862; a similar comparison of the coal tonnage; and a condensed statement of the company's position on the 1st July instant.

	Passengers.	Merchandise.	Coal.	Mails, etc.	Total, 1863.
1863. January	$16,219 37	$55,008 17	$62,229 26	$2,048 37	$135,580 17
February	15,425 88	54,671 14	82,717 47	1,858 04	154,172 33
March	19,518 17	59,971 51	88,618 43	1,787 76	169,890 87
April	22,246 01	50,424 19	78,736 16	2,015 23	118,421 59
May	22,915 39	49,863 90	95,819 22	1,968 22	170,586 73
June	25,009 86	38,560 61	100,794 14	2,524 38	166,888 49
Total	$121,334 18	$308,549 52	$508,909 68	$11,697 00	$945,490 38
1862. Same m's	96,863 57	249,895 06	226,467 94	11,990 54	585,238 11
Increase	$24,470 61	$58,654 46	$277,421 74	.....	$360,253 27
Decrease	.....	.....	.....	$293 54	.....

	1863.	1862.	Increase.
Receipts for six months	$945,490 38	$585,237 11	$360,253 27
Expenses	391,523 27	274,843 23	116,680 04
Net earnings	$553,967 11	$310,393 88	$243,573 23
Lackawanna coal tonnage, for 6 mos.	308,414	229,486	78,928
Lehigh	220,664	102,823	118,381
Total	529,078	332,309	197,309

CONDENSED BALANCE SHEET, July 1st, 1863.

Railroad, 64 miles, (60 being double track)		$4,563,071 98
Land and wharves at Elizabethport		302,355 32
Station houses, shops, etc.		132,712 62
Engines and cars		665,347 29
Ferry interest and boats		229,400 00
Property accounts		689,014 95
Cash balances, etc.	$369,319 10	
Less accounts payable	362,736 87	6,582 23
		$6,588,484 39
Capital stock		$3,876,970 00
Bonds, 1st mortgage	$1,400,000	
" 2d "	600,000	2,000,000 00
Interest fund; interest accrued not yet payable		47,833 33
Dividend No. 33, payable July 15th.		96,924 25
Renewal fund, balance to credit		293,176 11
Net earnings	$553,967 11	
Less—		
Inter'st acc't.	$190,674 25	
Dividends	67,859 66	
State taxes	12,288 12	
U. S. "	9,564 38	
	280,386 41	
		273,580 70
		$6,588,484 39

Extraordinary causes, which cannot always exist, have, in all branches of the Company's business—whether passenger, merchandise, iron or coal—produced a large increase in quantities transported, and in the amount of the receipts. The expenses show the enhanced cost of labor and materials by an advance of over 40 per cent.; but so large have been the gross receipts, being

not far from a million dollars for the six months, that notwithstanding this increase in expenses, the net earnings show a surplus of $273,580 70, after providing for interest on the bonded debt, two quarterly dividends of 2½ per cent. each, and the proportion of State and United States taxes. This sum will, however, not more than make good the increased cost of construction of the extension to Jersey City and of the South Branch Railroad, owing to the inflation of prices. Both these works, but especially the extension, are being pushed as rapidly as possible, and are under good headway; but much difficulty is found in securing what is required.

Worcester and Nashua Railroad.

The earning and expenses of this road for the years ending November 30, 1861 and 1862, have been as follows:

	1862.	1863.
Earnings:		
From passengers	$84,674 92	$91,221 96
" freight	103,117 64	101,798 87
" mails	4,225 00	4,625 00
" express	1,800 00	1,800 00
" rents	1,452 22	1,198 27
	$195,669 78	$200,744 10
Expenses:		
Repairs of road	$21,128 16	$25,348 57
" engines	9,962 96	8,233 91
" cars	7,642 85	6,567 05
" buildings, etc.	5,733 00	4,385 69
" bridges	2,545 71	270 70
Fuel	16,805 01	19,517 59
Freight expenses	15,046 25	13,783 81
Passenger "	13,622 43	13,547 91
Switchmen, watchmen, etc	2,266 11	2,360 89
Oil and waste	1,944 56	1,810 19
Removing snow and ice	4,145 40	1,458 29
Taxes and insurance	1,699 52	1,784 61
Gratuities and damages	100 00	.....
United States Tax	.....	1,796 76
General expenses	9,845 39	8,695 87
	$112,481 35	$109,561 84
Net earnings	$83,188 43	$91,182 26

From which deduct—		
Interest paid in 1862	$7,945 48	
Dividends " "	60,888 00	
		68,833 48
Balance of earnings for the year		$22,348 78
Surplus last year	$59,165 66	
Less bonds paid	8,500 00	
		50,665 66
Total surplus not divided		$73,014 44

The gross earnings have increased $5,074 32; with a decrease in operating expenses of $2,911 51—making the increase in net earnings $7,985 83. The net balance, after payment of interest and dividends, is $8,240 46 in excess of the previous year.

After paying the stockholders two dividends of two dollars each, amounting to $60,888, and the excise tax on passenger earnings, there remains of the earnings of the year, $22,348 78, which has been reserved for the payment of the bonds of the company.

If the policy should be continued of paying four dollars on a share annually to the stockholders, and holding the excess of earnings for the payment of the bonds of the company, the directors have great confidence that the whole indebtedness of the company can be paid off by the time the last bonds become due, May 1, 1866; after which the whole earnings of the road can be paid to the stockholders, giving them at least six dollars annually on a share.

The road bed, track, rolling stock, bridges, buildings, etc., have been kept in good repair during the year. About eight miles of track have been laid, using for the purpose 325 tons of new iron. 400 tons of repaired rails and 15,000 new cross-ties have been laid down. One locomotive, one passenger and eight freight cars have been built in the company's shops.

The following statement will show the financial condition of the company November 30, 1862:

Cost of road and equipment		$1,270,397 63
Cash		63,563 55
Bills receivable		169 00
Sundry accounts		5,643 14
Lumber		3,237 65
Materials for working the road		44,077 97
		$1,387,088 94
Capital stock		$1,141,000 00
Bonds payable May 1, 1863		10,000 00
" " " 1864		17,500 00
" " " 1865		39,000 00
" " " 1866		75,000 00
Unpaid dividends		1,130 50
Dividend due January 1, 1863		30,440 00
Reserved income		73,014 44
		$1,387,088 94

At the annual meeting of the company, held in Worcester, on the 22d of January, the following gentlemen were elected directors for the ensuing year:

President—Geo. T. Rice.

Directors—Stephen Salisbury, Alexander De Witt, Jacob Fisher, Thomas Chase, A. F. Lawrence F. H. Dewey, F. H. Kinnicutt, A. H. Bullock.

Treasurer—T. W. Hammond.

Superintendent—George W. Bentley.

Seventh Avenue Railroad Case.

OPINION OF THE COURT OF APPEALS.

Court of Appeals, Albany—Before a full Bench.

The People and others *vs.* John Kerr and others.

—Wright, J.—Having carefully examined the case, I shall content myself by stating, without elaboration, the conclusions reached:

1. The authority conferred on the defendants by the act of April 9, 1860, to construct, operate and use a railroad for the conveyance of passengers, for compensation, through, upon, and along certain streets and avenues in the city of New York, was not an invalid exercise of legislative power, in the absence of any constitutional inhibition or restraint. The Legislature has entire control of any public rights in the highways or streets, and what it authorizes, so that it may be constitutional, cannot be complained of by the Attorney-General or any one else.

2. The act referred to authorizes the defendants to construct and use a railroad track, but makes no provision for compensation to the corporation of the city of New York or to the owners of lots fronting on the streets to be traversed by the track. Because the act does not provide for compensation either to the corporation or the adjacent land owners, but the defendants are empowered to use the streets for the transportation of passengers in carriages run on iron rails, without making compensation to any one, it is insisted that the constitutional inhibition which forbids the taking of private property for public use, "without just compensation," applies to the case. Conceding, however, that the laying down of iron rails in the public streets, without any change of grade, and running carriages thereon by horse power, for the use and accommodation of city passengers, is a material enlargement and change of the nature of the peculiar easement, and a *taking* of the property of the owners of the soil of the street, within the meaning of the constitutional provision, it is necessary before the validity of the act can be questioned by the Attorney-General, or the other plaintiffs in this action, that the rights of the latter or of the municipal corporation should be those of absolute owners of the fee of the land embraced within the street. Indeed, if the city corporation owns the streets in the same manner and to the same extent as an individual does his lands and its property in them [is] of such a character as to be protected by the constitutional limitation upon the right of eminent domain, the action cannot be sustained. The corporation is made a defendant upon the allegation that it is about to consent to the construction of the railroad track by Kerr and his associates. If it owns the streets—if the absolute fee be in the corporation—and it assents to the additional burden, it removes any constitutional objection to the law. The Attorney-General certainly could not be heard to maintain that that was a public nuisance which is authorized by a constitutional act of the Legislature.

3. The plaintiffs, other than the people, have no property, estate, or interest in the land forming the bed of the streets in front of their respective premises, to be protected by the constitutional limitation upon the right of eminent domain. The streets in question were voluntarily or compulsorily, and upon due compensation made therefor, transferred from the individual proprietors to the corporation in fee, according to the 178th section of the act of 1813 relating to the city (2 R. L., 409 to 416.) It is found as a fact, and conceded, that under this act of 1813 all the lands in the several streets on which the plaintiffs are abutting land owners were either taken for streets, under section 178 of that act, under compulsory appraisal, or ceded by the lot owners upon an agreed valuation pursuant to such section. Unlike our highway acts, which condemned to public use a mere easement only, (2 R. L., 275,) this statute provided for the "relinquishment of the lands and premises" constituting such streets by the original proprietors, and that upon the final confirmation by the Supreme Court of the report of the Commissioners of Estimate and Assessment, the corporation should become and be seized in fee simple of said lands and premises. After such relinquishment and vesting of the fee in the city corporation, no property, estate or interest in the land, included in the streets opened under the act, remained in the adjacent proprietors. The possibility that the public use, for which the land was taken, might cease, is not, I think, to be deemed as leaving in the persons from whom it was taken a right to have the land again in that event (Heyward *vs.* the Mayor, &c., of New York, 3 Seld., 314.) An interest, though technically vested, so limited as to be subsequent in point of enjoyment to a prior present ownership that may last forever, is not to be regarded as property, or entitled as such, to immunity from destruction at the will of the Government. If, however, it were conceded that those from whom the land was

taken have some remote reversionary right, in case the street shall cease to be used as highways, the possibility of reverter is too remote and contingent to be of any appreciative value.

4. The streets in question are not owned by the corporation of New York. The corporation cannot sell or dispose of them, or even divert them to private use. Any and all title or interest which the city has in them is held for public use; is *public* property, and not private or municipal. By an exercise of State power they were taken or confiscated to public use, and compensation made for them not from any fund levied on the corporation or its corporate property, or on the city or its inhabitants generally, but by an exercise of the taxing power of the State. The Legislature acted under its taxing power in raising the fund or means of payment. It cannot be known that a single city corporator contributed any sum toward the purchase; and for anything that appears, the streets in question may have been wholly paid for by non-residents. By force of the statute of 1813, the corporation became seized in fee of the land embraced within the streets not absolutely as private or corporate property, but in trust for public use. The fee being vested in the corporation, the statutory command and authority followed to take possession and hold the streets "*in trust* that the same be appropriated and kept open as public forever, in like manner as the other public streets in said city are, and of right ought to be (2 R. L., p. 408, §§ 177, 178.) It would be strange, indeed, if these streets belonged to the city and [were] beyond public control, when they were acquired by the exercise of the right of eminent domain, [and] were confiscated to public use, when vested in the corporation, by the proceeding to open them. I am clearly of the opinion that the city corporation has no *property* in the streets of a character to be protected by the constitutional limitations upon the right of eminent domain. It is perhaps unnecessary in this case to consider the question whether in other streets of the city, not opened under the act of 1813, the corporation has a *property* in them to be thus protected; but if it were, my conclusions would be the same. Whether the fee or ownership of the bed of the ancient streets was originally vested in the Government or the land was taken, and condemned for public use, under colonial or State acts, upon paying to the proprietors a compensation for the soil or easement, or was voluntarily ceded to the public, it seems plain to me that the corporation has no property in the soil of the streets to be constitutionally protected against the acts of the State in regulating their use. It cannot be pretended that the absolute title and estate in the land embraced within the streets have ever been granted to the corporation from any source. Whatever estate or interest it holds, either conferred by the Dongan Charter, or by the State, is in trust for the public use. It is not a trustee for the inhabitants of the city alone, but for the whole people. The corporation may exercise this trust—it may have control over the public streets or the power of regulating their use, but that is not corporate property, nor has the corporation or any of its corporators, a private interest therein or a right to derive profit therefrom.

5. The effect and object of the act of 1813, in relation to the streets in question, were to establish a public trust for the benefit of the whole people. All public streets or highways are for the use of the people of the whole State, whether located in town or country. The interest in such use, or the ownership thereof, is *publici juris*. It is a prevalent notion that the inhabitants of the city have some distinct and peculiar right to the use of the streets, not pertaining to the whole people, and that the corporation having paid for them, they are in a sense, corporate property, and the right to govern and regulate their use a sort of corporate franchise. But this is an erroneous view; as has been seen in regard to the streets opened under the act of 1813, compensation was made not from the city treasury, or from corporate property, but the fund for payment was raised by an exercise of the taxing power of the State. So also as to other streets, no compensation has been paid by the municipality, whether they were originally vested in the Government, or under colonial or State acts, opened by the exercise of the right of eminent domain. The character which the corporation has uniformly sustained, has been that of trustee for the public. It was as such trustee that the State in 1793 conveyed to it all its title, estate and interest in such streets. (Greenleaf's Laws.)

The interest in the use of the streets bring *publici juris*, the power of governing and regulating such uses is vested in the legislature, as the representative of the whole people. It is a part of the governmental or political power of the State, in no way held in subordination to the municipal corporation. If the legislature could not authorize the use of the streets in the way prescribed in the act of April, 1860, the power exist *nowhere*. The permission of the municipal Government, the mere creature existing at the will of the State, would add nothing to the power. I know of no restraint upon legislative action unless it can be found in the constitution, and there is nothing there but the limitation on the exercise of the right of eminent domain. The city corporation, as freeholder of the streets in trust for public use as highways, is but an agent of the State. Any control which it exercises over them, or the power of regulating their use, is a mere police or governmental power delegated by the State, subject to its control and direction, and to be exercised in strict subordination to its will. The corporation, as such, has no franchise in connection with the use of the streets for the transportation of passengers. Whatever power or authority it possesses in respect to the carriage of persons for hire, was derived from acts of the State Legislature, which power may be resumed by the granter, at its pleasure. I am aware that what is called the franchise for carrying persons for hire over the streets of the city, and for receiving a pecuniary recompense for the enjoyment of this privilege by others, as claimed to have been enjoyed by the corporation from time immemorial, and to have been one of the privileges or franchises confirmed to it by the Montgomerie Charter. But this rests in mere claim. Neither of the ancient charters granted to the city corporation the office of carrier of persons, or any power of licensing, or receiving fees from others for the privilege. The Montgomerie Charter did indeed grant to the corporation "the office of cartage, carriage and postage of all goods, wares, merchandise, and other things to be carted or carried in or through said city, or any part thereof." (Mont. Charter, § 19.) But it has not been supposed that even this was an irrevocable grant of property.

I discover no obstacle, therefore, to State legislation in respect to the use as well of public streets and highways in the city as in the country. The power which the municipal corporation holds and exercises in controlling and regulating the use of the streets of New York has been delegated to it by the State. It is a grant of governmental power for local purposes, subject to the control of the supreme power in the State. The Legislature may at any time resume the power delegated.

It is not necessary that the courts should maintain or even approve of the policy and justice of that species of legislative interference with the local affairs of a great municipality which the act under consideration discloses. The question is simply one of *power*. I cannot doubt that the power exists with the State Legislature, without the consent or license of the municipal corporation to so control the use of the public streets of the city as to authorize the construction of a railroad track therein, on which city passengers may be transported for hire. It can make no difference with the question that the right granted is in the nature of a franchise, for it proceeds from the sovereign. The judgment of the Supreme Court should be affirmed.

All the judges concurred substantially in the foregoing opinion.

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending July 25, 1863, were:

Passengers	$33,131 92
Freight and live stock	38,392 18
Mails and sundries	2,850 00
Total	$74,374 10
Corresponding week, 1862	62,633 35
Increase	$11,740 75

The traffic of the Great Western Railroad for the week ending July 24, 1863, was as follows:

Passengers	$19,016 80
Freight and live stock	19,214 25
Mails and sundries	1,317 14
Total	$39,547 69
Corresponding week of 1862	40,389 91
Decrease	$842 22

The earnings of the Chicago and Alton Railroad for the 4th week of July, 1863, were:

Passengers	$14,103 15
Freight	28,204 09
Sundries	1,135 84
Total	$43,442 58
Same week last year	28,880 51
Increase	$14,562 07

The earnings of the Galena and Chicago Union Railroad for the 4th week of July, 1863, were:

Freight	$20,992 15
Passengers	10,111 77
Mails	1,300 00
Total	$32,403 92
Same week, 1862	50,783 68
Decrease	$18,379 76

RAILROAD EARNINGS—MONTHLY.

Buffalo, New York and Erie:	January.	February.	March.	April.	May.	June.	July.	August.	September	October.	November.	December.	Total.
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,892	56,876	78,265	74,056	67,589	62,167	59,523	54,429	74,031	83,924	84,922	91,398	850,845
1863	100,186	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	220,022	225,896	241,964	158,566	117,607	2,065,999
1861	149,668	115,525	158,007	151,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,507,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,095	86,211	76,426	81,455	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,551	75,621	78,261	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,925	72,196	81,984	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,206	107,443	106,816	127,295	140,107	154,617	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,232	120,052	126,090	109,440	83,052	984,577
1860	72,824	66,763	77,408	89,170	104,272	100,462	82,895	139,049	134,560	145,389	92,873	74,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,021	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	96,459	102,553	138,573	119,947	117,086	146,268	161,563	138,795	135,695	1,423,438
1863	140,024	130,235	122,512	122,255	114,995	166,603	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,525	22,970	25,881	28,201	28,066	24,326	25,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,787	74,381	53,554	675,754
1861	48,325	48,051	59,929	60,410	81,491	83,229	76,897	60,527	87,167	105,146	81,286	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	------	------	------	------	------	------	------
Cleveland Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,052	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,980	84,956	94,820	118,539	119,487	107,672	80,879	77,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,252	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,230
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,666	94,406	82,467	82,400	889,499
1861	85,229	76,918	86,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,263	956,959
1862	106,263	88,468	108,175	87,915	69,716	64,940	71,716	78,538	102,176	112,507	117,284	161,876	1,167,544
1863	145,916	146,859	165,780	121,278	100,225	100,085	91,308	------	------	------	------	------	------
Erie:													
1858	370,357	328,047	461,195	557,985	473,366	384,379	383,022	389,373	379,250	456,226	426,899	392,260	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	465,235	465,959	536,608	441,761	4,654,049
1860	351,000	345,090	433,311	457,161	393,409	393,409	319,955	477,042	609,124	587,242	561,448	412,223	5,135,424
1861	404,507	391,932	458,560	547,174	506,610	450,063	372,705	419,010	515,948	719,554	734,168	744,211	6,214,182
1862	689,097	601,595	698,936	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,806	963,859	8,400,314
1863	895,453	829,734	946,041	938,456	878,867	760,808	------	------	------	------	------	------	------
Galena and Chicago:													
1859	69,421	66,043	92,021	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,769,441
1860	60,653	62,698	80,793	93,251	115,505	93,449	80,105	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,256	76,859	101,600	103,795	165,707	162,823	145,289	150,359	200,276	221,326	172,700	122,389	1,723,196
1862	109,867	105,421	74,246	90,189	138,194	225,048	190,456	129,019	188,370	203,775	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,333	212,946	141,251	------	------	------	------	------	------
Hudson River:													
1859	102,161	100,589	175,773	121,123	141,369	115,444	125,908	155,161	156,973	170,157	157,442	222,013	1,993,434
1860	112,711	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,591	169,544	220,370	2,075,822
1861	223,157	201,343	167,569	139,751	150,803	122,683	114,804	135,290	146,124	173,261	197,762	246,283	2,020,577
1862	307,230	281,568	308,963	292,346	192,432	151,427	159,769	198,442	212,118	239,941	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	------	------	------	------	------	------	------
Illinois Central:													
1859	132,926	134,311	154,690	153,614	141,894	149,592	139,102	181,642	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,980	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,208	229,334	192,054	199,488	177,829	180,280	268,983	289,862	284,020	243,249	224,401	2,890,672
1862	190,139	236,237	181,084	191,648	206,246	269,262	261,079	352,786	414,543	410,236	372,593	359,403	3,445,827
1863	267,061	269,198	285,773	267,643	314,166	397,729	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,260	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,063	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,899	122,863	63,771	1,095,146
1863	73,063	66,686	56,171	107,754	147,409	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,220	139,761	163,615	90,900	44,865	799,841
1861	54,246	44,027	45,037	49,102	112,286	141,771	107,117	90,463	134,726	177,879	130,184	67,980	1,155,407
1862	82,903	62,807	47,040	61,759	139,218	144,915	108,721	76,163	109,661	154,369	122,272	61,805	1,165,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,245	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,167	119,823	166,444	170,842	175,181	134,688	127,273	186,821	228,851	273,722	203,402	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,030	276,181	251,265	189,077	2,180,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	181,000	226,819	276,109	305,018	304,084	279,559	2,647,918
1863	248,784	230,508	254,208	267,693	263,981	237,982	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,903	150,386	216,837	226,027	184,617	152,949	1,736,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,284	119,704	151,971	172,614	149,550	133,620	123,377	144,982	236,843	307,333	242,019	260,104	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	296,956	322,360	307,475	258,633	2,650,701
1863	242,073	245,857	256,432	238,495	236,456	208,221	------	------	------	------	------	------	------
New York Central:													
1859	380,319	370,544	509,211	478,563	469,628	447,813	504,217	591,920	743,599	709,671	627,707	520,206	6,303,703
1860	387,328	402,530	561,078	585,141	551,500	495,945	541,494	692,382	868,985	841,158	755,716	523,047	7,154,052
1861	489,065	420,702	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,025	962,960	872,985	7,996,781
1862	749,163	631,956	710,814	770,223	750,114	670,447	749,571	752,841	892,744	1,004,724	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,547	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,893
1860	97,016	95,666	88,598	90,463	89,557	93,378	100,659	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	88,856	97,287	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	91,957	94,157	97,337	101,857	102,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,065	116,898	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,927	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,595
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,308	249,021	3,316,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,087	265,358	294,456	276,209	291,763	278,219	2,895,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,887
1863	325,685	301,834	336,771	429,924	505,717	464,809	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,928	286,844	231,253	191,128	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,740	261,958	3,021,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,289	364,251	370,985	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,258	57,734	72,584	74,689	74,690	81,872	46,095	734,874
1860	43,518	42,063	64,414	73,079	67,946	67,428	84,879	122,785	106,100	126,027	77,599	51,286	926,733
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,587	162,858	137,096	92,574	1,172,100
1862	82,235	47,142	56,008	85,582	106,845	115,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida :						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers :						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada :						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge :						
Albany City (S F.)	1,000,000	6	Jan. & July.	Boston.	'68-'76	
Androscoggin and Kenebec :						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western :						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence :						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio :						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju Oc.	London.	1838	
Mortgage Coupon " 1853	2,500.000	6	April & Oct.	Baltimore.	1885	104
" " " 1850	700,000	6	J n. & July.	"	1880	101½
" " " 1855	1,128,500	6	J n. & July.	"	1875	103¾
" " " 1834	1,000,000	6	Ja. Ap. Ju.Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110¼
Bellefontaine and Indiana :						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware :						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal :						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	100
1st Mortgage	300 000	7	" "	New Yo k.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell :						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie :						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	100
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103¾
Buffalo and State Line :						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri :						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.) :						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy :						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	793,200	5	"	"	1863	
American Loan	764,000	6	"	New York.	1864	104
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	
" " $800,000	799,650	6	"	"	1870	104
" " $375,000	675,000	6	"	"	1875	104
" " $1,700,000	1,700,000	6	"	"	1883	104
" " $2,500,000	867,000	6	"	"	1889	104
Consolidat. Mort. Loan $5,00,000			"	"		108
Camden and Atlantic :						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa :						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna :						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia :						
Mortgage	86,067	7			1863	
Central of New Jersey :						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65 '70	106
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio :						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	102
3d Mortgage (S. F.)	950.000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	42
Charleston and Savannah :						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire :						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	104½
Chicago, Burlington & Quincy :						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	115
" " " inconvertible	2,690,000	8	" "	" "	1883	115
Plain Bonds, dated Sept. 29, 1860	755,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort	248,000	7	" "	" "	1864	
" " " 2d Mort	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton :						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee :						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island :						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	106
Chicago and Northwestern :						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	104
General 1st Mortgage	3,000,000	7	" "	" "	1885	87
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	100
2d Mortgage	2,000,000	6	" "	" "	1890	66
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton :						
1st Mort age	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
*Cincinn., Wilm. and Zanesville :						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning :						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg :						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	81
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin. :						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo :						
Junction 1st Mortgage 1st Div.	284.000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	439 000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T Income (convertible)	114.000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C and T. Dividend (convert.)	124,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,077,000	7	Jan. & July.	" "	1885	105¾
Columbus and Xenia :						
Dividends (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River :						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers :						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley :						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	100,500	8	" "	" "	1904	
Dayton and Michigan :						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	100
Dayton and Western :						
1st Mortgage	289 000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware :						
1st Mortgage guar. by P, W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	110
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	103½
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee :						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1883	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific :						
New Construction	800,000					
Dubuque Western :						
1st Mortgage	344,000	†				
Eastern (Mass.) :						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	6	Jan & July.	London.	62-'72	95
3d Mortgage (convertible)	460,000	6	Feb. & Aug.	Boston.	1874	107
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia :						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	700,688					
East Tennessee and Virginia :						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton :						
1st Mortgage	767,734	†			var.	
Erie and North-East :						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida :—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama :						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	360,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	104
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	103
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	77
Convertible Bonds	1,360,000	7	Jan & July	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct	" "	1889	45
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				---
Mortgage	125,000	7			1866	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	114
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	115
Construction	11,619,500	7	April & Oct.	London.	1875	---
Construction	3,104,000	6	" "	New York.	1875	115
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	---
2d Mortgage	384,000	10	" "		------	110
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 00	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6			------	---
1st Mortgage	260,000	7			------	---
2d Mortgage (convertible)	1,000,000	7			----	---
3d Mortgage	600,000	7			----	---
Guaranteed by Covington	200,000	6			------	----
Cincinnati (exchanged)	100,000	6			------	----
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†			------	---
City of Keokuk, (special tax)	150,000	10†			------	---
Lee County, 20 years	150,000	8			------	---
Keokuk, Mt. Pleas't and Muscat.						
Lee County	150,000	8			------	---
City of Keokuk	200,000	8			------	---
Henry and Louisa Company's	50,000	8			------	---
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	112
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	86
2d Mortgage (Eastern Div.)	1,000,000	†			------	---
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44
2d Land Grant (Western Div.)	353,600	†	" "	"	------	44
3d Mortgage (whole road)	1,700,000	†			------	---
Farm Mortgage	1,087,700	†			------	---
Unsecured Bonds	1,785,000	†			------	---
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102
Extension Bonds	175,000	7	May & Nov.	" "	1930	100
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	225,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	---
1st Mortgage	2,000,000	7	Feb & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6			------	---
Mortgage	24,000	7			------	---
Mortgage	10,000	6			------	---
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			------	---
1st Mortgage	1,600,000	7			1880	---
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6			------	---
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6			------	---
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	" "	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	115
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	108½
2d General Mortgage	2,656,500	7	" "	" "	1877	101½
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8			------	---
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.	------	103
2d Mortgage	200,000	8	" "	" "	------	---
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8			------	10
2d Mortgage	600,000	8			------	---
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	104
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	---
1st Mortgage	350,000	7	" "		1883	---
Mississippi Central:						
1st Mortgage	1,007,363	7			------	---
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			------	---
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York	------	---
2d Mortgage (S. F.)	400,000	8		" "	------	---
Oakaloosa Division	500,000	7		" "	------	---
1st Land Grant	2,000,000	7		" "	------	60
2d Land Grant	700,000	---		" "	------	---
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	---
Mississippi State Loan	202,799	6			------	---
1st Mortgage	171,000	7			1876	---
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6			------	---
Tennessee State Loan	674,860	6			------	---
Alabama State Loan	389,410	6			------	---
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	---
Sterling	878,035	8			1883	---
Mississippi State Loan	200,970	8			------	---
Montgomery and West Point:						
Alabama State Loan	122,622	---			------	---
Mortgage (due 1860, '63 and '65)	350,000	6			var.	---
Mortgage	450,000	8			1866	---
Muscogee:						
1st Mortgage	249,000	7			------	---
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			------	---
Chat. and Clev. Subsc. (endors.)	231,000	---			------	---
***New Albany and Salem:**						
Crawfordsville	175,000	7			------	---
1st Mortgage	500,000	10			------	---
1st Mortgage	2,235,000	6			------	---
N. Hav., N. Lond. and Stonington:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	---
2d Mortgage	200,000	6	Jan. & July	"	1868	---
Extension	116,000	6	May & Nov.	"	1878	---
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven	1869	---
New Jersey:						
Company's (various)	668,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5			63'68	---
1st Mortgage Coupon	2,865,000	8	Jan. & July.	New York.	1856	---
N. Orl'ns, Opelous. and Gt. West.						
Louisiana State Loan	641,000	6			------	---
New Orleans City Subscription	1,500,000	5			------	---
1st Mortgage (S. F.)	566,000	8			1889	---
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	106
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	116
Stock Exchang (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	102½
Convertible Bonds	920,000	7	Feb. & Aug.	" "	1876	126
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	104½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	111½
4 th Mortgage	5,100,000	7	April & Oct.	" "	1880	108
5th Mortgage	1,791,500	7	June & Dec	" "	1888	106
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	---
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	103
3d Mortgage	990,300	7	Jan. & July.	" "	1867	103
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1868	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 2d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100
2d Mortgage	3,077,000	7†	" "	" "	1861	23½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93½
Chattel Mortgage	360,000	10	" "	"	1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	---
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage of 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	------	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia	1880	110½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	107
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	800,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	250,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1863	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,094,600	6	April & Oct.	"	1870	107
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	118
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1863	---
Pittsburg and Connellsville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	---
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$880,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	6	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	72
2d Mortgage	937,500	7	" "	"	1863	16
3d Mortgage	440,000	7	" "	"	1863	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1868	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			------	----
2d Mortgage	450,000	---			------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
Mortgage (half to State)	7,000,000	5	Jan. & July	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	102
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92
" " (series D)	1,400,000	7	May & Nov	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	89
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	104
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	94
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	94
Interest Bonds	245,700	7			------	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	18
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'58–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	10 7
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Laterals and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,136	*	—	877,453	503,500	165,255	1,515,701	54.0	.....	101,102	37,886	—	....
28 Feb '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,778	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	—	—	—	....
1 May, '61	309.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—						.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,868,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,268	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,924	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	— — —	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
1 Feb. '61	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,482	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	380,299	11	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	205,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,744,362	117.4	518.10	1,036,437	484,096	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	143,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	88
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,976	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	15,535	744,520	—	5,024	749,544	9.0	.....	27,258	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,635	—	....
— — '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,240,000	126,000	— — —	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	24.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,566,800	*	—	4,566,800	.....	.....	6,580.17	220.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,659	4,156,000	312,500	—	8,123,343	232.0	.....	1,169,188	528,043	8	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,256	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,286,631	57,574	—	1,275,901	10,200	180,621	1,443,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,941	3,822,913	228.8	.....	.....	388,855	15	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				155.0	.....	852,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	—	—	35	38	712	Chicago and Alton	8,117,529	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	81¼
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,11	169.0	1,067,025	1,561,227	679,772	—	117
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	—	29.0	36	23	705	Chicago and Northwestern	12,325,389	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 03.054	448,503	—	34¾
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	107
10 Nov. '62	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	65	1,389	Galena and Chicago Union	8,108,765	1,311,917	248,580	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	884,605	6	104½
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,000,500	—	36,071,630	508.3	2,561,192	3,445,827	1,870,723	4	119½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	148.0	—	....	—	—	—	—	Ohio and Mississippi	4,570,880	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic. & R. Is.	125,000	.....	—	....
— — —	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
— — —	1.0	—	....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,695	568,030	—	62
								INDIANA.													
— — —	108.0	—	....	—	—	—	—	Cincinnati and Chicago	2,090,435	*	—	1,106,079	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,000	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,384,284	140,689	3,458,108	110.0	.....	448,858	230,853	9	85
31 Dec. '62	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,22	168.0	312,859	527,863	268,156	—	....
— — '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,360	87,949	3,060,128	135.0	201,402	260,563	99,086	—	....
— — '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	643,827	371,40	—	....
— — '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,622	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,788	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	289.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,358	111.0	.....	228,586	122,931	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	249,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,705	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
— — '62	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,900	15,000	.....	230.0	.....	.....	.....	—	25¼
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,99	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	....	....	....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	—				Louisville and Frankfort	1,383,526	126,756	6,540	1,104,587	414,519	—	1,649,561	65.1	244.77	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,80	716,478	371,12	—	....
— — '59	18.8	—	....	70.2	—	—	....	Mayesville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	176.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,864,420	505,260	—	3,242,318	586,000	339,297	6,865,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	200.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,670,452	1,040,752	—	.....	2,666,000	1,150,717	.....	206.0	.....	1,232,024	556 434	—	....
1 Aug '60	38.7	—	....	186.2	....	....	....	*Vicksburgh, Shreveport & Texas*	1,962,091	*	—	1,733,016	243,000	108,484	1,710,819	55.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending	Railroad. Main Line	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
31 May,'59	36.5	—	....	—	4	4	21	Androscoggin	757,881	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	....
31 May,'61	55.0	—	....	—	6	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,909	1,748,857	158,817	2,346,574	137.0	.....	318,505	94,098	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '58	12.5	—	....	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	130,000	—	40,576	244,726	12.5	.....	30,890	Loss.	—	....
30 Sep. '61	63.0	9.5	8.0	—	12	14	12	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	....
31 Dec. '59	—	—	—	14.0	....	....	....	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	....
31 May,'61	54.7	—	....	—	—	10	93	Penobscot and Kennebec	1,613,473	104,013	78,014	957,779	1,105,400	95,968	1,859,147	54.7	oper. by	Am.&K.	70,566	—	....
31 May,'61	51.5	—	....	—	11	15	115	Portland, Saco and Portsmouth	1,484,792	*	5,295	1,500,000	—	—	1,500,000	51.5	109,475	245,548	115,732	6	112
31 May,'61	37.0	—	....	—	—	—	....	Somerset and Kennebec	783,763	*	—	139,250	558,000	—	.....	37.0	.....	55,403	23,404	—	....
31 May,'61	18.0	—	....	38.0	—	—	....	York and Cumberland	1,020,099	*	—	570,300	450,000	270,000	1,020,000	18.5	.....	20,586	.....	—	....
								MARYLAND.													
30 Sep. '61	179.0	7.2	....	—	25	123	1,272	Baltimore and Ohio	21,314,042	3,604,731	3,679,907	13,118,902	10,781,833	666,070	31,241,011	286.8	.....	3,922,293	2,305,785	6	87¼
30 Sep. '61	30.0	—	....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.1	—	51	28	1,547	Northern Central	7,635,009	774,568	466,135	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	41
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	....
30 Nov. '62	26.7	1.8	43.3	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	105
30 Nov. '62	74.3	8.8	51.1	—	34	67	521	Boston and Maine	3,880,350	396,834	498,903	4,076,974	—	86,656	4,774,086	119.3	616,761	835,137	378,123	7	124
30 Nov. '62	47.0	7.0	32.5	—	25	40	20	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	128
30 Nov. '62	44.6	24.0	60.1	—	36	6	273	Boston and Worcester	4,082,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	128
30 Nov. '62	40.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,780	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	6.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	109
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,297	315,165	264,102	2,883,400	1,912,000	30,000	4,766,000	89.0	452,168	635,629	315,734	—	102
30 Nov. '62	19.9	1.1	3.8	—	8	—	—	Essex	742,592	4,416	—	299,108	289,261	184,740	764,119	21.2	56,482	55,001	15,103	—	67
30 Nov. '62	59.5	32.5	74.5	—	29	56	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,880	254,146	6	111
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	28.4	33,739	38,588	4,619	6	99¾
30 Nov. '62	29.5	—	5.5	—	—	—	—	Hampshire and Hampden	577,933	28,748	—	292,981	303,014	—	606,881	29.8	27,424	16,344	1,233	—	....
30 Nov. '62	12.3	—	2.5	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,762	367,182	12.4	.....	21,780	21,780	6	....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,516	188,183	46,549	8	117¼
30 Nov. '62	20.1	1.5	1.1	—	6	14	74	New Bedford and Taunton	802,769	54,214	14,000	400,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.1	—	—	—	—	Newburyport	597,386	—	—	220,340	234,000	140,902	597,386	....	oper. by	B & M.	Co.	—	....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	852,464	46,269	—	243,701	550,000	175,672	1,019,373	25.0	53,654	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	61	485	Old Colony and Fall River	3,008,445	354,563	—	3,015,100	350,500	134,065	4,187,740	102.1	388,585	580,150	312,031	6	137½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	252	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	245,503	226,000	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	5	17	South Shore	462,337	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	61,425	20,484	—	12½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Hu	satonic.	31,409	7	....
30 Nov. '62	11.1	0.6	1.3	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	104,018	23,376	9	100¼
30 Nov. '62	6.1	—	—	36.5	—	—	—	Troy and Greenfield	1,755,370	—	—	923,510	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40
30 Nov. '62	99.5	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	999,525	—	3,516,900	77.3	112,242	216,065	115,241	—	35½
30 Nov. '62	166.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb.& W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	145
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,355	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,741	92,979	5½	77
								MICHIGAN.													
1 Jun '62	17.5	—	....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Sep. '62	57.0	—	....	—	—	—	....	Chic. Detroit & Can.G.T.June.	built and	equipped	by Gr. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	—	—	....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	....
-- --	--	--	--	--	--	--	--	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- --	--	--	--	182.0	--	--	--	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
31 May,'63	284.5	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	117
31 Mar. '63	346.0	261.0	....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,615,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,275	527.0	2,060,637	2,815,851	1,461,276	—	92
-- --	--	--	--	89.8	--	--	--	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	698.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	196.5	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	98.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Red River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	330	*Mississippi Central*	4,966,022	756,202	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '61	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	86.2	—	....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	....	....	....	*Cairo and Fulton*	1,218,497	*	*	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	....
31 Dec. '62	208.8	—	15.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,801	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,308,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	....
31 Dec. '62	52.0	—	3.6	....	....	....	....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '63	196.0	—	14.4	57.3	54	30	420	*Pacific*	11,162,670	662,617	—	8,486,916	7,000,000	137,019	20,455,420	196.7	607,040	679,956	227,398	—	....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,031	253,235	65,259	—	....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	—	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	43¼
30 Nov. '62	55.0	—	....	—	11	11	50	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	44
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	.....	.....	67,461	887,462	28.1	.....	84,045	10,492	—	....
31 Mar. '62	34.5	—	—	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	61
30 Nov. '62	49.9	3.0	....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	....
30 Nov. '62	16.5	—	2.6	—	—	—	—	Eastern	525,205	—	—	482,500	—	42,795	525,205	ope	r. by Eas	tern Mass.		4	104¼
31 Jan '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	423,404	40,887	—	166,745	200,000	56,210	.....	20.5	.....	26,120	12,857	—	....
31 Mar. '62	29.5	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,424	74,985	7	116
30 Nov. '61	29.5	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	84,916	12,895	—	....
30 Nov. '62	68.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,460	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	68¼
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	....
31 Dec. '62	63.9	22.5	....	8.0	....	....	....	Camden and Amboy	6,070,238	*	3,971,080	5,099,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	165¼
31 Dec. '62	60.2	—	....	—	—	—	....	Camden and Atlantic (Pref.)	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,886	65,128	—	17
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672,113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	177
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	....
31 Dec. '62	38.8	—	....	—	—	—	—	New Jersey	3,563,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	38.8	512,349	1,111,087	652,124	10	....
31 Dec. '62	21.3	—	....	—	2	6	17	Northern New Jersey	422,247	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.6	—	....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	83,400	8	....
31 Dec. '62	15.0	—	....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	26,500	6½	....
31 Dec '62	....	—	....	—	—	—	....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	142,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 Dec. '62	24.0	—	....	—	—	—	—	Warren	1,907,750	.....	—	1,307,750	600,000	—	1,907,750	24.0	.....	289,889	124,742	6½	111
31 Dec. '62	38.5	—	....	17.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,968	90,122	48,322	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (Total) incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	1,500	1,100,075					—	....
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl. in Rens. & Sarat.				—	....
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	2,368	2,320,940	48.9	140,565	224,415	128,039	—	....
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper. by Tioga.			44,100	—	....
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,075	52,327	10,231	3	....
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,000	252,100	62,967	807,217	14.5	805,720	127,843	10,967	—	....
30 Sep. '62	28.3	—	26.9	1.9	—	109	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,681,216	491,629	118,399	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,600	140,000	8,000	600,000	5.3	278,280	30,944	2,758	—	....
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,647	3,082,852	178.0	609,076	823,425	275,486	—	90
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,858	506,570	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,304	*	—	495,800	7,000	2,717	503,517	10.8	1 2,030	21,407	.....	—	....
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	574,128	64,237	—	800,000	—	28,000	938,805	6.5	2,458,019	369,965	121,665	12	....
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	1 cl. in Erie		.....	30,000	6	....
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	32,985,792	*	—	19,975,200	19,831,500	480,765	40,286,965	465.0	4,582,369	7,868,978	2,695,542	—	106½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	236,424	15,420,640	148.0	1,152,546	2,657,529	1,260,964	—	150
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,442	15,213	2,828,474	100.5	226,011	293,457	109,457	2	38½
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,278,5 5	—	41,866,855	664.0	5,565,772	9,350,828	3,749,077	64	132
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,504	—	5,717,100	5,995,061	69,136	11,781,297	165.0	507,473	1,154,003	456,098	—	156
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl. in N.Y. Central.			60,000	6	....
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,000	—	799,360	22,000	—	875.74	5.0	779,680	89,486	19,429	—	....
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,000	1,494,000	—	6,066,500	121.8	341,764	492,435	176,756	—	....
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,026	—	396,340	208,500	16,375	815,161	38.1	75,623	140,034	77, 5	7	....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,025	27.2	.....	276,276	66,946	6	....
30 Sep. '62	172.1	17.5	15.4	—	22	17	355	Rome, Watertn & Ogdensbg.	3,092,378	388,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	94
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,984	—	—	300,000	65,000	—	480,684	incl. in Rens. & Sar.				—	....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,288	146,225	52,258	—	....
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,060	54,498	—	....
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,91 ,60	358,035	88,256	10	....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	30,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,040,757	105,570	2,954 457	58.6	229,421	280,871	172,757	—	....
30 Sep. '62	8.0	—	8.6	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,808	271,158	134,958	—	....
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462 500	.....	o er. by	Vt. Co.	.....	—	....
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	762,091	—	—	30,000	680,000	—	752,091	.....	oper. by	the 4 Comp'a.	.....	—	....
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,348	71,869	6,987	—	....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,072	—	....
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,225,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	....
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	....
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,000	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	....
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,340,213	791,655	102,391	3,114,954	171.0	325,069	477,554	235,201	8	....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	....
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	—	—	—	—	—	—	....
31 Dec. '62	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,1 9,0 0	,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	17
31 Mar. '63	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,786	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	28
1 May, '59	131.8	—	....	31.0	16	10	352	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	....
31 Dec. '62	135.4	55.8	....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,928	1,724,917	1,033,637	20	155
31 Dec. '62	67.0	—	....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	80
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,.97	1,551,628	9 5,923	33½	185
30 Nov. '62	101	102.5	....	—	45	30	896	Cleveland and Pittsburg	7,886,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	90½
31 May '63	109.4	79.4	....	—	32	40	498	Cleveland and Toledo	6,760,495	580,727	55,025	3,626,800	3,667,595	—	7,810,858	188.6	668,371	1,361,537	747,562	4	115½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	....
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,000,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,302	oper. w. Lit. Miami.			229,583	8	150
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,1 8	222,961	—	....
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	3,565	—	....
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	35,000	—	....
31 Dec. '61	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	....
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	....
31 Oct. '61	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	....
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,850	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,1 8	492,979	442,283	2,981,26	1,490,000	—	4,879,806	138.0	846,282	1,682,488	689,649	8	135
1 Feb. '63	182.0	21.6	....	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84,133	9,874,841	226.6	31 mos.	1,179,202	328,974	—	....
30 Apr. '62	192.3	—	....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,348,042	20,549,420	192.3	.....	829,932	119,032	—	14
31 Aug. '58	137.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	....
30 Jun. '62	153.9	52.0	....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,000	2,569,258	41,126	5,377,413	205.9	401,452	438,163	107,033	—	....
31 Dec. '62	116.0	9.0	....	—	10	19	237	Sandusky, Mansfield & Newk	2,309,419	*	—	848,770	1,313,800	105,610	2,668,237	125.0	214,404	289,395	82 985	—	....
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,976	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	55,100	—	....
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	150,000	3,500	346,500	oper. by C. & C.		.....	.....	—	....
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	....
31 Dec. '62	242.4	—	....	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	19 ,590	8,785,373	250.0	1,614,632	1,938,202	950,462	—	82
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	—	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	....
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	385,385	210,817	8	71½
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	7
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	73,235	6	....
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,896,200	4,629,000	637,114	10,862,314	202.0	1,167,638	1,505,382	753,465	6	166
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	143,393	98,654	—	....
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,058	347,822	135,499	—	55
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,536	83,826	10	....
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn. R.R.Co.		7	64
31 Oct. '62	32.0	—	1.3	44.8	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,078	—	....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	670.961	1,166,030	289,153	2,026,144	50.5	150,984	196.0 4	164.134	—	22½
31 Oct. '62	60.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	265,000	2,662,833	80.0	242,400	307,389	109,056	—	....
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,386	76.0	367,230	822,927	460,510	8	77½
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,0 0	72,600	3,288,700	33 8	62,155	126,316	68,801	—	47½
31 Oct. '62	24 5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3 252,265	130.0	—	451,91	174,435	14	62½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,360	3,106,360	280,000	6,447 780	66.4	263 334	397,186	218,960	—	17½
31 Dec. '62	355.6	55.8	318.0	—	253	157	8,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,527 400	—	28,324,213	441.4	.....	10,304,291	4,872 218	8	64½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,852,696	24.0	229.9 8	262,335	129,742	6	61½
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157,739	12,129,857	190.0	218,574	418,47	180,961	—	54
30 Nov. '62	147.4	5.5	137.8	—	143	67	7,300	Philadelphia and Reading	21,702,390	3,765,774	657,130	11,548,929	12,036,100	94,486	25,528,164	355.0	2,088,10	3,911,830	2,095,775	—	59
31 Oct. '62	31.0	—	0.9	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,529	—	218,000	575,000	175,000	980,000	31.0	58,216	87,416	20,861	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land Grant Railroads are in *"Italics."*

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings	Railroad. Road in progress or projected	Equipment. Cars. Engines	Cars. Passenger	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock	Property and Assets. Invested in foreign works	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance [incl. all other assets and liabilities.	Road operated, incl. road leased &c.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
31 Oct. '62	28.2	—	1.9	—	—	—	—	PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	95.9	—	34.8	—	37	110	650	Philadelphia and Trenton	552,422	51,400	—	999,230	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	—
31 Oct. '62	59.0	—	6.4	89.0	10	14	63	Phila., Wilmington and Balt.	6,9 9 924	744,125	3 1,129	5,820,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	71½
31 Dec. '62	468.1	—	39.7	—	121	61	1,312	Pittsburg and Connellsville	2,036 181	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	—
31 Oct. '62	51.0	1.1	5.5	—	2	4	66	Pittsbg, Ft. Wayne & Chicago	17,736,351	*	—	5,709,592	12,935,173	312 399	19,451,676	468.8	2,684,467	3,745,311	1,802,895	—	78½
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill and Susquehanna	1,197,771	*	—	1,269,180	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—
31 Oct. '62	28.0	—	6.2	—	5	1	139	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	—	oper. by	Ph. & R	eading	5	—
31 O t. '62	29.6	—	2.5	—	4	4	101	Shamokin Valley & Pottsville	1,178,773	112,824	—	600,000	791,597	5,659	1,297,256	—	57,928	159,554	99,089	—	40
31 Dec. '62	36.4	—	3.0	—	3	11	2	Tioga	719,014	77,999	—	97,500	396,500	65,826	797,913	29.6	81,934	124,788	94,862	9	45
								Westchester and Philadelphia	1,387,974	*	—	656,401	955,20	8,000	1,644,639	26.4	105,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	—	62.0	302,600	311,370	140,707	6	55
30 Nov. '62	13.0	—	0.5	—	4	3	7	Providence, Warren & Bristol	423,943	13,239	—	4 7, 17	8,000	—	—	13.6	23,954	25,594	6,739	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	20	Blue Ridge	2,126,589	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	283,263	151,536	6	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,291,000	384,000	—	—	109.6	—	—	—	—	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '58	143.2	21.5	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,098	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	186,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,508	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	103.0	—	—	62	59	790	South Carolina	—	—	—	—	2,043,853	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '62	47.0	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,987	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	733,394	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.6	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,498	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	8,809,949	2,659,000	280,112	7,627,797	291.0	—	1,635,098	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,260,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	313,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.5	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	—	47.4	54.175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	585,807	56,816	—	144,894	406,000	5,000	—	34.2	30,085	23,808	15,892	—	—
30 Nov '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,032,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,594	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	70,016	70,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,586	—	50.0	31,300	32,670	—	—	—
1 May '58	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,346	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '58	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '58	28.0	—	—	756)	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '62	90.7	—	6.0	19 3	8	12	198	Connect. & Passumpsic Rivers	1,783,542	135,647	—	1,280,400	800,000	1.908	—	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	—
31 Aug. '62	62.5	—	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	—	—	—	62.5	158,290	140,886	21,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,000,000	—	174.5	679,677	713 418	191,486	—	—
30 Jun '62	47.0	8.5	4 1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	—	4	153
30 J n. '62	23.7	—	0 9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	—	23.7	53,041	45,273	7,187	—	—
30 Jun '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	382,000	700,000	—	—	ope	r. b. Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '58	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '58	77.8	8.9	3.8	103.0	9	5	221	Manassas Gap	2,942,548	210,690	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,000,573	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep '58	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	9½
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	—	—	—	2,005,055	2,017,500	590,056	—	107.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	135.4	—	410,166	201,344	—	—
30 Sep. '58	59.2	21.5	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.6	—	326.554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,900	1,041,880	643,900	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,760	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	28.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	148.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,192,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,462,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
0 Sep. '58	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '58	56.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.6	—	—	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '61	191.5	42.5	23.5	—	45	37	643	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467.000	68,549	8,036,604	234.4	—	1,108,364	436,039	—	69
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May, '61	104.0	—	—	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (¼ y)	11,938,000	*	—	11.770,000	188,000	—	11,938,000	16.10	—	236.798	67,652	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,483,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	—
— — '62	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	—
31 Dec. '62	1,096	137.0	—	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54.750,510	7,336,405	77,210,345	1,096	—	2,196,810	533.990	—	—
31 July, '62	220.0	128.0	—	—	92	120	1,689	Great Western (half year)	37,846,400	*	1,250,000	16,750,785	9,120,440	—	26,104,72	357.0	—	1,221,145	585,885	1½	—
— — '62	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	—	—	—	—	—
31 Dec. '62	95.0	1.0	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	98.6	—	—	—	—	—
— — '62	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	—	—	—	—	—
31 Dec. 62	25.0	—	—	—	1	—	57	Welland	—	—	—	—	750.000	—	—	25.0	—	100,000	19,575	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.8	12 0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	90.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,288	—	1,390,000	13,100	136,000	1,779,232	60 0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.7	30.5	—	—	20	18	140	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	-	—
								NEW GRENADA.													
Dec. '62	38.	—	—	—	11	22	120	Panama	8,000,000	*	616,658	5,000,000	3,275,000	—	10,763,723	48.7	—	1,743,294	1,013,444	12	190

New York Stock Exchange.

Actual Sale Prices for the week ending August 4.

	Th 30.	F.31.	Sat 1	M 3	Tu.4.	W 5.
American Coal Co.	72	----	----	----	----	68
Buffalo & State Line	----	----	----	----	----	----
Buff., N.Y.& Erie 1 M	109	----	----	----	----	----
California 7s	118	117	----	119	----	118½
Canton Co	32	30½	31	32	33½	33½
Central Amer. Transit	39½	----	39	----	----	----
Chicago & Alton	81	80½	83	83	82	81½
" " pref.	97½	96	96	96½	----	95
" " 1 M.	----	----	----	----	----	---
" " Inc.b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	115	----	116½	117
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	36	36¼	38½	36	35	34½
" " 1st M.	90	90	----	----	----	87
" " 2d M.	66	68	68	68	67½	66
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
" " Ap.Ex.Pu.	----	----	----	----	----	----
" " G.B.Ext.	----	----	----	----	----	----
Chicago & Rock Isl'd	105½	106	106	107	107½	107
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	155	----	155
Clev. and Pittsburg	95½	94½	97	96½	97	96½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	114½	114	114½	115½	115½	115½
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	30	29	28½	29½	29½	29½
Del. & Hudson Canal	148	150	----	----	----	----
Del., Luck. & West.	165	166	----	----	----	----
" " 1M.Sp.c.'71-6.	----	----	----	----	----	----
" " 2M.Sp.c.'81	----	----	----	----	----	----
Erie	103½	103¼	105¼	106½	107½	106¾
" pref.	105½	104	106	106½	105	106
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	----	110	111	----	----	111½
" 4 M. 7 p.c. '80	----	----	----	----	108	----
" 5 M. 7 p.c. '88	----	----	----	----	106	106
Galena and Chicago	99½	99¼	----	100¾	102¼	104½
" 1M.7p.c.'63	----	----	----	----	----	----
" 2M.7p.c.'75	----	----	----	----	----	----
" 1M. Ex.'82	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	----	77	----
Hudson River	150	150½	151½	152	150½	----
" 1M.7p.c.'69	119	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 5M. 7 p.c. '75	----	----	119	----	----	120
" conv. bonds	105	----	----	----	----	----
Illinois War Loan	99	----	100	----	99	----
Illinois Centr. cscrip	114	113	114	117	119½	119½
" bonds	115	----	----	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
La Crosse & Mil. L.G.	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	65	----
Michigan 6s, 1878	----	----	----	----	----	100
Michigan Central	116	114½	115½	116½	118	117
" S F.5p.c.'82	----	----	----	----	----	----
" conv.8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	88½	88¾	89	90¾	92¾	92
" " guar'd	115½	115	113½	114½	116	115½
" " 1M.S.F.'108	109½	109½	----	----	----	----
" " 2 M.	----	----	101½	----	----	----
Mil. and P. du Chien	67	67½	68½	68	68½	69
" " 1st pref.	107	----	----	----	----	----
" " 2d pref.	----	81	----	----	----	86
" " 1st M.	----	----	104	----	----	----
Minnesota 8s	----	----	----	----	----	----
Minnesota Mining Co.	86	85	86	86	----	----
Missouri 6s	71	71	72	71½	72	71½
" iss. to H.& St.J.R.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	106
" " 2d M.	----	----	----	----	----	----
New York Central	129x	127	129	131¼	132	132
" " 7s, 1864	----	----	----	----	----	----
" " 7s,S.F.'76	----	----	116	----	----	----
" " 7s,conv.'76	----	----	----	----	----	----
" " 6s, S.F.'83	----	----	----	106	----	----
N. York & Harlem	124	124½	125½	130	135	136
" "pref."	120	120	119	----	125	125
" " 1M.7p.c.'72	----	----	----	----	----	112
" " 2M.7p.c.'64	----	----	----	----	103	----
" " 3M.7p.c.'67	----	----	----	----	----	----
North Carolina 6s	69	69	69	----	----	69
Norwich & Worcester	----	----	----	----	----	----
Ohio 6s, 1886	109	----	----	----	----	----
Pacific Mail S.S. Co	236	236	238	239½	----	235
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	140	----
Phila. and Reading	110	110	112	119	118	118
Pitts. Ft. W. & Chicago	77½	77	77½	78	78	78½
" " 1M.	----	107½	----	108	----	----
" " 2M.	102	----	----	----	84	103
" " 3M.	85	85	----	----	84	85
Quicksilver Mining Co	43	41	41	47½	46	46
St. L., Alton & T. H.	60	59	62	63	63½	62
" " pref.	87	85	86½	87	86	86
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc.b'ds.	89	----	----	----	----	----
Tennessee 6s, 1890	66½	66½	67	66½	67	67½
Toledo & Wabash	88	81	----	82	----	----
" Pref.	----	88	----	----	----	----
" 1M.	----	----	----	----	----	----
" 2M.	95	95	----	95	94	----
" Int.b'ds.	----	----	----	----	----	----
Virginia 6s	61½	61½	62	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending August 4.

	Th.30.	F.31	Sat. 1.	M.3.	Tu.4.	W.5.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	97	----	100¼	100¼	100¼	----
U. S. 5s, 1865	----	----	105	----	----	----
U. S. 6s, 1881, reg.	106	----	----	106	----	----
U. S. 6s, 1881, cou.	106⅞	106⅞	----	107	106	107
U. S. 6s,'81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ⅓	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	104	106¼	----
U. S. 6s, 1868, reg.	104	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	101	101⅛	101⅛	101¼	101	----
U. S. 6s, " new	99⅛	99⅛	99⅛	99¼	99⅛	----
U. S. 6s, 5-20s, coupon	----	----	101¼	----	----	101¼
Treasury 7 3-10 Notes	106⅛	106⅛	106⅛	----	105⅞	106⅛
U. S. Demand Notes	----	----	----	----	----	----
American Gold	127⅞	128¼	129¼	127¼	128¼	127⅞

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending August 3.

	W. 29.	Th.30	F.31.	Sat.1.	M.3.	Tu 4.
Beaver Meadow	----	71	----	----	----	71½
Cattawissa	7¼	7	----	----	----	----
" preferred	22¾	22	----	----	----	----
Camden & Amboy	----	----	----	----	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	44	44	44	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	52½	----	----
" " 7s	----	----	----	----	----	107
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" " 6s ..109	109½	----	----	----	----	----
" " scrip	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	47	----	47½	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	62	62	62½	----	62¾	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	108	----	----	----
North Pennsylvania	16⅜	17⅛	17	----	17	17⅛
" " 6s.	----	----	92½	93	----	93½
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	64	64	63¾	63⅞	64	64½
" 1st m.	----	----	----	----	----	----
" 2d m.	110	----	----	----	----	----
Penn. State, 6s	101	----	----	101	101	101
" " 5s, coupon	108	----	----	----	----	----
" " 6s, "	----	----	----	101¼	----	108
Philadelphia City, 6s	----	----	----	101¼	101	101
" " new	107	107	106¾	107	107	107
Philad., Germ. & Nor.	----	----	----	----	----	61½
Phila. & Reading	54¾	54¾	55	57	58¾	58½
" " 6s,'86	----	----	----	112	118	----
" " 6s,'70	----	----	----	----	----	107
Philadelphia & Erie	----	23¾	----	----	24	----
" " 6s	----	104½	104½	----	----	105
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	12¾	----
" " pref.	24¼	----	24¼	24½	24¼	24¼
" " 6s '82	----	81	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	12¼	13¼	----	13⅝	13⅝
" " 6s '78	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	2¼	2¼	----	----	----	----
" " 6s '83	----	----	----	----	----	21
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Canal	----	----	----	24¼	24¼	24¼
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	15	----	----	----	14½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending August 2.

	Tu.28.	W.29.	Th.30.	F.31.	Sat.1.	M 3
Baltimore City 6s, 1875	----	----	----	----	106½	107
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	107½	108	108	----	109	109½
Balt. and Ohio	----	----	----	----	87	87½
" " b'ds,'62	----	----	----	----	----	----
" " '67	----	----	----	----	----	----
" " '75	----	----	----	----	103	103½
" " '80	----	----	----	----	----	----
" " '85	----	----	----	----	103	104
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	101	100½	101
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending August 4.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W. 5.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	124
Boston and Providence	128	----	128	----	----	----
Boston and Worcest	128	----	----	----	----	----
Cheshire, pref.	----	----	----	----	44	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	101¼	----	101¼	101¼	----	102
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	111	111	----
Manchester & Lawr'ce.	116	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	68	----	----	----	68¼	----
Old Colony and Fall R.	----	----	137½	137½	137¾	----
Ph., Wil. & Baltimore	----	71¾	----	72	71¾	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	153	----
Vermont & Mass.	35½	35½	35¼	35½	35½	----
Western	----	----	145	----	----	----
Broadway (Horse)	----	----	----	----	65	65
Cambridge "	----	----	124½	----	----	----
Metropolitan "	74	74½	75	----	----	75
Middlesex "	109	107½	109	108	108¼	----
Central Copper Co.	43½	44	45½	45¾	44	46
Franklin Copper Co.	52¾	53⅜	53	53¾	54½	57
Isle Royale "	21	21	----	21	----	----
National "	30¼	30	30	30¼	31¼	32
Minnesota "	83	83	83	----	----	86
Pewabic "	63¾	64	----	61x	----	64½
Pittsburg "	----	----	75	----	61	77
Quincy "	83	----	82½	84	83¼	----
Rockland "	17⅜	17	17	17	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 22d July:

Maryland 5s	72	to	73
United States 5s, 1874	64	"	66
Virginia State 5s	48	"	50
Do. 6 per cent.	42	"	44
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	71	"	73
Do., Pennsylvania do. do.	70	"	71
Erie shares, $100 (all paid)	64	"	65
Do., 7s, preference	67	"	69
Do., 7s, 1st mort., 1867	73	"	78
Do., 7s, 2d mort., 1859	76	"	80
Do., 7s, 3d mort., 1883	72	"	74
Do., 7s, 4th mort. x. c.	70	"	75
Do., 7s, 5th mort.	66	"	70
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	74	"	76
Do. do. $100 shares, $90 paid, dis.	27	"	28
Do. do. $100 shares, all paid	63½	"	64½
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	75	"	80
Do. do. S. F. 1st mort., do., '82. x. c.	78	"	82
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	68	"	72
Do. do. 7s, 1864	64	"	67
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	70	"	75
Do. do. $100 shares	75	"	77
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	70	"	75
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	39	"	41
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, August 8, 1863.

Stock Exchange and Money Market.

The favorable opinion which this JOURNAL has frequently expressed as to the substantiality of American stocks, governmental and corporate has been justified fully by events. Our long familiarity with the enterprise and resources of the United States, has enabled us to form correct estimates of what the country is equal to. How could it be otherwise, We inhabit the best part of the continent. In three generations we have grown from a handful to more than twenty millions of people. We have magnificent lakes along which canoes alone coasted, and now we have three hundred thousand tons of shipping with a free navigation of more than a thousand miles, and friendly and populous ports welcoming every sail. On our rivers where the voyages were the work of weeks, we have splendid steamers traversing them in a few days or hours. Where the wig-

wam of the poor Indian was once pitched, are now great and thriving cities. Where there was but a trail, there are now railways, and men who in those days trudged wearily on foot, now shoot like the arrow over the most wonderful of roads. States, the products of centuries in Europe are here the growth of a day, and what it has cost ages of blood and treasure elsewhere to secure, the protection of life and liberty, and the unrestricted pursuit of happiness, has been effected by a very moderate outlay.

This splendid fabric of human structure has for well nigh a century been consolidating itself by the establishment of those political guarantees which give men assurance of permanence, and we were going on and culminating in the most perfect system of self government the world ever saw, until the same spirit which caused even angels to rebel, infected our habitation, and for a time threatened us with ruin. We believe that the noble persistence of the conservative and considerate in defence of our priceless institutions accompanied by a timely remorse and repentance on the part of those who sought to overthrow them, are likely to reinstate the institutions of the country as they were, with such guarantees as are due to the unjust disturbance of them, and that we are again to enjoy our nationality, and our former position among the nations of the earth.

If this be granted, we can say in the words of one of our most profound thinkers, "No man can now predict our future." We see no end to the efforts of enterprise, nor any bounds to its success. We are upon two oceans, one of which will be almost exclusively monopolized by us by means of the great Pacific Railroad. We have the greatest and most numerous gold regions on the face of the globe. We have hundreds of millions of acres of virgin soil, where no man has ever yet scattered the sweat of his brow. We have laws where a full equality of rights secures to the prudent and industrious all the advantages of life, and the strongest inducements to virtue and good conduct are here held out to those who wish to be happy.

Into this condition we are reverting by the operation of events, by the sober second thought of the people, and the repression of a rebellion for which there was never any just cause. Once more united, the recusants being left to seek other climes, or to acquiesce in the supremacy of the law, we may look forward to at least a hundred years of peace and prosperity. No such disturbances as those we have witnessed for the last two years and a half, can by any possibility occur again. The penalty is too dreadful to be incurred even by bad men during the next three or four generations.

We may then as a JOURNAL of finance offer our congratulations on the future stability of our financial and industrial enterprises. And first as to the national debt. It is yet but one quarter of that of England, one half that of France, and if we compare it with that of Holland, taking area and population into account, it is but fractional in amount. The interest on this debt has punctually, notwithstanding all our difficulties, been paid in gold. The revenue of the customs at a single port, that of New York, is not only adequate to the discharge of the interest, but would without any other aid, form a nucleus for a sinking fund to discharge the principal within the average of a life time. The resources from direct taxation are certainly twice, perhaps three times greater, thus assuring the creditors of the Government of punctual repayment in good season.

So much for a view of our home strength and credit.

The late arrivals bring us information of a striking reaction abroad. American securities rose rapidly with the late intelligence of our successes, and will continue to do so, when the calendar of July is read by foreign capitalists, recording more than twenty successful actions on the part of our forces. Those persons abroad then who really understood our affairs and invested in American securities, have reaped enormous profits, and are willing not only to go further and invest to a larger extent, but will be found unwilling to be reimbursed when the day of payment arrives. Indeed they already complain of being cheated out of their profits, or rather profits they might have secured, by the sinister and false predictions of that famous Journal, which assumes the control of public opinion, and of all financial measures. It is not to be wondered at therefore, that a fresh and very extensive demand for American securities has risen abroad, or that the orders which were lying unexecuted in this city have been rapidly filled. There are still however parties who believe that as our currency approaches the specie standard, stocks will fall. We do not think so, for the equalization of coin and currency is going on by such gradual steps, that there will be scarcely a ripple on the surface. The Government could do no more than pay its interest in gold under any circumstances; the Banks if they adopt the same course, fall into the same category. Every dollar of the currency will still be applicable at the par of gold as it is now, for the payment of debts, and who then will be in a position to demand and insist upon the supposed difference. We do not see where the creditors are to be found, who will not gladly receive all they are entitled to, and who then will be willing, to depreciate his own property, in order to conform to the theory of these bullionists?

The prices of the cereals have not been greater in paper, than they were in gold, who will be such compliant theorists as to sell them at the predicted prices. They have through this whole civil war produced in gold abroad, quite as much as they did before the war; for the prices paid by the consumers, were in conformity with the demand; and who ever heard of a hungry country getting a reduction to suit the currency of the exporting country.

An active movement among railway projectors is now taking place in the North West. New lines are being laid out over our fertile plains, up our teeming vallies, and towards our auriferous territories. Millions untold lie there for the taking. Idaho and Colorado especially invite labor and promise rich rewards.

The Treasury department evidently seems to take this cheerful view of our affairs. It finds it can obtain temporary loans, without paying the interest in gold as heretofore, thus showing that gold and paper are fast assimilating in commercial value, and we imagine there will be as many deposits under the new rule as the old.

The ease in the money market continues. Railway and other shares of active companies, are firm and advancing. It is believed that gold is destined still further to decline and exchange will go with it. The actual export of coin is small and not enough to create any disturbance.

It has been stated within a few days past by a Washington correspondent of one of our daily journals, that the Internal revenue will not be half as large as was anticipated. This must be an entire mistake. And we have the refutation before us in the fact, that the total receipts at the office of the Internal Revenue for July, exclusive of the tax on incomes, are nearly $5,299,000, considerably larger than for any previous month.

The Secretary of the Treasury was in town on Wednesday, but his system of finance is working so well, his visits to the city have become of little importance to the public.

The interest on the mortgage bonds of the Toledo, Logansport, and Burlington Railway Company, due 1st August will be paid at the office of M. K. Jesup & Co., No. 59 Exchange-place, New York, on presentation of the proper Coupons.

At a meeting of the Directors of the Chicago and Alton Railroad Company, held at Chicago on the 27th ult., it was—

Resolved, That a dividend of three and a half per cent (less Government tax) on the preferred stock and a dividend of two and a half per cent (free of Government tax) on the common stock of this Company, be paid to the registered stockholders of the Company, on and after August 25, at the office of Messrs. G. S. Robbins & Son, No. 54 William-st., New York.

The transfer books will be closed August 15, and re-opened August 25, 1863, and the dividend will be payable only to the stockholders registered at the United States Trust Company, New York August 15.

The St. Louis, Alton and Terre Haute Railroad Company will pay the coupons of their preferred second mortgage bonds due Aug. 1, at the Bank of North America, less the Government tax.

Interest due August 1 on the 1st mortgage bonds af the Cleveland and Mahoning Railroad Company will be paid by Ward, Campbell & Co., New York, on demand.

The trustees of the Chicago and Alton Sinking Fund bonds give notice that they have designated by lot fifteen Bonds, numbered as follows: 267, 177, 56, 428, 256, 485, 67, 307, 208, 555, 490, 480, 561, 358, and 129, for redemption, at the office of the Company, No. 59 Exchange-place, New York, where they will be paid at par, and interest, on presentation before Nov. 1, 1863, after which time interest will cease.

The trustees of the first mortgage bondholders of the Vermont Valley Railroad Company will pay the Coupons due October the 1st, 1857, of the first mortgage bonds, on and after August 10, 1863, at the office of the Treasury of the Company, in Bellows Falls. For the convenience of the bondholders in New York and elsewhere, coupons will be paid for the space of one month, viz: from 10th August to 10th September, at the office of Alexander Hamilton, Jr., No. 41 Wall street, Jauncey Court, and thereafter will only be paid at the office of the Treasurer, in Bellows Falls.

The Delaware Division Canal Company of Pennsylvania has declared a dividend of three per cent, clear of all tax, on the capital stock of the company, payable on the 15th inst. The transfer books will be closed until the 18th inst.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :—

New York.—Illinois Central full stock, 107½; do., cancelled bonds scrip, 100; Chicago and Milwaukee, 70; New York State 7s, 1870, 115; Ohio and Miss. certificates, 38; Miss. and Mo., 27¼; do., L. G. bonds, 60.

Philadelphia.—Camden and Amboy mortgage, 108; Reading 6s, 1871, 100; Camden and Atlantic pref., 17; Wyoming Valley Coal Co., 49; 5th and 6th streets, 56; do., 7s, 107; 10th and 11th streets, 41. The latest quotations are: City 6s int. off, 100@101; do., new, do., 106½@107; State 5s, 100½@101; Reading, 59@59¼; do., 6s, 1843–'80, 108; do., 1870, 106½; do., 1886, 116@118; Camden and Amboy, 165@165½; Pennsylvania R. R. div. off, 64@64¼; do., 1st mort., 110½; do., 2d mort., 106@107; Little Schuylkill R. R., 48; Morris Canal, 68; do., pref., 132@135; Susquehanna Canal, 13@13⅜; do., 6s, 59; Sch. Nav., 12⅝@12¾; do., pref., 24⅝@25; do., 6s, 1882, 81@82; Union Canal bonds, 20@25; Delaware Div. Canal, 43@44½; do., bonds, 103; Elmira and Williamsport, 35; do., pref., 52@52½; do., 7s, 1873, 109; Beaver Meadow, 71@75; Harrisburg, 64; Long Island R. R., 38¼@39¼; do., bonds, 102; Lehigh Coal and Navigation, 56@57; do., scrip, 43@44; North Pennsylvania, 17@17⅛; do., 6s, 93; do., 10s, 115; Philadelphia and Erie, 24; do., 6s, 104½@105; Minehill, 62¼@62½; Catawissa, 7⅛@7¾; do., pref., 22⅝@23; Lehigh Valley, 77¼; do., bonds, 106@112; Frankfort and Southwark (horse,) 56@57; Second and Third, 76; Race and Vine, 10½@11; West Philadelphia, 65; Spruce and Pine, 14½@15; Green and Coates, 37; Chestnut and Walnut, 54; Arch, 20; Thirteenth and Fifteenth, 25; Seventeenth and Nineteenth, 10½@13; Girard College, 22@26; Tenth and Eleventh, 40½@41½; Philadelphia, Germantown and Norristown, 61½.

Boston.—Northern (Ogdensburg) 1st mort., 100; do., 2d mort., 23½; Rutland and Burlington 1st mort., 72; do., 2d mort., 16; Vermont Central, 1st mort., 75½; do., 2d mort., 18½; South Shore Railroad, 12¾; do., bonds, 1880, 99; Eastern R. R. 6s, 1874, 107; Nashua and Lowell, 117½; Cambridge, (horse) 6s, 1881, 100; Malden and Melrose, 26½; Rhode Island 6s, 1883, 109; Maine 6s, 1871, 108¼; New Hamphire 6s, 1874, 107; Salem 6s, 1871, 100; New Bedford and Taunton R. R., 91½; Acton Mining Co., 4⅜; Bedford, 45c.; Black River, 40c.; Copper Falls, 12¼; North Cliff, 3; Petherick, 4⅝; Phœnix, 21; Pontiac, 6; Hancock, 10¾; Wickam, 62½c.; Albany and Boston, 10¾; Bay State, 4¼; Huron, 17¼; Mesnard, 10½; South Side, 2; Canada, 1½; Manhattan, 5; Toltec, 2¼; Winthrop, 2½.

Baltimore.—N. W. Va. 1st mort., 102; do., 2d mort., 102; Central Ohio 2d mort., 102. The latest quotations are: Balt. and Ohio, 86½@87; do., 6s, 1867, 101@102; do., 1875, 102@104¾; do., 1880, 101½; do., 1885, 102@104⅞; Northern Central, 40@41; do., bonds, 1885, 100½@101; N. W. Va., 8@10; do., 1st mort., 100; do., 2d mort., 100; do., 3d mort., 20½@25; Central Ohio 2d mort., 100; do., 4th mort., 30@42; do., income 1857–'60, 20@30; Western Md., bonds, 82¼@83; do., guar., 103; Maryland 6s, coupon, 1870, 113; do., Ins., 113; do., 1890, 113; Baltimore 6s, 1875, 108@109; do., 1886, 104; do., 1890, new, 109@109½; do., coupon, 106¾@108; do., 5s, 1838–'70, 90.

Chicago and Alton Railroad Company.

The gross receipts of this company from Jan'y 1st, to June 30th, 1863, amounted to $866,525 50, and the amount deducted for proportion due the Joliet and Chicago, Terre Haute, Alton & St. Louis, Alton Packet Co., etc., was $184,338 33—leaving the earnings of the Chicago and Alton Railroad $682,187 17.

The expenses for the same period amounted to to $370,535 31—leaving the sum of $311,651 86 to be added to credit of income account.

The amount at credit of income account on January 1st, 1863, was $143,137 77, which added to the profit of the half year to June 30th, 1863, makes a total at credit of income account on July 1st of $454,789 63.

The interest on the mortgage bonds up to June 30th takes an amount of $124,250, the dividend of 3½ per cent. on the preferred stock takes $86,-365 86, and the dividend of 2½ per cent. on the common stock $45,834 95, leaving an amount at the credit of income account on July 1st, after paying the interest on bonds and dividend on stocks, of $198,338 82.

Ottawa and Prescott Railway.

The General Meeting of the shareholders in this company was held at Ottawa, Canada, on the 30th ult. The report which was presented states that "in 1862 the traffic was $7,869 72 less than in 1861, which is attributed to the stoppage of the work on the parliament buildings, the bad harvest, and general depression in 1862. Owing to the resumption of the above work a permanent increase of the traffic henceforward is hoped for. The difficulty between this and the Ebbiw Company, which was in Chancery four years, was amicably settled in January, 1862. On the settlement, it was agreed to pay that company, against interest on the first mortgage bonds and other claims held by them, thirty per cent. of the gross earnings. This was paid from February till September, and amounted to $11,554 56. The decrease of traffic made it then apparent that this proportion could not be continued, and the fact being so represented to that company, they allowed the payments to stand over. An arrangement has been concluded with the Grand Trunk Railway Company for a communication between the junction at Prescott and the St. Lawrence River, over our track. On our part it is agreed to receive goods and passengers for them and move them in their cars between the wharf and the junction, and also to build an addition to the wharf at Prescott to afford the needful accommodation for the business. On their part it is agreed to advance $7,000 to construct the new works, and to pay to this company thirty-five cents per ton on their goods so received and moved, and also a fair allowance on passenger traffic. The arrangement will afford the company a fair profit on the work done, and at the same time be an advantage to them and to Prescott."

"For local traffic as well as for general business, the works at Prescott, to which we have referred, will afford important facilities, and enable us to reduce the cost of handling. All the materials are taken out for the construction of these works, and upon them the Grand Trunk Company have made advances according to agreement, and all things are in readiness to have the work proceeded with and completed. The railway is now in first rate order throughout. The engine power is in better order now than it ever has been heretofore. The trains have moved with punctuality, and free from accidents. The earnings from 7th November, 1862, to 30th June, 1863, amounted to $45,828 70, and that from 7th November, 1861, to 30th June, 1862, they amounted to $33,933 64, which shows an increase of $7,895 15 in favor of that portion of this year, as compared with the corresponding portion of the preceding year. The earnings for April 1863 amount to $7,561 90, and for April 1862 they show only $4,445 09; the earnings for 1863 exceed the earnings for April of any former year since the line was opened. In view of the fact of the seat of Government being permanently fixed in Ottawa, along with the increase of business and growth of this section of the country, we feel that the prospects of the company are now more favorable than they have been."

A new board of directors was appointed, Mr. Bell being re-elected president.

☞ The Pulaski *Democrat* says that about nine miles of the railroad, on the Oswego end of the route, has been located, and the terminus fixed at Richland Station, thus bringing it through the village of Pulaski. The surveyors have commenced running a new line, some two or three miles in length, to test the possibility of bringing it near the village of Mexico. After this has been done, the remainder of the road will be located, which will occupy, perhaps, two weeks. We presume that immediately after that the work of grading will commence.

The Union Pacific Railway.

What was once considered a very doubtful project, though all admitted its utility if practicable, is now considered not only a fixed fact, but known to be in an actual state of progress and construction. Both the Western and Eastern divisions are commenced, and a good portion of both will be completed and put into operation by the 1st of January next. There will remain but the central division to be constructed, and we do not doubt it will either be by a Company formed under the late act of Congress, or by those parties who are building the Eastern and Western divisions.

The importance of this great work is more and more realized every day, and especially since the disposition shown on the part of foreign Governments not only to make a lodgement on our Continent, but to construct great public works across it, which shall give them a control if possible of the easiest routes to the Pacific. Thus the French propose a railway across Mexico between the two oceans, and a French and English Company is formed to build a ship canal by the route of Lake Nicaragua. Not only this, but it is openly asserted abroad, that the Panama route is to be closed in order to favor the Mexican route. We thus perceive that American interests are in danger not only from competition but violence. It is the part of true wisdom then, to construct the Union Pacific Railway as soon as possible. To confirm public opinion on the subject, many eminent persons have recently published letters containing their own views of the vast utility of the railway. None of these however present more original and cogent

reasons in its favor, than are found in the following communication which we copy from the *Circular* of S. Hallett & Co., from the pen of a gentleman, who has long taken an active part in favor of this great work, personally, and through this JOURNAL, and other presses of this city:

NEW YORK, *July 20th*, 1863.

MESSRS. SAMUEL HALLETT & CO.,

Gentlemen:—I have had the honor to receive your request for a written statement of my views on the subject of the Union Pacific Railway, and cheerfully comply. I have already expressed them very fully on the occasion of the meeting of the corporators at Chicago, in September last; but I am convinced that there are other and most important reasons for the construction of this great work, which have not been sufficiently considered by even its warmest friends. The first view of the subject resembles a sudden glance at any grand and distant scenery. As we enter upon and penetrate it, we discover new and interesting features not before perceptible, and are astonished at the combinations which surround us, of the largest proportions and magnitude. We then find we are in the midst of the loftiest and most wonderful creations, and realise the magnificence, of which before we comprehended only the outlines.

So of the Pacific Railway. We all admit its immediate utility as a route of transportation, as a bond of Union, as a means of forming new and powerful States, as an outlet for the gold territories with their enormous products—of which we have yet but the dust and the croppings, and as a pathway for emigration which is soon to populate the Western plains, and to come in fresh columns from the coasts of Europe. But I think no one has yet entirely realized the fact, that the construction of this road, besides accomplishing all else predicted of it, is to give the United States the *complete control of the commerce of the Pacific Ocean, without competition.*

The port of New York is belived to be the only one on the globe where at any moment an assorted cargo can be disposed of or obtained. Strong as this language is, it is precisely what an eminent British banker uttered not long since, when on a visit to this city. A moment's reflection will convince us of its truth. Certainly, neither at Liverpool, or London, or Havre, or Bremen, is that endless variety of products, natural or artificial, foreign or domestic, to be purchased which is always to be found in New York. The railway gives to San Francisco precisely the same advantage, and it will be our commercial duplicate in this respect. In six days, all that may be purchased here, can be for sale in California. The termini will in this respect be identical. The great mart of the Pacific will therefore be found within the Golden Gate, and there, too, from the remarkable circumstance, that it is the producer of the universal equivalent—the measurer of value—of gold in inexhaustible resources—it will be, in truth, the clearing house of the exchanges of the two worlds; weights, balances, and scales adjusted in advance, and equal to every transaction. The trade of the Pacific must, therefore, make its way to this point in preference to all others.

The countries, also, which face the American coast, will at once observe, for the first time, the advance and presence of a great civilized, industrious and and commercial community, with the most liberal institutions, inviting and seeking their traffic and business. This will be a new and extraordinary spectacle, of which they will at once appreciate the wondrous originality. Our tried and consistent friend, the great empire of Russia, has in late years, in fact ever since the settlement of California, been pushing her settlements, her improvements, her occupation, to the Pacific coast, extending her southern line toward China by treaty, building up towns on the Amoor, and is now seeking a port lower down the coast, which will never be closed with ice, and thus admit of an uninterrupted navigation, as well as a constant means of intercourse with California. It is asserted in the latest works of the geographers, that Corea, with an area of 90,000 square miles, has been really added to the Russian territory, having a population of ten millions, with unlimited resources and natural aptitude for trade. On the Amoor, American merchants and the American flag are already welcomed, recognised, and protected. Our outposts are there fully established. Russia has hitherto had but a moderate intercourse with her Asiatic neighbors; most of it with China, overland by long and difficult routes, but of a character not tending to advance civilization or promote its material interests. It is not strange, then, that she hails the new comer from the East, of whom she has often heard—has always respected—and that the thunders of the train will be like music to the ears of her traders.

So, too, the very articles received in the Gulf of Bothnia, Finland, and the Baltic for distribution over her vast breadth of territory, to be transported, if they will bear transportation, may be better landed near many points of consumption from American bottoms, at greatly reduced prices, and taken up the Amoor by steamers already there in full activity under the new impulse of an American neighborhood, and a navigation of two thousand miles. With regard to our long existing and prosperous trade with China, round the Cape, and of our new and promising trade with Japan, it is unnecessary for me to say anything. It would be easy to show by the arguments of the statisticians, how valuable it is, though carried on at such immense disadvantage of time and distance. Yet it has long been, and always will be, an essential ingredient of American maritime prosperity. Of the great islands and groups of the Pacific, of even New Zealand and Australia, as growing American customers, I need also say nothing. Even now we have with these a large and valuable commerce, and, in some articles, a monopoly of the trade, as far as California can supply the demand. But thus far, it has been carried on, with only the same facilities enjoyed by other nations. All have to traverse the same ocean paths or cross the same isthmus. Distance intervenes for all, with the inevitable consequences of such long voyages—the sea risk, the insurance and interest, the uncertainty of markets, the exposure to climate, and the injury to cargo during months of tedious navigation, across one ocean vexing the mariner with storms, over another, retarding him with its airless calms. Thus, between

New York and San Francisco, a watery waste of 13,300 miles must be passed.

From New York to Jeddo	16,400	miles.
" " Canton	16,300	"
From London to San Francisco	16,300	"
" " Jeddo	17,830	"
" " Canton	19,380	"

I might extend this calculation to the principal European ports, but will merely mention one interesting fact, that, as from St. Petersburg to San Francisco, by the way of Cape Horn, the distance is 18,800 miles a direct trade between the Russian ports in Europe with her ports on the Pacific, will be easier, of less duration in time, and at less expense, if changed to New York and transferred to the Pacific Railway. So that our commercial relations even with European Russia are to become no less valuable than those with her Asiatic coasts. Now the population of the countries with which we are thus partially trading, limitedly in consequence of the length of the voyage, and the various considerations which affect and control distant enterprises, is many hundreds of millions, as the statistical tables show us, and these are to be our customers, among whom as yet, to use a familiar expression, we have only shown our samples. What nation, then, is to enjoy a supremacy in this trade? Certainly the one that is the nearest, and and can furnish the greatest variety of goods at the least cost and in the quickest time, and will purchase on the same principles. Everything that Europe can send into the Pacific, will be found at San Francisco or New York. The saving in time and transportation will essentially favor the American merchant. He will, for various obvious reasons, undersell all other dealers, with the advantage of having his warehouses on his own soil, and yet but a few days sail from his customers. As, for example, while the New York merchant may place his goods in Shanghae in 22 to 23 days, a computed distance of 7,500 miles, the London or Liverpool merchant will be, by the ordinary route, 25,500 miles distant. I certainly need not argue so plain a question as this. The truth is, that, except for very bulky articles, of not much intrinsic value, the old ocean route must be abandoned. Everything which can be packed in parts, a mechanical idea which has become popular and practical in our day to a remarkable degree, will take the short route, and we see no escape from the consequences of this change of direction, except that all Europe will be obliged to make New York its branch office, if it expects to keep up any permanent or profitable relations with the East. That it will do so, is pretty evident from the fact that England has at this moment thirty-three large steamers employed directly in her East India trade, carrying the mails, and performing long and expensive voyages. I have not the wish to tire your patience with any more remarks, which I offer merely as suggestive to those who choose to look carefully into the subject, nor will I allude to the great telegraph lines now in successful operation between the Atlantic and Pacific, soon to be connected with the Russian lines, as you well know, and which are to make this country the electric mail carrier for all European correspondents. I see, therefore, in the construction of the Union Pacific Railway, a solution of many of the problems which have puzzled the commercial world in past ages, which initiated the great European voyages of discovery, and expeditions for conquest; of proposed interoceanic communications, still agitated by both French and English; and a final demonstration that the United States is yet, in spite of foreign or domestic enemies, to be the greatest nation the globe has ever yet borne in its long career through "the firmament of heaven."

Your obedient servant,

S. DEWITT BLOODGOOD.

Illegal Corporate Subscriptions to Railroad Stock.—Innocent Holders.

CORPORATE SUBSCRIPTIONS TO THE FOX RIVER VALLEY RAILROAD COMPANY. PURCHASERS OF BONDS REQUIRED TO TAKE NOTICE OF THE ABSENCE OF ANY LAW AUTHORIZING THEIR ISSUE.

The Town of Rochester *vs.* The Alfred Bank *et. al.*, and Phelps *vs.* The Same, were two actions brought in the Supreme Court of Wisconsin, to restrain the collection of a tax levied to pay the interest on certain bonds which purported to have been issued by the boards of supervisors of the towns of Rochester and Burlington respectively, and to have the bonds declared void. Both cases depended upon the same state of facts. The finding of the Circuit Court as to the facts in the case first named, was, in substance as follows. The plaintiff and the Fox River Valley Railroad Company, and the Alfred Bank, one of the defendants, were all corporations as alleged in the complaint. The Legislature of Wisconsin, in 1856, passed an act entitled "an act authorizing certain towns to aid in the construction of the Fox River Valley Railroad." The town bonds mentioned in the complaint as held by the defendants, were issued under and in pursuance of said act of the Legislature, on the first day of November 1856. The act authorizing the town to issue the bonds was not in fact published at the time of the issuing of the bonds. The bonds were issued and delivered to the Fox River Valley Railroad Company, in payment of capital stock in said company. Certificates of stock were delivered to the plaintiff who accepted and now held the same; all the preliminary proceedings provided by the act were had. One of the defendants was a contractor on the

Railroad and received his bonds from the Company in payment of work on the road and without actual notice of any defects in or defenses to the bonds, and he delivered the same to the Alfred Bank, as collateral security for the payment of money loaned by the Bank to him. In the years 1857 and 1858 the Supervisors of the town of Rochester appointed commissioners to vote upon the stock received in payment for the bonds in the stockholders' meetings of the company."

The Circuit Court found as conclusions of law, that the bonds at the time they were issued, were null and void, and were void in the hands of the defendants, and that neither the town, or its officers or inhabitants, had done any act which had made the bonds valid and binding against the town in the hands of the defendants.

The Wisconsin Supreme Court now affirm the judgment of the court below, and hold that the bonds, being issued without authority of law, were void: that the Supervisors could not, by any subsequent act of theirs, ratify them so as to give them validity; and that the purchasers of the bonds were bound to take notice that there was no law authorizing their issue. The following is from the opinion of the court, rendered at the decision of the case:

DIXON C. J.—The validity of the bonds and the power to levy the taxes are denied upon the ground, that the act in pursuance of which the bonds are said to have been issued, was not published until after they were executed and put in circulation, and this is the only question to be decided. By the 5th section the supervisors possessed no power to issue the bonds, until a majority of the legal voters of the town, voting on the question, at an election to be called for that purpose, should vote in favor of the same. It is conceded that the act is a general law, within the cases of *The State vs. Lean and Clark vs. Janesville* (*reported in our last No.*) and that as such it could not, under the constitution take effect until published. It is likewise conceded that it was not published until after the elections were held and the bonds issued. It appears, also, that the bonds have gone into the hands of third parties, for value, without actual notice of defects, except such as the law implies, and that in the years 1857 and 1858, the supervisors appointed commissioners to vote upon the stock received in payment for the bonds.

* * * * *

In the first place it is to be observed that the power of the supervisors to take any step, or to consummate anything in the way of issuing the bonds, depended upon a previous vote of the majority of the voters of the town, in favor thereof. Unless authorized by the voters, they derived no authority from the act to issue them. They were made the agents of the voters who were the real parties in interest, for the purpose of making an agreement with the railroad company for stock, and paying for the same in the bonds of the town; and by the express terms of the act, they could do so only upon obtaining the assent of the voters in the manner therein required. The voters or inhabitants of the town being the contracting party on one side, and the railroad company upon the other, and the supervisors, the mere agents of the former, having no power to act without their assent, it follows that, if they did so act, that action was nugatory and void. But as the assent of the voters could only be obtained upon the authority of law, if there was no law then there was no authority, and consequently no assent; and the supposed election was wholly futile and useless. So that if the bonds had been issued after the law took effect, yet as the election was had before, there would still be this reason for holding them inoperative. Now as the voters were the principals, and the supervisors the agents, it would seem obvious, that any ratification of the previous unauthorized acts of the latter, after the power to do so became complete, must come from the voters and not from the supervisors. For it would be manifestly contrary to reason to say that the agent himself might justify and confirm his own unauthorized act. This proposition is so self evident, that argument upon it is unnecessary, if not impossible. Hence it is that the acts are wholly inefficacious to give validity to the bonds, except as they were directed or assented to by a majority of the voters after they had acquired the power to do so by the due publication of the law. The only acts, either on the part of the supervisors or the voters, which are claimed to have any tendency to show a ratification, are the appointment of commissioners in the years 1857 and 1858. These appointments were made by the supervisors alone, and it is not pretended that the voters had or took any part in making them. They were matters over which the voters had no control, and to which their assent cannot be presumed. There has therefore been no ratification of the bonds, and it remains to be determined whether the voters have otherwise concluded themselves from denying their validity.

On the part of the respondents, it is strenuously insisted that they have. It is urged that, by neglecting to interfere and assert their legal rights, and restrain the issuing of the bonds, at a time when they might have done so, so as to have saved innocent third parties, they ought now to be estopped from denying their legality, or the authority of the supervisors to issue them. It is said that their failure to act and to protest, when the opportunity was offered them, so as to protect not only themselves but the public, is a recognition of that authority, and that they should not now be permitted, as against innocent third persons, to escape from the fulfilment of obligations which have thus tacitly received their sanction. There can be no doubt of the general force and correctness of these principles, and that under ordinary circumstances such conduct would constitute a valid estoppel *in pais*. The authorities cited fully demonstrate that they are applicable to cases like the present, where no other principle interferes to prevent their operation. As applied to the cases cited, we yield our fullest assent to them. But they are inapplicable here, for the reason that the nature of the defects in the original execution and issue of the bonds, is such, that there can be in law, no innocent holders of them. The defect was in matter of law with a knowledge of which every person is chargeable. It was in matter of law unmixed with any particular matter of fact. It was that there was no law authorizing them, and of this all parties were bound to take notice, as well the purchasers as the sellers of the bonds. They were presumed to know the provisions of the constitution as well as the time when the statute became operative under them. In this respect neither party possessed advantages superior to those of the other. It was information which was alike open to all, and of which all were equally bound to avail themselves for the purpose of forming an opinion upon their legal rights. This is an old and well settled rule of the law, its maxim being that ignorance of it will not excuse; and although it may operate with some severity in the case before us it cannot be disregarded. By taking notice of the time when the law took effect, and examining the date of their issue, it appears upon the face of every bond that they were executed without legal authority. No stronger case of the rule that ignorance of the law will not excuse or protect, can be put. So long, therefore, as the bonds were void upon their face, and with the actual or presumed knowledge of all the world, it certainly cannot be contended that the voters were guilty of any *laches* or negligence in not restraining their sale or circulation. It would be idle for them to say that they must commence a series of law suits for the purpose of apprising third persons of that which they already knew; and it was clearly time enough for them to resist or deny when the validity of the bonds were seriously asserted and an effort made to collect them, which for aught they knew or might reasonably presume, would never be done.

Judgment of the circuit court affirmed.

Pacific Railroad, Western Division.

It is announced that forty miles of this road, between San Francisco and San Jose will be in complete running order by the 1st of October next.

Northwestern Virginia Railroad.

The following communication from the Mayor was received and read in both branches of the Baltimore City Council on the 28th ult.:

To the Honorable, the Members of the First and Second Branches of the City Council:

GENTLEMEN—At the close of your last session you adopted the following resolution:

"*Resolved by both Branches of the City Council of Baltimore*, That the Mayor be and he is hereby respectfully requested to communicate to this Council what better disposition of the city's interest in the Northwestern Virginia Railway Company can be made to which he refers in his said message of June 22, 1863."

My message of that date, after placing before you the views entertained by me as to the security and value of this first mortgage, covering as it does the road from Parkersburg to Grafton, a distance of ninety miles, including the town of Grafton and all its workshops, says: "I feel convinced that a better disposition can be made of our interest than the one provided in the ordinance herewith returned."

These remarks were not made expecting to be called upon to indicate the best mode of disposing of this interest, but they were made under the firm and solemn conviction that an interest so valuable could not fail to demand a fair equivalent, if each of the parties desiring to dispose of it would treat it as if it were a first mortgage held by himself on a valuable estate. This rule ought to govern each individual guardian of the city's interest; a strict adherence to it would present an undivided front, and cause the city to realize every dollar of her principal and interest in this and other investments.

The first and principal reason assigned by the Directors of the Baltimore and Ohio Railroad Company, in their preamble and resolution, to justify the paying of $1,500,000 for the first mortgage of the Ohio Central road, is to secure an indebtedness of $400,000 in a fourth mortgage.

The able counsel of the Company, in enforcing this view upon the mind of the Court, concen-

trates the force of his argument upon this one point, the securing of the $400,000 indebtedness.

The indebtedness of the Northwestern Virginia Road to the Baltimore and Ohio Road is $3,500,000. The amount of the first mortgage of the city of Baltimore on the Northwestern Virginia Road is $1,800,000. Does any member of your honorable body entertain for one moment the idea that a company would expend $1,500,000 to secure $3,500,000, advantages of route being equal?

The second final reason assigned by the directors of the Baltimore and Ohio Railroad, and argued by its counsel for the investment of $1,500,000 in the first mortgage of the Ohio Central Road, is the possibility of a diversion of the trade and travel from Baltimore if that interest should not be purchased.

The Northwestern Virginia Road possesses a very great advantage over every other road, it being fifty-six miles shorter to Cincinnati than any other route; and the Marietta Road, with which it connects, is now being placed in first rate order, and soon will be able to take care of itself.

In fact, the able counsel of the Baltimore and Ohio Road does not pretend to claim any advantage for the Wheeling route over the Parkersburg route but in an apt and very expressive illustration, admits it to possess at least equal advantages. I will give you his representation of the merits of both routes:

"The prominent vice of the complainants' bill is the narrowness of its views in the matter of Western communications. The complainants preferring the Parkersburg route to Cincinnati, are jealous of all other routes to the West regarding them all as antagonists necessarily. This is not so, however, by any means. The West is competent to fill to repletion all the avenues that seek to drain it of its teeming wealth.

The policy of the defendants is to tap it, so to speak, in as many places as possible, to drain its trade from the Southwest by the Parkersburg Road, from the Northwest by the Pittsburg and Connellsville Road (when that long-delayed work shall be completed), and from the broad intermediate region by the main stem of their road to Wheeling and its connections. The road east of Cumberland may then be likened to the spout of a funnel, concentrating at Baltimore all that falls within its run.

If the Ohio Central Road has been the first of the roads west of the Ohio brought into connection with Baltimore, it does not follow, by any means, that it will be the last."

In my message of January 8th, 1863, I had the honor of recommending a sale of this interest; and I am still impressed with the conviction that this disposition of it would produce more satisfactory results to all parties than any other. I also believe that a unity of action would have accomplished this object.

I respectfully recommend that a committee of your honorable body be appointed to confer with the directors of the Baltimore and Ohio Railroad, to ascertain if there is a disposition to purchase. If so, an amicable decree may be obtained and an early settlement effected.

If we find, after a determined and united action, we cannot accomplish this object, I would then advise that a committee be appointed to ascertain the cost of putting the Parkersburg Road in complete order, and to establish the working expenses at a fixed per centage.

When these amounts are all determined upon, let all parties interested agree to yield priority to this fixed amount for reconstruction, the party furnishing the funds taking the first mortgage, the city taking the second, the Baltimore and Ohio Road the third, and so on in succession. If an amicable adjustment cannot be obtained, I conceive it to be the duty of the Mayor and City Council to prosecute the claim of the city with the utmost vigor, and place our citizens in absolute ownership of the town of Grafton, the Northwestern Virginia Railroad and appurtenances. With great respect, etc.,

JOHN LEE CHAPMAN, Mayor.

Mexico.--Its Area and Population.

Mexico is made up of twenty-one States, three Territories and one federal district, the names, areas and populations of which were, in 1850, as follows:

	Area in square mile.	Population.
Chiapas	16,680	144,070
Chihuahua	97,015	147,600
Coahuila	56,571	75,340
Durango	48,489	162,218
Guanajuato	12,618	713,583
Guerrero	32,008	270,000
Jalisco	48,590	774,461
Mexico	19,535	973,697
Michoacan	22,993	491,679
Nuevo Leon	16,688	133,361
Oajaca	31,823	525,101
Puebla	13,048	580,000
Queretaro	2,445	184,161
San Luis Potosi	29,486	368,120
Sinaloa	33,721	160,000
Sonora	123,467	139,374
Tabasco	15,609	63,580
Tamaulipas	30,335	100,064
Vera Cruz	27,595	264,725
Yucatan	52,947	680,948
Zacatecas	30,507	356,024
Tlaxcala (Territory)	1,984	80,171
Colima (do.)	3,020	61,243
Lower California (do.)	60,662	12,000
Federal district	90	200,000
Total	829,916	7,661,520

The average population to the square mile was about nine and one-fifth. It has not materially changed for the last dozen years.

The population is classified thus:—Pure whites, about one million; Indians, about four millions. The remaining two and a-half millions are made up of negroes, mestizoes, zamboes, mulattoes, quadroons, quinteroons, etc. Of the whites there are two classes—the creoles, persons born in Mexico of white parents, and the gachupines, native Spaniards.

Mexico contains eighty-five cities and towns, 193 villages, 4,709 hamlets, and 119 religious communities and missions.

Chenango Canal.

AN ACT to provide for the extension of the Chenango canal from its present termination at or near the village of Binghamton, to the North Branch canal, at the State line. Passed April 9, 1863; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Canal Commissioners shall, from time to time, as funds shall be appropriated, extend the Chenango canal from its present termination at or near the village of Binghamton, down the Susquehanna valley, by the most advantageous route, to the State line near Athens, Pennsylvania, so as to connect the same with the North Branch canal of Pennsylvania; said extention shall be let by contract, at the lowest price, with adequate security for its performance, public notice being first given of the lettings, according to the provisions of law.

SEC. 2. Said extension shall be of the same width and depth and size of structures as the Chenango canal except so far as improvement in permanency, or otherwise may be obtained, without increasing the expense and without interfering with the usefulness and permanency of the work.

SEC. 3. But no expenditure shall be made nor allowed under this act, until the State of Pennsylvania, or a company of reliable responsibility, incorporated under its laws, shall satisfy the Canal Board of this State that ample and certain provisions have been made to complete a navigable canal from the said State line down to and form a connection with the North Branch canal, at or near the village of Athens in said State of Pennsylvania.

La Crosse and Milwaukee Railroad.

We learn from the Milwaukee *Wisconsin* that the two important cases regarding this road which have been under argument in the United States Circuit Court were decided on the 21st ult. The first being a motion to direct the marshal to report the sale of the western division of the road to the Circuit Court, which motion was denied, the Court having decided that the land grant is in the District Court.

The other case was an application of the Milwaukee and Minnesota Railroad Company, for possession of the eastern division, upon which the Court is divided in opinion.

The first decision renders void the order of the District Court, giving the eastern division to the Milwaukee and St. Paul Railroad Company, being so far as appeared a valid corporation and entitled to the possession at that division.

Atlantic and Great Western Railway.

Four hundred tons of railroad iron, for laying the broad gauge track on the Cleveland and Mahoning road from Leavittsburg to Cleveland, have arrived from Quebec and Montreal.

The completion of the work on "Section No. 1" on the Cleveland and Mahoning road, being that part from the Columbus street bridge to the old river bed, has been transferred to the Atlantic & Great Western Company, and the line will be completed to the old river bed by the beginning of the year.—*Cleveland Herald.*

☞ A meeting of the committee of the Rome, Watertown and Ogdensburg Railroad, with a corresponding committee of a new road projected between Rome and Oswego, was held on Friday last, when it was agreed that the latter road should be constructed immediately, and the former company run it in connection with their own. This forms an important link in the chain of roads in that portion of the State.

☞ The books for subscription to the capital stock of the Schenectady and Catskill Railroad Company were opened in Schenectady on the 27th ult., and $100,000 subscribed.

OFFICE OF THE AMERICAN COAL COMPANY,
No. 29 Trinity Building, No. 111 Broadway, N. Y.,
July 21, 1863.

DIVIDEND.—The Directors of this Company have declared a Dividend from the earnings of the Company for six months ending 30th June ult. of THREE PER CENT., free of the United States Income Tax, payable at the office of the Company, on and after the 10th day of August next, to the registered holders of Stock at the closing of the books.

The Transfer Books will be closed at the close of business on the 30th day of July, and be re-opened on Tuesday, the 11th day of August.

2t31 G. P. LLOYD, Sec'y.

THE ERIE RAILWAY COMPANY,
No. 184 West st., New York, July 17, 1863.

DIVIDEND.—The Directors of this Company have declared a DIVIDEND, from the earnings of the road for six months ending 30th of June, ultimo, of THREE AND ONE HALF PER CENT. on the PREFERRED STOCK, the Company assuming and paying the Government Tax out of the undivided earnings belonging to the Preferred Stock Account for the year ending 30th of June, 1862.

Also, a DIVIDEND of THREE AND ONE-HALF PER CENT. on the COMMON CAPITAL STOCK, free of the United States Income Tax.

Both payable at the Treasurer's office, Erie Place, on the 10th day of August next, to the registered holders of stock at the closing of the books.

The Transfer Books of both Preferred and Common Stock will be closed at the close of business on SATURDAY, the 25th day of July, and be re-opened on the morning of TUESDAY, the 11th day of August.

3t30 HORATIO N. OTIS, Secretary.

Railway Timekeepers,

WITH HEAVY STERLING SILVER CASES.

Frank Leslie's Illustrated Newspaper, of Feb. 21, 1863, says: "HUBBARD'S TIMEKEEPERS are becoming proverbial for their accuracy and reliability. They are particularly valuable for officers in the army and travelers."

The *Army and Navy Gazette*, of Philadelphia, in its number of May 9, reviewing this watch says:—"We are pleased to see that the importations of the HUBBARD BROS. are meeting the enormous sale that such extraordinary enterprise as theirs so richly merits. These watches are novelties produced by no other house, far exceeding other manufactures in point of accuracy and elegance. Fidelity and promptness to their patrons render the house a desirable medium for traders in the army."

The *New York Weekly*, of July 23, 1863, voluntarily says:—"We have been shown by the Messrs. HUBBARD BROS., who are the exclusive Importers of the article, what they most appropriately term, the RAILWAY TIMEKEEPER, being a superbly finished watch, which is warranted to keep the most accurate time in all climates. The beauty of these Timekeepers is only equalled by their cheapness."

The RAILWAY TIMEKEEPER has *heavy solid sterling silver cases*, beautiful white enamel dial, handsome gold hands, with superior regulated movement, *warranted to run and keep excellent time!* Price, per case of half dozen, $60, by mail $1 65 for postage. If registered, 20 cents additional. A safe delivery by mail guaranteed. *Sold only by the case.*

The RAILWAY TIMEKEEPER is also furnished in handsome silver-plated case, and in all other respects the same as the silver ones, while in appearance they are fully equal. Price $48 per case of six. Postage, $1 65. Registering 20 cents. *Sold only by the case.*

MAGIC TIME OBSERVERS!

THE PERFECTION OF MECHANISM!

Being a Hunting, or Open Face, or Lady's, or Gentleman's Watch Combined, with Patent Self-Winding Improvement!!!

The *N. Y. Illustrated News*, in its issue of Jan. 10, 1863, on page 147, voluntarily says:—We have been shown a most pleasing novelty, of which the HUBBARD BROS., of New York, are the sole importers. It is called the MAGIC TIME OBSERVER, and is a Hunting and Open Face Watch combined. One of the prettiest, most convenient, and decidedly the best and cheapest timepiece for general and reliable use ever offered. It has within it and connected with its machinery its own winding attachment, rendering a key entirely unnecessary. The cases of this Watch are composed of two metals, the outer one being fine 16 carat gold. It has the improved ruby action lever movement, and is warranted an accurate timepiece." Price, superbly engraved, per case of half dozen, $204. Sample Watches in neat morocco boxes, for those proposing to buy at wholesale, $35. If sent by mail the postage is 36 cents. Registering 20c.

☞ Watches sent by express to any part of the Loyal States with bill payable to Express agent upon delivery. Persons ordering in this manner must enclose $2 as a proof of their sincerity, the amount to be credited on the bill.

Conductors, Engineers, and all others in the disloyal States, or any parts thereof, must send payment in advance, as the Express Companies peremptorily refuse making collections in such precarious localities. Money can be sent by mail or express. If by express or mail in a registered letter, at our risk. Our patrons are requested to call in person, when it is convenient for them to do so.

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THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE **CAR DUCK**, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

WILLIAMS & PAGE,
67 Water street,
March 1863. **Boston.**

Manhattan Oil Company,

Office, No. 16 Broadway, NEW YORK.

JAMES M. MOTLEY, Vice Pres't and Treasurer.

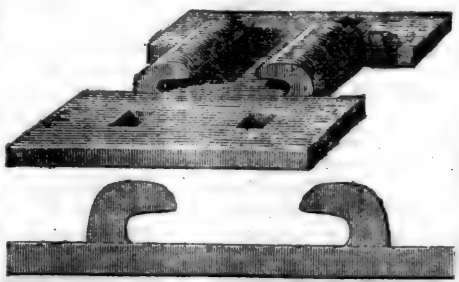
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AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
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NEW YORK Railroad Chair Works,

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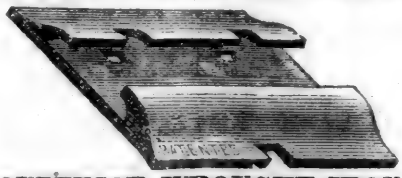
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THIS Company also manufacture **RAILROAD, SHIP AND BOAT SPIKES** of a superior quality, which they are prepared to supply at the **shortest notice.**

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SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,

With continuous lips, made to fit exactly the flanges of the rails.

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PACIFIC RAILWAY.

THE undersigned will receive proposals to furnish four thousand (4,000) tons of railway iron (or any part thereof) for the track of the first section of the Union Pacific Railway, Eastern Division. The iron to be of American manufacture, of the best quality, and to be delivered either at Leavenworth or Kansas City. Communications for further information to be addressed to the undersigned or to SAMUEL HALLETT & Co., 58 Beaver st., New York. Terms, cash on delivery.

J. C. FREMONT,
Pres't Union Pacific Railway, E. D.
NEW YORK, June 9, 1863.

THE NEW YORK CENTRAL R. R. CO.

TREASURER'S OFFICE,
ALBANY, July 23, 1863.

TWENTIETH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of August next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of September next on stock registered at London.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; and in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.

The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Friday, the thirty-first day of July instant, and be re-opened on the morning of Monday, the twenty-fourth day of August next.

JOHN V. L. PRUYN,
6t31 Treasurer.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:



7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.

8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.

10.00 A. M., MAIL, for Buffalo and intermediate Stations.

4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.

5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.

7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

CHA'S MINOT, *Gen. Sup't*

RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
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RENSSELAER IRON COMPANY,
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OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

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New York Agency:
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2,000 TONS BEST QUALITY WELSH RAILS, 50 and 56 lbs. per yard.
For sale by

PERKINS & LIVINGSTON,
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RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

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44 Exchange Place.
New York, 1st June, 1863.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

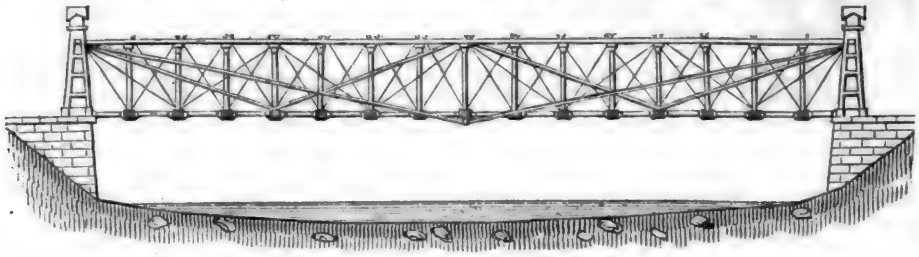
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THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

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CIVIL, MINING AND MECHANICAL ENGINEERS,
No. 229 BROADWAY, NEW YORK,
AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, MD.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. **GAS WORKS** ERECTED on THE MOST APPROVED PLANS. **New** and **Second-hand MACHINERY** constantly on hand. **IRON BOUGHT AND SOLD ON COMMISSION.**

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Dining & Lunch Rooms,
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100 Persons can be seated at one time.
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LADIES CAN COME UNATTENDED.
THE QUIET FAMILY DINING ROOMS.
The only place of the kind in New York.
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CIVIL AND MECHANICAL ENGINEER
OFFICE, } **156 BROADWAY,** NEAR MAIDEN LANE, NEW YORK.

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Advances made on approved collaterals.

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Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

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☞ Orders by mail promptly executed.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 33.] SATURDAY, AUGUST 15, 1863. [WHOLE No. 1,426, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 15, 1863.

Chicago and Northwestern Railroad.

At a meeting of the directors and boudholders of the Chicago and Northwestern Railroad Company held in this city on the 25th ult., it was agreed to convert the second mortgage bonds into a preferred stock. For $1,000 six per cent. bond, with three over-due coupons attached, the holder receives $1,200 of seven per cent. preferred stock, funding at the same time three coupons in advance. This preferred stock is, we understand, secured by a mortgage upon the whole road, which is fifty miles more than was covered by the second mortgage bonds. The meeting likewise authorized the committee to consolidate with the Milwaukee and Prairie du Chien and Milwaukee and St. Paul railroads on satisfactory terms, and there seems a fair prospect that the consolidation will take place. There was also a strong feeling evinced in favor of building the road from Janesville to Winona on the Mississippi river, forming a line from the Upper Mississippi to Chicago, about fifty miles shorter than any other. There was no decision, however, on this point.

Peninsula Railroad.

We learn that this road to which allusion is made in the report of the Chicago and Northwestern Railroad Company, published in our present issue, extending from Little Bay de Noquet, at the head of Green Bay, across the upper peninsula of Michigan to Lake Superior, is being prosecuted with great vigor, with the intention of having the whole line in operation on the opening of lake navigation next spring. All the money needed for the construction and equipment of the road has been provided; the iron has been purchased, and a large part of it already shipped to Escanawba, the terminus of the road on Little Bay-de Noquet. The main design of this road is to transport the iron ore of the Lake Superior region—for which there is now a great demand in Pennsylvania and Ohio—to a point at which it can be readily shipped to ports on Lake Erie. The enterprise is in the hands of energetic and prudent men, and bids fair to become at once a very profitable and successful one.

Petroleum Trade.

The Pittsburg *Quarterly Trade Review*, says that the increase of consumption in the foreign market is shown by the figures for exportation. In the twelve months of 1862 the exportation was 111,802 barrels of 40 gallons. In the six months of 1863 ending July 1st, the amount was 454,990 barrels being an increase of 343,188 barrels in six months over the entire export of the previous year. The best estimates of the production of the Oil Creek region give the round figures of 5,000 barrels per day as the net product of the Alleghany Oil region, or about 1,800,000 barrels per annum, which will yield 1,450,000 barrels of refined.

Taking the export of the six months ending July, 1863, as the representation of that for the coming six months, and under no adverse circumstances, will they likely be much below the mark, we have a total of 909,980 barrels as the probable exportation of 1863; and with 1,450,000 of refined as the production, we have only 540,020 barrels as the supply of 1863 for home consumption. Or, in other words, the product for the coming six months will be 900,000 barrels crude, or 725,000 barrels of refined, while the exportation will be the same as last six months, 454,990 barrels, leaving but 270,000 barrels for the supply of the entire United States for the coming six months.

Re-opening of the Mississippi River.

The New Orleans *Picayune* notices with much satisfaction Admiral Porter's order re-opening the Mississippi to trade. By it all boats from points above will be convoyed to Vicksburg, whence a regular weekly convoy starts every Monday. This is one of the most important movements of a business character since the breaking out of the war in the Southwest. Of similar character and of much importance is the movement making to re-open the Memphis and Ohio railroad, extending from Memphis, through Western Tennessee, to Paris, where it connects with the Louisville road. Such a re-opening of communication would greatly facilitate all kinds of business and prove of vast benefit, especially to the military service, while the diffusion of information through the press along the line of the road would also produce, no doubt, desirable results. It is said that a public meeting will shortly be held at Memphis for the purpose of urging upon the Government the necessity of opening the road, at least as far as Humboldt, a distance of eighty-two miles from Memphis. It is also reported that the Mississippi and Tennessee railroad, extending from Memphis to Grenada, Miss., where it connects with the Mississippi Central railway, having connections with Jackson, New Orleans and other important points, is to be put in running order to facilitate communication between Memphis and Vicksburg. The people of the line are said to be warmly in favor of snch an undertaking, and, with Johnston's forces driven from the State, and the active co-operation of the Union people thus relieved, communication could probably be maintained with but little difficulty. The operations of the railways of the South by Northern enterprise would soon produce marked results in the improvement of lands and the augmentation of all the conveniences of living, and it could not be otherwise than that the people would be favorably affected by the appeal which would thus be made to their personal interests. These movements, important as they are to parties in their immediate vicinity, are not less so to the mercantile interests of the Atlantic cities, who are watching with much solicitude the revival of their old trade relations with the sections so long cut off by rebellion. As a means of restoring friendly relations, peace and union, unrestricted navigation and railroad intercourse are

most essential, and should be encouraged and expedited by all possible means.

The Pneumatic Despatch.

This invention has already come into practical operation in England. Within the iron tube, which is about two feet nine inches high and two feet six inches wide—its section being similar to that of a railway tunnel in miniature—are two small ledges, or rails, on which the wheels of the small cars bearing the packages run. These are propelled backwards and forwards, on the signal being given, by the exhaustion and pressure of the air in the tube. The disc or wheel, is twenty-one feet in diameter. It is composed of three sheets of wrought iron, the two which form the outside being each about an eighth of an inch in thickness, while the centre and smaller plate is about a quarter of an inch thick. These are screwed on to sixteen spokes, which radiate from the centre of the wheel, and thus form thirty-two cavities, there being a distance between the plates at the rim of nearly two inches. Air chambers pass beneath the disc, which are exhausted by its revolutions in the race chamber. The wheel is worked by a diagonal direct acting high pressure engine of about fifteen horse power. As regards the rate of speed, the stipulation is for a minimum of fifteen miles, but experiments show that a velocity of thirty-five miles can be obtained.

Baltimore and Ohio Railroad.

We learn by an advertisement in the *Baltimore American*, that the damages inflicted by the rebel forces upon the line of the Baltimore and Ohio Railroad, during their recent raid, have been repaired, and that the road is again open for through travel and traffic. During their last occupation of the line of the road, they destroyed twelve bridges between Harpers Ferry and Cumberland, tore down or burnt eight first-class water stations, and broke up or carried off most of their valuable machinery and fixtures. They stole over thirty miles of the best telegraph wire, and cut down a thousand supporting poles. They tore up from its solid bed of stone ballast over seven miles of heavy new iron track, but five months in use, and eighteen thousand of the largest oak and chestnut cross-ties on which the rails were laid, and burned every rail and every tie thus removed, utterly destroying the latter and rendering the iron unfit for use. The destruction embraced a range of eighty miles between Harper's Ferry and Cumberland.

And yet all these bridges, water stations, tracks, telegraphs, &c., in their massive magnitude, are magically *restored*, or rather *replaced*, and the line, supposed by the enemy to have been well nigh extinguished, is again (like another Phœnix risen from its ashes,) ready to bear upon its well watched and closely manned rails, the heaviest products of the Western field and mountain, or the delicate forms of the fairest travelers who may seek the seaboard or the air of Oakland for recreation. And *but thirteen days* has been occupied in this work of rebuilding, after the heavy preparatory labor of gathering and transporting the enormous bulk of material. This is computed at not less than four hundred ten-ton car loads, requiring twenty trains of engines and cars, whose aggregate length would largely exceed two miles. This material was carried by the company on its own road an average distance of more than one hundred and sixty miles, to the points where it was required, adding largely to the labor and cost of the rebuilding.

The road has been repaired, it is said, in the most substantial and thorough manner, and with the very best material, and the officers and men of the track and bridge department from master of track Wilson and his two able assistants, Quincy and Porter, to the humblest of their laborers, all seem to deserve an unlimited praise for their effectiveness and skill. It now behooves the transportation and machinery officers to put to the best use the great line thus restored to the company and the public, by developing a traffic heavier, perhaps, than ever before done in the history of the route. The coal and timber trades from the mountains, and the Western flour, live stock and produce business, all promise to be abundant at once, and it is gratifying to know that the company is ready for it with an increased stock of engines and cars, and a full organization of its *personnel*.

Chicago and Northwestern Railway.

The earnings and expenses of this road for the years ending April 1, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From passengers	$309,309 46	$376,098 16
" freight	505,187 62	671,533 97
" express	9,740 39	11,159 04
" mail	19,837 86	21,362 46
" miscellaneous	1,349 21	2,199 38
" car mileage	4,294 73	701 04
Total	$838,719 27	$1,083,054 05
Expenses, viz:		
Repairs of track	$70,619 01	$118,734 44
" engines	37,274 24	50,610 64
" cars	46,031 91	43,469 73
" bridges	7,899 91	13,188 27
" build'gs, etc.	5,988 65	5,041 50
" mach'ry, etc.	6,968 65	8,578 55
Fuel	54,000 57	75,422 65
Oil and waste	12,063 34	14,073 54
Foreign agents	11,017 77	16,152 77
Enginemen, firemen, etc.	38,042 23	44,040 55
Conductors, brakemen, etc	26,187 90	32,347 44
Laborers and switchmen	32,435 11	41,879 14
Agents and clerks	24,257 66	27,924 53
Officers and clerks	26,536 05	30,159 94
All other expenses	35,595 24	48,167 84
Total	$434,891 25	$569,781 53
Net earnings	$414,828 02	$513,272 52

Disbursed in 1863, as follows:

Interest on Flag Trust bonds	$19,600 00	
Interest on preferred 1st mortgage bonds	87,500 00	
Interest on Appleton Extension bonds	12,880 00	
Interest on Green Bay Extension bonds	10,500 00	
Interest on Funded Coupon bonds	26,460 00	
Interest on unfunded debt	17,659 81	
Taxes	24,902 97	
Insurance	2,752 94	
Damages	3,892 27	
U. S. tax on passengers	7,373 49	
Expenses N. Y. office	6,260 44	
Sundries	1,927 14	
		221,709 06
Leaving a surplus of		$291,563 46

The balance to credit of income account April 1, 1862 was $562,615 35; to which add surplus earnings of the past year, as above, $291,563 46—leaving balance to credit of income account April 1, 1863, $854,178 81. The report says:

The Directors, in their last Annual Report, estimated the earnings for the past year at $900,000, and for the year, ending March 31, 1864, with the Green Bay Extension, at one million of dollars. The result shows an increase during the past year of $183,054 05 over the estimates. This gain arises in part from the general revival of business throughout the Northwest, from increased settlement and production, from extension of the road to Green Bay, and from the restoration of a parity of prices of wheat at Milwaukee and at our Northwestern elevator in Chicago, as predicted in our last Annual Report. But little of this increase of earnings for the past year can be attributed to the Green Bay Extension, which, owing to government demand for men, and consequent scarcity of labor, and to very wet weather, was not completed till November last, at the close of navigation.

A fine elevator has been erected, under lease, on the Company's depot grounds at Green Bay, and the earnings on that Extension are now satisfactory, and promise all anticipated for the future.

The earnings for the present year, with the Green Bay Extension and elevator, and with a good crop, of which there is now a very fair prospect, and with increased equipment of cars and locomotives, will probably show a decided increase over the last, if no extraordinary unfavorable circumstances intervene.

The earnings for the first two months (April and May) of this year exceed those of the same period last year $71,269 05, being 51 13-100 per cent. The earnings of June and July, which were large last year, are not likely to show large gains, as the crops of last year, owing to better prices, have been brought forward earlier this season.

The accompanying statements show the earnings for the past year from the transportation of lumber to amount to $159,274 14; an increase of $44,663 20 over last year. This traffic promises materially to increase, and is of a very desirable character, being chiefly furnished at Oshkosh, Fond du Lac, and points north, to Green Bay, whence large quantities are supplied to southern Wisconsin, northern Illinois, and even to Chicago to some extent. This branch of business is seriously limited now, and has been for the year past, for the want of cars on our road to move it. The demand on the Company for cars for the shipment of grain from points on the upper Mississippi to Chicago, is also greatly in excess of our ability to furnish, and bids fair to increase faster than we shall be able to supply. The business of the road has always increased faster than its means and provisions to meet such increase; and during the past season our supply of cars and engines would have little, if any, exceeded the demands of our local business, but for the almost total failure of the wheat crop on the first one hundred miles of our road, from Chicago to Janesville, and vicinity.

The present prospect of fine crops for the coming harvest along the entire line of our road and connections, is at least as good as ever before. Should this prospect be fairly realized, and prices remain as now, the earnings of the road for the present year will probably be from ten to twenty per cent. less than they would amount to with a full and liberal Equipment.

The Board have heretofore made repeated efforts to supply this constantly increasing demand for Equipment. The principal effort to this end was that of funding six Coupons from the first mortgage bonds, the happy effect of which is now markedly visible to all in the increased value of all our securities, and the reasonable certainty through increased earnings of prompt payment of interest on said Bonds, hereafter. Further to provide for this still growing deficiency in Equipment, the Board, in December last, authorized the purchase of additional cars and engines to the extent of $150,000, and made provision for a further additional purchase to the extent of $250,000 more, ($400,000 in all,) when found necessary. The Board provided for the payment of this additional machinery by the issue of seven per cent.

ten year "Equipment Bonds" of the Company, secured upon the machinery purchased, the same to be held by a Trustee, to secure said Bonds till paid. Twenty per cent. of the cost of said machinery is however to be paid immediately after the purchase by said Trustee, and Bonds issued for said purchase are to be retired and cancelled to that extent, and a sinking fund of ten per cent. is provided, and is to be paid annually thereafter to said Trustee for the redemption of the balance of said Bonds. Arrangements have been made for the purchase of nearly $100,000 of additional Equipment, half of which is already received and in use, and as much more is being provided as fast as it can be constructed, and as the means we have will admit of. Two hundred additional cars and six to eight locomotives are however all we shall probably be able to provide under this arrangement, for the coming autumn's business.

Within the past year the Peninsula Railroad Company has been organized, for the construction of a Railroad from Little Bay de Noquet, on Green Bay, across the Upper Peninsula of Michigan to the great Iron Mines of that region and to Lake Superior at Marquette, and looking in the future to an extension to the Copper regions, not far distant.

The Stock and Bonds necessary for the construction of this road, some seventy miles in length, including branch to Iron Mines, and to Marquette on Lake Superior, have been recently subscribed for. The iron has been purchased, and the work of construction has been contracted for with experienced and responsible parties, and is to be completed by the opening of navigation next spring; thereby securing the rapidly growing business trade and travel of that important region, possessing such immense mineral wealth, in its Copper and Iron Ores, for the latter of which there is already such urgent and extensive demand throughout the coal and iron region and manufactories of Ohio, Pennsylvania, and Western New York, and for which, upon the completion of the Peninsula Railroad, so large a demand will immediately spring up at the West generally, and to some considerable extent is anticipated on the line of the Chicago and Northwestern Railway.

Many of the parties interested in the Peninsula Railroad are also interested in the Chicago and Northwestern Railway, and the two roads are likely to co-operate in harmony and with a unity of interests.

Steamboats will carry the freight and passengers between the present terminus of the Chicago and Northwestern Railway at Green Bay and the Peninsula Railroad at Little Bay de Noquet. The passage by steamer through Green Bay being safer and less exposed than that through Long Island Sound.

The trip from Chicago to Lake Superior will be made within twenty-four hours. By rail to Green Bay, two hundred and forty-two miles, thence by steamer to Bay de Noquet one hundred and twenty miles, and by the Peninsula Railroad about fifty miles to Lake Superior at Marquette.

The completion of the Peninsula Railroad will, it is believed, add largely to the earnings of the Chicago and North Western Railway, in both passengers and freight.

Within the past year, laws have been obtained in Illinois and Wisconsin, authorizing this Company to issue preferred stock, on such conditions as it shall think proper, for the purpose of funding its Second Mortgage Bonds and Coupons, or such portion of either or both as may be agreed upon between the Company and its Second Mortgage Bondholders, with proper protections for securing such preferred stock as against subsequent liens. No definite action has as yet been taken by the Board, but will be as soon as the necessary interchange of views with Bondholders shall enable them to fix upon a plan likely to result in success, with the largest mutual advantage to all parties. Many bondholders have expressed the desire that bonds and coupons should all be funded.

The recent rapid advance in the price of the stock of this Company, based to some extent, it is presumed, on a still further anticipated increase of earnings, has brought in large amounts of stock and claims against the old Company for exchange for the stock of this Company, in accordance with the bondholder's plan of reorganization, swelling the amount of stock issues of this Company, on March 31st, 1863, to $3,731,316 15. It has been heretofore estimated and represented that the stock of the Company, on the plan of reorganization, would reach about four millions of dollars. It has already nearly reached that sum, and will very likely somewhat exceed it.

Within the past year or two, the Wisconsin Railroads leading from Milwaukee to the Mississippi River at Prairie du Chien and at La Crosse, and with which we have important connections, have been reorganizing and adjusting their affairs, and are now, or soon will be enabled to determine upon a course and policy for the future. It is no doubt wise for them and us to permanently establish liberal and mutually advantageous business relations and running arrangements, which we are and always have been disposed and anxious to do so soon as they and we were fully prepared. We have no reason, judging from the past, to doubt that those roads are also similarly disposed. Still, in case it should so happen that we could not think alike, or agree as to the details of such an arrangement; or if they should conclude, for any cause, that interests more important to them required them to pursue a different policy, then we should be prepared at once to extend an independent line of road to some desirable point on the upper Mississippi, in order to secure, independently and forever, to this Company its full share of the great and growing traffic of that region with Chicago and the east, by a railroad line some forty or fifty miles shorter than that of any existing road, or any at all likely to be built.

While it is believed that such an extension of our line to the Mississippi would at once increase the earnings of our road, and make it a permanent dividend-paying road on all its stock, as well as all its bonds, still the undertaking would be large and responsible, and could very well be postponed for years to come, and while existing roads are equal to the business offered, provided wise and equitable co-operation and action with them are meanwhile secured to us.

Last autumn, the Board caused a route to be surveyed from Janesville, *via* Madison, to the Mississippi at a point opposite Winona, some twenty six miles above La Crosse, and in a substantially direct line of extension of our present road from Chicago to Janesville, as is shown on the map accompanying this Report. The route was found to be an entirely feasible one, much of the way through a fine productive, settled country, and terminating at one of the most important towns for business, and especially for its receipts of produce on the Upper Mississippi.

The distance from Janesville on the route surveyed was found to be about 190 miles. The Engineer's estimate of cost, including Equipment, was $20,000 per mile, to which something might now have to be added to compensate for the rise in price of iron and labor.

This extension completed, secures to this road an independence of position it can never have without; and it is the opinion of those in the immediate management of the road, and others well advised on the subject, that if this extension to the Mississippi was built, the earnings upon it and upon our entire line of existing road, would be at once largely increased per mile; and many parties best advised and largely interested in the securities of our road, consider it the first and most important step to be taken by the Company, and that it ought to be done now while the means for its construction could probably be easily provided without in any way affecting the earnings of the present road, except to increase them.

The preliminary examinations already made will enable the Board of Directors to act with promptness, whenever the Stock and Bondholders shall deem it advisable.

The equipment of the road consists of 32 first class and 4 second class locomotives; 19 first class and 4 second class passenger cars; 8 baggage, 479 box freight, 206 platform freight, and 12 caboose cars.

CONDENSED BALANCE SHEET.

Cost of Chicago, St. Paul and Fond du Lac Railroad, in accordance with plan of re-organization of March, 1859	$10,849,938 99
Add amounts charged since	838,278 63
Appleton Extension	262,168 87
Green Bay Extension	375,502 97
New equipment account	510,982 60
Securities on hand	19,750 00
Materials on hand	100,743 24
Cash and cash items	189,771 25
	$13,147,136 55
Capital stock issued	$3,731,316 15
A. C. Flagg trust bonds	245,000 00
Preferred sinking fund bonds	1,250,000 00
Appleton Extension bonds	184,000 00
Green Bay Extension bonds	300,000 00
Funded coupon bonds	756,000 00
General 1st mortgage	3,600,000 00
Second mortgage bonds	2,000,000 00
Unfunded debt	226,641 59
Balance to credit of income account	854,178 81
	$13,147,136 55

The directors and officers, elected June 4th 1863, are as follows:

President—WM. B. OGDEN.

Vice-President—P. H. SMITH.

Directors—William B. Ogden, P. H. Smith, Geo. L. Dunlap, M. C. Darling, A. L. Pritchard, J. J. R. Pease, Joseph A. Wood, Wm. A. Booth, Lowell Holbrook, C. S. Seyton, H. H. Boody, J. D. Fish, Geo. M. Bartholomew.

Superintendent—GEO. L. DUNLAP.

Treasurer—GEO. P. LEE.

Secretary—JAMES R. YOUNG.

Transfer Agent in New York—H. H. BOODY.

Wisconsin Banking Associations--Implied Powers.

INCIDENTAL POWER TO CONTRACT DEBTS. NOTES REQUIRED TO BE MADE PAYABLE AT THE OFFICE OF THE BANK REFER TO CIRCULATING BILLS. METHOD PRESCRIBED FOR THE EXECUTION OF CONTRACTS.

The plaintiff sued the Elkhorn Bank as the maker, and Libley and Mills as endorsers of a note for $2,020 payable at the Elkhorn Bank with interest, at the rate of 12 per cent. per annum, and signed by the cashier of the bank. The note was endorsed by Libley and Mills before its delivery, and was given for a balance due to the plaintiff for money deposited in the bank, and for his salary as its president.

The defendants contended, and upon the trial at the circuit, asked the Court to instruct the jury that the note was void, because the Elkhorn Bank had no lawful authority to make and issue it, and because it was not executed in form or substance according to the requirements of chapter 71 of the revised statutes, and was not signed by the president of the bank; and that the plaintiff was not a *bona fide* holder, but took it with notice of its illegal character. These instructions were refused, and a verdict and judgment rendered for the plaintiff. The defendant appealed to the Supreme Court of the State, which now affirms the judgment of the Court below.

The following opinion was rendered in the case:

DIXON, C. J.—It is a universally accepted principle that corporations authorized generally to

engage in a particular business, have as an incident to such authority, the power to contract debts in the legitimate transaction of such business, unless they are restrained by their charters, or by statute from doing so. It is likewise an equally well acknowledged rule, that the right to contract debts carries with it the power to give negotiable notes or bills in payment or security for such debts, unless the corporations are in like manner prohibited. These propositions are abundantly sustained by the authorities cited by the respondent's counsel. That our banking associations are corporations possessing general powers in relation to the business which they are authorized to transact, is not questioned. The powers usually exercised by such institutions are expressly conferred by the 4th section, and in addition it is declared that they may exercise "such incidental powers as may be necessary to carry on such business." It is not contended that the act contains any express words by which they are prohibited from giving negotiable notes or bills; but on the authority of Safford *vs.* Wyckoff and Smith *vs.* Strong, it is insisted that they are restrained by the general frame and scope of the statute, and the policy which led to its enactment. It is said that if they are allowed to issue negotiable paper independently of the agents of the State, such paper will take the place of the currency which they are authorized to issue, and be circulated as money, and that thus the supervision of the State officers and the security of the bill-holders will be entirely thrown away. These cases, however, were expressly overruled by the Court of Errors in Safford *vs.* Wyckoff and that decision has since received the unqualified sanction of the Court of Appeals. Without entering into any discussion of matters which are there so fully explained, we may say that the reasoning of the Chancellor and Senator Hopkins in the Court of Errors, is far more conclusive and satisfactory to our minds than that of the Supreme Court. It clearly appears to us, that like other corporations these banking associations must, in the absence of express prohibition, be held to have the power to give negotiable notes and bills by a necessary implication from their power to contract debts in the regular course of their business. No one denies their power in the last respect. They may make agreements for the purchase or hire of their banking houses, for the payment of rent and the salaries of officers and employees, and for many other purposes necessarily connected with the lawful transaction of their business. And if they do so we perceive no reason which would prevent them giving negotiable notes and bills in security or payment of debts thus contracted, which would not operate with equal force to prevent other corporations and private individuals from doing the same thing, unless it should appear that the notes or bills were given under such circumstances and in such form as to make it evident, that they were designed as an evasion of the 10th section of the act, in which case they would, of course, be void. If executed in the ordinary form of such instruments and for legitimate purposes, we can perceive no possible detriment or wrong which is to result to the public from their use. Certainly there is no person so ignorant or stupid as to mistake them for the legitimate currency of the bank. If they are tranferred, they pass like other negotiable paper, upon the responsibility of the makers and endorsers if they have any. No one would take them believing them to be secured by a pledge of public stocks, and consequently no one would be deceived or imposed upon. Neither would they impair the protection afforded by the law to the holder of bills issued pursuant to its authority. Their security consists in the stocks deposited with the State treasurer, which cannot be reached except by the redemption of the circulation of the bank. We think, therefore, that such associations may give negotiable notes and bills in the ordinary course of their business, and that such notes and bills are valid.

By the 10th section of the act, the legislature manifestly intended to prescribe the form and tenor of bills or notes which are intended to be *put in circulation as money*. Such bills and notes must be payable at the office where the business of the association is conducted. They must be payable on demand and without interest. If not so made they are declared to be unlawful. But this section is, by express words confined in its operation to notes or bills issued for that purpose, and was not intended to affect or govern the execution of negotiable notes or bills of the ordinary character. These are left to such regulations as to time and place of payment and rate of interest as the wishes and convenience of the parties may dictate, subject to the general laws which govern such matters.

In the case before us it is not pretended that the note was given for any unlawful purpose, or in the transaction of any business which the bank might not lawfully do. It was given to secure to the respondent a balance due for moneys deposited, and for his salary as one of the officers of the association. The debt was honest and fair, and the law would have enforced its payment. How then were the interests of the public, or of third persons, affected by the mere change of its form? Clearly not at all. Neither is it claimed that the note was given for the purpose of being circulated as money. The good faith and honesty of the parties both in giving and receiving it are not called in question. It is therefore a valid security unless the objection that it is not executed in the manner required by section seven is well taken.

There can be no question as to the power of the legislature to prescribe the manner in which corporations shall contract; and when it has so done, the mode prescribed must be strictly pursued or the contract will be invalid. The seventh section declares that contracts made by such associations, and all notes and bills by them issued and put in circulation as money, shall be signed by the president or vice president, and cashier. A like provision in the banking law of New York has given rise to much debate and some contradictory decisions in that State. It is discussed in the three cases in Hill, in the last of which it was held to apply only to agreements where both parties became obligated and notes and bills issued for circulation as money. This decision was re-affirmed by the Court of Appeals in Barnes *vs.* Ontario Bank, 15 N. Y. 152, though not without reluctance on the part of some of the members of the Court, and it is now the settled law of that State that negotiable bills, notes, drafts and other instruments of that nature are good if executed by the cashier or other agent properly designated and authorized by the associates for that purpose. The reasoning in support of this restricted application of the word "contracts" is, that if the legislature had intended to apply it to *all* agreements according to its general sense, then notes and bills issued and put in circulation as money would not have been specifically named. The express mention of notes and bills of a particular kind shows that they were not embraced in the general term "contracts," and by implication that no other were intended so to be; and hence, that as to all others, the bank is at liberty to adopt such methods and appoint such agents for their execution as it may see fit. Those who oppose this construction understand the word "contracts" in its general sense. We have concluded to adopt the construction which was finally sanctioned by the Courts and has become the settled law of New York, and shall therefore hold that the notes was properly executed by the cashier alone.

Judgment affirmed.

Morris and Essex Railroad.

The receipts and expenses of this road for the years ending December 31, 1861 and 1862, have been as follows:

Receipts:	1861.	1862.
From passengers.....	$124,624 90	$132,446 54
" freight.....	78,595 05	84,023 62
" mails, etc.....	7,764 06	9,977 45
	$210,984 01	$226,447 61
Expenses, viz:		
Repairs of road, bridges, buildings, etc.	$31,645 62	$37,179 87
Repairs of engines and cars	20,478 48	20,435 19
Wood, oil and waste...	19,112 28	20,763 35
Operating the road and transporting passengers and freight.....	43,466 47	39,575 28
Salaries and insurance.	7,246 56	6,973 75
	$121,949 41	$124,927 44
Balance.....	$89,034 60	$101,520 17
Balance of interest acc't	$19,888 32	$23,680 55
Two dividends of 3½ per cent. each	$81,046 00	$81,046 00

By comparing the above statements, it will be seen that the gross earnings of 1862 have increased over those of 1861, $15,463 60, with an increase of expenses of only $2,978 03—making the net increase $12,485 57.

There have been transported over the road during the past year 478,205 passengers, an increase of more than 18,000 over the number carried in 1861. The report says:

The stockholders will be reminded, that an existing contract with the New Jersey Railroad and Transportation Company will expire on the 13th day of October next. The Directors have given the requisite notice for its discontinuance. The arrangement with Mr. Edwin A. Stevens will then place at our command a new and independent line, by which our trains will be forwarded without change of engines, or detention from any other cause. We cannot but anticipate a manifest improvement in the time to be made, as well as in the convenience and comfort of the passengers. The accommodations at Hoboken and New York will undoubtedly be of the most ample kind, and such as to give general satisfaction.

The extension of the road to Phillipsburg is a matter of the deepest interest to the Company,—on which depends the final and inevitable success of its operations. The Directors have given the subject their earnest and most anxious attention. They regret their inability to report the commencement of active operations. Certain arrangements between the different interests represented have been necessary; and difficulties of a techni-

cal nature have intervened. The almost certain advantages, which are promised by the extension, make it a matter of regret that any obstacles should exist to prevent its accomplishment. It is not necessary to go into a minute calculation to show the enhanced revenue and profits which would accrue. It is enough to say, that, in the view of the Directors, after a careful consideration of all the circumstances, there is nothing to be hazarded, and much, very much, to be gained, both as to profits and security, from competition, by a prompt completion of the work; and they would respectfully ask the stockholders for full power, without conditions or restrictions, to make such arrangements to that end as they may deem advisable.

The receipts of the road from January 1st to June 1st of the present year exceed those of the previous year more than twenty per cent. From these and other circumstances we learn that the business of the company is gradually, but surely, increasing.

The equipment of the road consists of 11 locomotives, 17 passenger, 5 baggage, 77 freight, and 15 gravel and hand cars.

The balance sheet of the company is as follows:

Capital stock	$1,157,800 00
Funded debt	340,000 00
Contingent fund	258,909 74
	$1,756,709 74
Cost of road and its appendages	$1,629,202 47
Capital stock of the Newark and Bloomfield R. R. Co.	55,000 00
Capital stock of Telegraph Company	2,000 00
Wood on hand, paid for	4,500 00
Cash and cash items	66,007 27
	$1,756,709 74

President—WILLIAM WRIGHT.

Directors—William Wright, Jeremiah C. Garthwaite, William N. Wood, Robert Hamilton, Beach Vanderpool, Daniel Babbit, Aaron Robertson, Joseph P. Bradley, Edwin A. Stevens.

Superintendent—J. B. BASSENGER.

Debt and Resources of the United States.

If there be any persons who are not convinced of the great wealth and resources of the United States, (we speak of the Loyal States,) by what they have witnessed during the progress of the war, we advise them to read the admirable pamphlet recently published by Dr. William Elder, who deservedly occupies a post of honor in the Treasury Department.

There were naturally enough at the beginning of our troubles a large class of timid persons, who as the country entered upon "an era of national debt" saw nothing before it but wide-spread ruin. This was precisely the feeling which actuated even such eminent persons in England as Adam Smith and David Hume, in 1776, when the former predicted the coming distress of the nation, when its debt was only one hundred and twenty-nine millions, and the latter its ruin. Yet England a hundred years later or nearly, has incurred a debt of four thousand three hundred millions and was never more prosperous than at this moment. It is the ability or non-ability to pay which makes all the difference. There are many Banking houses in this city who think but little of payments in cash of half a million of dollars a month, though, at the commencement of their business, fifty-thousand would have been deemed beyond their resources. The debt of England like our own, is due and owing almost entirely to the respective peoples of the two countries, and when men owe themselves, their indebtedness does not much trouble them.

Dr. Elder treats this part of his subject with great clearness and sound logic.

He next gives a complete analysis of the condition of our public debt on the 1st of May, 1868:

4 per cent. Temporary Loan	$28,672,518
4 " " " "	77,394,521
Post due Treasury Notes (old)	41,600
Old Public Debt, (average interest 5½ per cent.)	67,221,591
3 Year Bonds, (7.3 per cent.)	139,996,950
2 " " (6 " ")	1,925,300
U. S. Notes and Fractional Currency	394,920,956
20 Year Bonds, (6 per cent.)	50,000,000
Oregon War Debt, 20 year, (6 per ct.)	878,450
1 Year Certificates of Indebtedness, (6 per cent.)	142,761,441
5-20 Year Bonds (6 per cent.)	64,386,500
Total debt	$967,199,727
Less, in the Treasury	3,154,511
Amount of debt bearing interest	$572,237,169
" " without "	394,962,556
" of interest per annum, assuming that the items and aggregate remain unchanged	34,490,686
Average rate of interest on interest-bearing debt of May 1, 1863	6.009 per ct.
Average rate of interest on total debt	3.566 "
" " " on that part of the debt created since March 7, 1861	3.42 "
Average rate of interest on—	
Total debt in 1791	4.24 "
" " of 1816	6.14 "
Funded debt of March 7, 1861	5.5 "
Treasury Notes issued in the last quarter of Mr. Buchanan's administration—interest stopped by Mr. Chase, in February, 1862	11.0 "

The average rate of interest per annum upon the total debt is here given in comparison with the rates of the total debts of 1791 and 1816, to show how far the burden of our debt is lightened by the financial policy of the Treasury Department. The use of the United States Notes saves about twenty-four millions a year to the Government, and in effect reduces the rate of interest upon the whole debt from 6 per cent. to 3½ per cent. per annum.

The total receipts from 7th March, 1861, to the 1st May, 1863—784 days, from direct taxes, internal revenue, (excise, etc.,) customs, public lands, and miscellaneous sources, we put at $149,953,530

From loans, U. S. notes, fractional currency, and certificates of indebtedness—outstanding 899,058,084

Total receipts $1,049,011,614

The expenditures from 7th March, 1861, to 1st May, 1863, were:

Total civil expenditures, with estimated ordinary expenditures of Army and Navy in time of peace, expenses of the census, etc.	$105,607,129
Paid on principal and interest of old debt	27,405,594
Total estimated peace expenditures, and old debt	$133,012,723
Total rebellion expenses—784 days	$915,998,891
Average, per diem	$1,168,366

These statements present the debt, its annual charge, the immediate liabilities, the rates of interest, and dates of maturity—with the receipts and expenditures of the period of the rebellion till 1st May, 1863, as they stand in figures on the books of the Department.

A table is here given showing how the burden of this debt compares with that of Great Britain. This shows the astounding fact, that while in Great Britain in 1816, the public debt was $4,299,824,588, the total debt per capita, $222.79, the proportion of debt to property 41.14 per cent., and of interest $8.35 per capita, in our case, in 1863, it is but $967,199,727, $40.30, 7.22, and $1.44, respectively, and this, too, where production and profits are rapidly lessening even this amount.

He then asks the question which has disturbed many persons, no doubt, who have taken but a one-sided view of it:

CAN WE EVER PAY THE PRESENT DEBT?

The combined debts of the Revolution and the war of 1812, amounting in 1816 to $127,000,000, with $28,000,000 more, contracted and discharged in the meantime, were virtually extinguished in 1833—the revenues all derived from ordinary sources, except nine millions of direct taxes, levied under the Act of January 5, 1815, and March 5, 1816. The total amount required for the payment of this principal of 155 millions, was $265,295,873, or an average annual appropriation of $14,738,682, for a period of eighteen years. The total revenue of the period from all sources, except loans and Treasury Notes, was 458½ millions, or an average annual receipt and expenditure of 25½ millions, from all ordinary sources, and for all purposes.

The debt of 1816 apportioned to the total population, was $14 67 per capita, its proportion to the property of the people 7.07 per cent. and to their annual income 25¼ per cent. The debt of May 1, 1863, amounts to $40 30 per head of the people of the Loyal States, and 7.22 per cent. of their property, or less than one-fifth of one per cent. more than in 1816, and its proportion to our annual income or product of the year is 27.45 per cent., or less than 2½ per cent. more.

On the assumption that the ordinary expenses of the Government, and the ordinary taxes for the required length of time from May, 1863, shall hold the same ratio to the present debt and wealth of the country, as in the period from 1816 to 1833, the proportion of our present debt to the property of the Loyal States admits of its extinguishment on equal terms in eighteen years and four and a half months; or, if calculated by the per centage of the annual products of industry to the debt, in nineteen and a-half years—the increase of wealth and annual income for the period being taken at the same ratio as that of the eighteen years of the former debt-paying period.

The proportionate average revenue from all sources in the period assumed for the payment of the present debt would be $189,459,600 per annum. The proportionate amount applied to the extinguishment of the debt would be $129,655,794 per annum. But, if we allow only $95,000,000 for ordinary expenses, and $80,000,000 for the payment of the debt and interest—together $175,000,000, or 14½ millions less than an equal ratio to our present wealth—the debt would be extinguished in twelve years and eight months, if 700 millions of it be funded at 6 per cent., or if the total debt of 967,000,000 be put at the same rate of interest, in twenty-one years and eleven months.

CAN WE PAY THE DEBT IF THE WAR LASTS MUCH LONGER?

The debt is now, in round numbers, a thousand millions. Suppose it increases half as much more, (which seems a liberal estimate,) before the war is ended.

Fifteen hundred millions funded at 6 per cent., payable half-yearly, would be discharged in 39 years by the appropriation of 100 millions a year to that purpose; but if 300 millions of that amount were kept in circulating notes, without interest, the remaining 1,200 millions would be paid by the like appropriation in 21 years.

We see that if 700 millions of the present debt were funded, the whole would be paid in twelve years and eight months by an annual tax of a fraction less than six mills on the dollar of the people's property at its present valuation; while the actual annual payments made in discharge of the debt of 1816 were equal to eight and a fifth mills on the dollar of the valuation of that time.

The payment of 1,500 millions, all funded, in 39 years would be a tax of seven and a-half mills, or, if only 1,200 millions were funded, it would be discharged in 21 years, at the same rate of assessment. By statement No. 3. it appears that the *interest* alone of the British debt was a tax of above fifteen mills on the dollar, per annum, in 1816, and is even now quite four mills upon the enormously increased wealth of the nation, or more than half the annual charge that both principal and interest of ours carries while being paid off in the short periods proposed.

Connected with this is another question of much importance and already the subject of discussion, viz: "Can we resume specie payments without a terrible crash?"

Much has been said of the inflation of our currency by the issue of irredeemable Treasury notes, as well as of the fact that all business is now done upon an irredeemable paper basis, and all manner of evils have on this account been predicted. He gives the following tabular comparison between the inflation of our currency and that of Great Britain, at a similar period in her history:

	Am't in millions of dollars.	Per capita.	Millions of dollars.	Per capita.
Great Britain, in 1815, bank notes	504	$2 52		
Loyal U. S., May 1, '63, Treas. & B'k notes			563⅓	$23 47
Great Britain, 1815, Exchequer bills.	202	10 63		
Loyal U. S., May 1, '53, cert. indebt's			142¾	5 96
Totals	706	$37 15	706	$29 43
Total av. cir. of G't Britain, 1844-'51	260	$9 53		
Tot. av. cir. of loyal U. S., 1851-'59			146	$9 06
Wealth of England in 1815	10,400			
Wealth of loyal U. S. in 1863			13,395	

Thus it appears that our total circulation in 1863 is exactly equal to that of England in 1815—our wealth being three-tenths greater, and our per capita circulation more than one-fifth less. Moreover, their circulation quadruples their own average of a much later date; ours slightly more than trebles our average of a period three years gone.

To more fully appreciate the foregoing we quote the following statements in regard to our currency, as compared with that of Great Britain:

Closely connected with the federal debt and the expenditures of the civil war, is the United States currency, which represents so large a portion of the debt, and is used as the medium of payment by the Treasury in liquidating the extraordinary expenditure of the war.

As in the case of our national debt, we are best able to grasp and understand the question of our currency by comparing its present condition with that of the corresponding period of England's history—a history which worked itself into issues so well understood, that we may readily see the facts of our own case, and forecast the results, by the light thus afforded us.

The jeremiads rehearsed and wept over the English debt we have seen. More doleful, if that were possible, was the public feeling on the subject of their currency. The figures that did the service of reducing John Bull to despair in 1815 stood thus, according to the estimate of Mr. Lloyd, who is received as the best authority in this branch of statistics:

Bank of England Notes	27¼	millions of pounds.
Country Banks	45	" "
Scotland and Ireland	31¼	" "
	103¾	= $504,000,000.
Exchequer Bills	41¼	= 202,000,000.
Total circulation	145	= $706,000,000

This amount, in a population of 19 millions gives an average of $37.16 per capita.

In the 8 years from 1844 to 1851 the average circulation of all the banks and bankers of the three kingdoms was 172½ millions of dollars, and the average outstanding exchequer bills 87½ millions dollars. Total average circulation of those years, 260 millions of dollars, which in a population of 27¼ millions gives a circulation of $9.53 a head. Thus, when the wealth of England was but 10,400 millions of dollars, the circulation was four times greater than in 1844-'51, when the wealth was more than the double of 1815, or in relative amount full eight times greater.

Here was abundant opportunity and no slight apparent warrant for an outcry. England's gold was drained to exhaustion by her war expenses and subsidies paid abroad. Bonaparte held the opinion that she must succumb when reduced to an utterly redemptionless note currency. The opponents of the government, the bullion heads and the whole body of the alarmists and despondents, held the same doctrine.

The bank note circulation of the United States from 1852 to 1859, 8 years, averaged 146 millions, or $9.06 per capita. On the 1st of May, 1863, the bank circulation of the loyal States was $168,400,000, and the United States notes and fractional currency $394,920,956. To these add the one year certificates of indebtedness, corresponding somewhat with British exchequer bills and the statement is as follows:

	Amount in millions of dollars.	Per capita.
Great Britain 1815, bank notes	504	$26.52
Loyal U. S. May 1, 1863, Treasury and bank notes	563¾	23.47
Great Britain 1815, exchequer bills.	202	10.63
U. S. May 1, 1863, certificates of indebtedness	142¾	5.96
Total Great Britain	706	37.15
Total United States	706	29.43

Total average circulation of Great Britain, 1844 to 1851, $260,000,000, and average per capita $9.53.

Total average of loyal U. S. 1851 to 1859, $146,000,000, average per capita $09.06. Wealth of England in 1815, ten thousand four hundred millions, and now of the loyal U. S. thirteen thousand three hundred and ninety-five millions of dollars. The pertinency of these calculations will be seen as affecting the previous question, and Dr. Elder says:

Now if England's exchequer bills, and bank of England notes, making 335 millions of their circulation, were as good as gold three years after the time of their greatest "depreciation," the hackneyed comparison with the *assignats* failed terribly; and we may very properly call the attention of our committees of Congress, statesmen, editors, and their copyists, to the difference there has been, once before, between the *assignats*, as a figure of speech, and the currency they were employed to caricature.

Our "inflated currency," so far as the banks are concerned, does not exceed our average in specie-paying times, more than 22 millions, or 15 per cent. As to the greenbacks, the history of the 5-20 loan, in the month of May, shows that the Secretary can fund any surplus of them in circulation, at the rate of two millions a day; or, if he were in a hurry, by calling for bids he could do it, at twenty days notice, at once—which brings us to the conclusion, that the day on which the war closes will be just the day before the resumption of specie payments, to all intents and purposes.

The suspension of specie payments lasted twenty years in England. Her bullionists bravely, for all those twenty years, in the very teeth of the facts, declared that a purely credit circulation could not be maintained; and under favor of war prices and speculations in gold, kept up the cry of "depreciation" to the bitter end. Taking it for certain that this piece of history must get a rehearsal among us, we content ourselves with furnishing the materials for better opinions, to better men; and precedents and forms of despair to those who must needs see things the way they don't like them, and don't like to see things just the way they are.

THE RESOURCES OF THE LOYAL STATES.

Year.	Population.	Real and Personal Property.	Increased Value, per ct.	Products of the year.
U. S.—1840	17,049,463	$3,764,000,000	----	$1,068,135,000
U. S.—1850	23,191,876	6,174,349,828	64	1,985,831,000
L. S.—1850	15,924,122	4,728,247,586	----	1,513,039,227
U. S.—1860	31,429,891	14,188,215,628	129 7	3,736,000,000
L. S.—1860	22,328,133	10,716,109,961	126.6	2,818,336,919
L. S.—1863	24,000,000	13,395,187,451	25	3,522,921,184

(L. S. = Loyal States.)

The authority for the population and valuation of the property of the country and the rate per cent of increase for the years 1840, 1850 and 1860 is the official reports of these decades made by the Census office. The values of the products of the census years 1840 and 1850 are the estimates of Professor Tucker, based upon the census returns. The estimates of the products of 1860 are our own, following the same rule of computation. The population and valuation of 1863 are obtained by the same rule.

It will be observed that the products of the year 1850 are 32 per cent, and those of 1860 are 26.3 per cent of the valuation of the property.

These amounts are greatly below the truth. They do not yield a per capita production of annual values beyond the necessary consumption of the people, and, of course, can afford nothing to the constant accumulation of wealth.

The census returns take no account of the agricultural products and domestic manufactures of our farmers consumed by their families and their employees; who in 1840 were quite three-fourths of the population, and were nearly in as large proportion in 1850, and approaching it in 1860.

Again, the vast total of mechanical products which individually fall below the value of $500 per annum, is omitted.

Nor is there any notice taken of the labor employed in clearing and improving lands, in building and repairing railroads, canals, houses, manufactories, steamships and other vessels; nor of the labor in transportation on the ocean, lakes, rivers, canals, railroads, highways, &c.; nor, of the labor in the mines and forests. The labor thus overlooked gets expression only in the reports of such products as go into market, by the addition it makes to their value.

We regret that we have not space to give in full the unanswerable statements of Dr. Elder, to show that the loss of the Southern Exports is not near as great as supposed. The following will suffice. They show the increase of Northern exports, as follows:—animal products, (ag'l) 19½ millions of dollars, vegetable 60½ millions, of tobacco near 7 millions, and of other articles of domestic production, the balance of 89 millions. The decrease in the products of the sea and forest together, is less than two millions; of manufactures, 13½ millions; 10¼ millions of this decrease being in cotton goods and manufactured tobacco, for lack of the staple of the former, and by closure of the Southern ports against the export of the latter. The total decrease amounting to 15½ millions; which leaves a resulting total increase of 78½ millions of

exports of Northern products over their own total in 1859–60.

But the total exports, Northern and Southern, of 1859–60 exceeded the average of the preceding six years by 69 millions, and the highest of them, 1858–59, by 38 millions. To the average total exports of those six years the loyal States contributed 101 millions; in 1860, 108 millions; and in 1862, 181¾ millions; which makes the excess of 1862 full 80 millions above the average of the previous six years.

The amount of profit and loss in the export trade of the two years compared, therefore, stands thus:—a gain in the proprietary profits of 73 millions worth of exports, against the commissions and transportation profits upon that portion, about one-twelfth perhaps, of 208 millions of Southern products which would otherwise have found their way out into the world through Northern hands.

But more than this the North has been wonderfully active. The total of Northern manufactures in 1860, was $1,754,600,000. Our production has not lessened in this respect. The loss of our Southern customers has not actually exceeded 10 per cent, and in fact has scarcely touched these Northern interests. The same prosperous activity has prevaded the North in almost all branches of production.

PROSPECTIVE RESOURCES.

After Dr. Elder has shown conclusively that our resources commercial, industrial and agricultural are advancing at an enormous rate, that house, shop and factory buildings are largely increasing as compared with 1860, he refers to our mineral wealth, and our unsold public lands, the latter more than a thousand millions of acres, and the enormous increase in our territory, of 452 per cent in ten years in value of the soil, and 130 per cent in population, and to the prosperity of the older states, which in the same period have doubled the capital of their wealth and added 41½ per cent to their free population.

We have thus but imperfectly given our readers an idea of the principal points made by Dr. Elder in his admirable pamphlet, omitting several, which refer to the small rate of interest paid by our governmeht, the cost of redemptien of the debt, and the superior ability with which our financial affairs have been conducted. We may refer to them at another time.

☞ The Pennsylvania Railroad Company are completing arrangements for the construction of such improvements in the harbor as will be necessary for their use in the business of the Philadelphia and Erie Railroad. Parties have come forward who are to superintend the construction of the work. The harbor property of the road consists mainly of the lots situate between German street and Ash Lane, covering the ground from the bluff to the line of piers already erected from the entrance of the harbor to the Public Dock. The pier at the foot of German street is first to be extended out to the line just referred to, and this work is to be commenced immediately. It will be completed before the close of navigation. Upon this pier the proposed grain elevator is to be erected, which work will be accomplished during the coming winter, and upon the opening of navigation in the spring of '64 the road will have its harbor improvement so far advanced as to be prepared for all the demands of the road. This move is an important one and is but an index to the improvements in the harbor which will eventually be made by the Pennsylvania Railroad Company.—*Erie Dispatch.*

Schenectady and Catskill Railroad.

The Schenectady and Catskill Railroad was an idea of former years. It was then believed that its construction would greatly facilitate and economize the transportation not only of passengers, but particularly of freights and produce, by the canals. It was argued that when the numerous lines of road then in embryo, stretching far away towards the great West, and the completion of the enlarged Erie Canal, should bring their vast accumulations of products to the Hudson, this link would prove of the highest importance. Events have confirmed that impression. The Western canals and railroads have thrown upon the enlarged canals an amount of transportation under which they literally stagger, and the necessity of increasing its facility for entering the Hudson has become obvious to any one of reflection and observation. To this conviction we owe the recent organization of a company for the construction of the Schenectady and Catskill Railroad. This organization is under the general law, with a capital of one million of dollars, its articles of association filed, the required per centage paid in, and the stock books soon to be opened for subscriptions. A full board of directors are named in the articles of association, chiefly residents of Schenectady and Catskill, well known gentlemen of wealth and respectability—D. D. Campbell, of Schenectady, President, S. Sherwood Day, of Catskill, Vice President, and Peter Rowe, of Schenectady, Treasurer. The report of a competent civil engineer states that several years since "an examination was made of a route for a canal across the country from Schenectady to Catskill, when a very feasible one was found, leaving the valley of the Mohawk nearly opposite Schenectady, upon a level sixty feet above the level of the road at Schenectady; from thence to the tide waters of the Hudson at Catskill is a descent of two hundred and ninety-six feet. The distance from Schenectady to Catskill is about forty miles; the summit of the road will be about three miles from Schenectady, the necessary grade twenty feet per mile; from thence the average grade to Catskill is eight feet per mile. The route is very direct, and shorter than any traveled road between those places, and no grade need exceed twenty feet per mile. There is probably no route in the State, of the same extent, where a railroad can be graded with more facility and economy, nor is there any route, either occupied or in prospect, where a better or as good a reward will be offered for the investment necessary for its construction." The value and importance of this route will be understood by a comparison of distances and the difference between obstructed and free transportation. From Schenectady to Albany by rail is sixteen miles, and thence to Catskill thirty-six miles. By canal the difference of distance is still greater. From Schenectady to Albany twenty-two miles, to Catskill thirty-six miles, to which add the delays of twenty-nine locks and the detentions of the overslaugh, and the distance is fifty-eight miles of delayed and vexatious navigation, against forty rapid miles by rail.—*N. Y. Herald.*

Third Avenue Railroad Company.

The directors of the Third Avenue Railroad Company have sent to the Comptroller the following extract from the proceedings of a meeting held by them on the 5th inst.:—

The President stated that during the recent riot or mob in the city, which took place on the 13th, 14th and 15th of July last, this company had one horse killed by being shot, several cars injured, the receipts of the month impaired several thousand dollars and the mortality of the horses somewhat increased consequent by fright, disarrangement of feed, &c., and wished the opinion of the board as to any claim they might desire to make, when on motion, it was

Resolved, That this company deem it inexpedient to present any claim against the city for loss of horses or damage to cars, or any other consequent damage sustained by the late riot or mob on the 13th, 14th and 15th of July last.

New York Canals.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st of July, inclusive, during the years 1862 and 1863, was as follows:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1862	705,200	11,830,100	7,586,600	373,100
1863	573,100	8,044,400	10,746,800	66,200
Dec.	132,100	3,785,700	3,160,200	*306,900

* Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide water this year, compared with the corresponding period of last year, shows a deficiency equal to 889,240 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide water from the commencement of navigation, to and including the 31st of July, in the years indicated:—

Canal open—	1861. May 1.	1862. May 1.	1863. May 1.
Flour, bbls	465,900	705,200	573,100
Wheat, bush	11,471,600	11,830,100	8,644,400
Corn	6,896,200	7,586,600	10,746,800
Barley	177,000	373,100	66,200
Oats	2,287,600	1,684,900	3,870,600
Rye	395,400	392,000	175,800
Beef, bbls	350	11,200	9,500
Pork	2,900	132,300	223,700
Bacon, lbs	380,900	5,161,900	3,316,000
Butter	109,000	417,100	64,400
Lard	296,900	5,937,100	17,731,000
Cheese	157,900	386,500	361,200
Wool	137,600	387,300	26,000

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending August 1, 1863, were:

Passengers	$30,942 76
Freight and live stock	47,838 93
Mails and sundries	2,850 00
Total	$75,631 69
Corresponding week, 1862	58,703 84
Increase	$16,927 85

The traffic of the Great Western Railroad for the week ending July 31, 1863, was as follows:

Passengers	$19,585 15
Freight and live stock	21,960 68
Mails and sundries	1,826 09
Total	$43,371 93
Corresponding week of 1862	37,775 81
Decrease	$5,596 11

The earnings of the Chicago and Alton Railroad for the 1st week of August, 1863, were:

Passengers	$12,095 70
Freight	23,688 85
Sundries	1,074 34
Total	$36,858 89
Same week last year	24,597 51
Increase	$12,261 38

The earnings of the Michigan Southern Railroad for the 1st week of August, 1863, were $39,782 00
Do., 1862 41,396 00
Decrease $1,614 00

The earnings of the Chicago and Rock Island Railroad for the 1st week of August, 1863, were $31,807 00
Same week, 1862 24,024 42
Increase $7,782 58

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds } Under Act 31st December, 1848	8,908,842	6	1868	106
Coupon Bonds }		6	1868	102
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	105
Registered Bonds } Under Act 14th June, 1858	20,000,000	5	1874	97
Coupon Bonds }		5	1874	101
Registered Bonds } Under Act 22d June, 1860	7,022,000	5	1871	98½
Coupon Bonds }		5	1871	96½
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	106
Registered Bonds } Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	106½
Coupon Bonds }		6	1881	107
Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	106½
Treasury Bonds (coupon) }		7.3	1864	106½
Registered Bonds } Under Act 25th February, 1862; re-	25,050,850	6	1882	101½
Coupon Bonds } deemable at pleasure after 5 years		6	1882	101½
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	----
Under Acts 2 Mar. '61, & 17 Mar. '62 } convert. into 20	14,913,315	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 } y'r b'ds due '81		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 26 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	101½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	33,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	117
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112
Georgia—Coupon Bonds	525,000	7	'62-'74	112
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	109½
" —War Fund Bonds of 1861	2,000,000	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	65
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	300,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,979,244	6	'68-'72	105
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	54
Maine—Coupon Bonds	669,000	6	'63-'77	112½
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	113
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	117½
" — " " of 1861 "	247,000	6	'68-'72	117½
" —Union Fund Loan of 1861	2,217,500	6	'71-'76	121½
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	70½
" — " "	100,000	6	1862	70½
" — " " (loans to Railroads)	25,800,000	6	'72-'86	87
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	103
" — "	----------	6	'64-'65	103
" — " State Loan $6,756,654	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	115
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	6	'66-'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	103½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	67½
Ohio—Inscribed Certificates	4,095,309	6	1881	109
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	109½
" — " "	2,400,000	6	1886	106
" — " "	680,835	6	1868	----
" — " "	1,608,905	6	1860	105
" —War Loan (1861)	1,212,039	6	1868	----
Pennsylvania—Coupon Bonds } (1st January, 1862	37,687,760	5	'61-'82	106½
" —Inscribed Certificates }		5	'61-'82	101
" — " "	400,630	6	1879	110
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,806	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	66
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	107½
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	61½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	109
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108½
" — " " (Bank Stock)	553,986	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	109
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	115
" —Coupon Bonds (Water)	6,228,787	5	Var.	115
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	100
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1884	111½
" — " " (Water Works)	1,133,000	7	18--	103
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	182,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	110
" — " " " "	2,140,000	5	1887	118
" —Public Education Stock	150,000	5	1873	109
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	109
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	100
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	95
" — " (Municipal)	1,136,200	6	'61-'80	89½
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	97½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	103
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	109
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	108
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100½
" " 2d " " "	3,980,670	6	1882	82
" " Improvement " "	586,500	6	1876	67
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	59½
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	23
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1872	----
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,000,000	---	------	24
Chicago and Alton, Preferred	2,464,336	7	------	95½
Elmira & Williamsport, Preferred	500,000	---	------	52
Erie Preferred	8,535,700	---	------	102½
Housatonic Preferred	1,180,000	8	------	74
Marietta & Cincinnati, 1st preferred	4 198,462	---	------	50
" " 2d "	3,123,914	---	------	26
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	1 44
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110
" " " 2d "	1,014,000	7	------	86
New York & Harlem, Preferred	1,500,000	---	------	130
Philadelphia & Reading, Preferred	1,551,800	7	------	----
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	82½
Toledo & Wabash, Preferred	926,200	---	------	85

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,492	79,409	78,783	657,070
1862	67,862	56,876	78,285	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,025	2,070,996
1862	187,772	110,054	151,170	159,056	182,586	225,082	220,211	212,812	270,816	304,945	252,934	229,789	2,507,224
1863	242,729	204,537	260,269	306,097	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,295	140,107	154,617	162,226	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,080	100,440	82,252	984,557
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	128,319	118,758	1,361,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	122,255	144,995	166,603	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,391	53,554	676,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	------	------	------	------	------	------	------
Cleveland ,Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,881	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,289	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	104,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,295	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,225	465,959	526,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,225,424
1861	404,507	391,932	458,560	547,174	506,610	450,063	372,705	419,070	515,948	719,554	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,606	963,859	8,400,234
1863	825,453	829,784	946,041	938,453	858,867	760,868	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,668	94,860	1,462,762
1861	97,253	76,859	101,600	103,795	105,707	162,823	145,389	150,359	200,276	241,326	172,700	122,309	1,728,296
1862	109,867	105,424	74,346	90,180	108,194	225,048	190,456	129,019	188,370	203,575	159,590	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	141,251	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,076	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,025,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	------	------	------	------	------	------
Illinois Central:													
1859	132,036	134,311	154,600	153,644	144,804	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	120,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,825	1,163,724
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,084	279,539	2,647,893
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,827	226,077	181,617	132,940	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,396	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	125,377	144,982	226,846	301,333	242,089	200,134	2,124,514
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,632	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	205,221	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,702
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	720,736	523,047	7,154,622
1861	489,065	420,793	627,051	989,688	677,073	558,743	523,138	562,076	696,175	927,036	952,980	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,001,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,113	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,473	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,568	89,556	97,868	91,111	99,671	1,110,085
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,125	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,091	3,315,560
1861	161,106	160,538	191,266	252,154	263,947	270,051	289,987	265,358	294,456	276,209	291,762	278,219	2,905,889
1862	192,216	217,161	244,423	258,674	283,986	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,857
1863	335,685	361,834	396,771	429,929	505,517	464,809	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	202,853	245,928	286,844	231,253	191,138	2,335,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,631	270,086	352,071	302,790	301,458	3,041,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,580	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,006	132,110	134,272	152,585	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'63-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850	700,000	6	Jan. & July.	"	1890	101
" " " 1885	1,128,500	6	Jan. & July.	"	1875	103⅜
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110¼
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	100½
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108¾
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	104
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	
" " $800,000	790,600	6	"	"	1870	104
" " $675,000	675,000	6	"	"	1875	104
" " $1,700,000	1,700,000	6	"	"	1883	104
" " $2,500,000	867,000	6	"	"	1889	104
Consolid. Mort. Loan $5,000,000			"	"		105
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65 '70	106
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	103½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1876	40
Charleston and Savahnah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	116
" " " inconvertible	3,034,000	8	" "	" "	1883	115
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort	83,000	8	May & Nov.	" "	1868	
" " " Plain	29,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,597,000	7	Jan. & July.	New York.	1870	106
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	104
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	100
2d Mortgage	2,000,000	6	" "	" "	1890	62½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	168,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	81
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	110
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	108½
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	107
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'68	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	104
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	84
Land Security	5,000,000	7	April & Oct.	" "	1881	75
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---			------	---
Mortgage	125,000	7			1866	---
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	114
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	115
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	115½
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	384,000	10	" "	----------	------	110
Income	20,500	---			------	---
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsbburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			------	---
1st Mortgage	260,000	7			------	---
2d Mortgage (convertible)	1,000,000	7			------	---
3d Mortgage	600,000	7			------	---
Guaranteed by Covington	200,000	6			------	---
Cincinnati (exchanged)	100,000	6			------	---
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†			------	---
City of Keokuk, (special tax)	150,000	10†			------	---
Lee County, 20 years	150,000	8			------	---
Keokuk, Mt. Pleas't and Muscat:						
Lee County	150,000	8			------	----
City of Keokuk	200,000	8			------	----
Henry and Louisa Company's	50,000	8			------	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	112
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†			------	
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44
2d Land Grant (Western Div.)	353,600	†	" "	"	------	44
3d Mortgage (whole road)	1,700,000	†			------	----
Farm Mortgage	1,087,700	†			------	----
Unsecured Bonds	1,785,000	†			------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6			------	----
Mortgage	24,000	7			------	----
Mortgage	10,000	6			------	----
Marietta and Cincinnati :						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			------	----
1st Mortgage	1,600,000	7			1880	----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6			------	---

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6			------	---
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Sk'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	115
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	121
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	102
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,656,500	7	" "	" "	1877	102½
*Milwaukee and Beloit :						
1st Mortgage	630,000	8			------	----
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.	------	103
2d Mortgage	200,000	8	" "	" "	------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8			------	10
2d Mortgage	600,000	8			------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	105½
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central :						
1st Mortgage	1,007,365	7			------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.	------	----
2d Mortgage (S. F.)	400,000	8		" "	------	----
Oskaloosa Division	500,000	7		" "	------	----
1st Land Grant	2,000,000	7		" "	------	58
2d Land Grant	700,000	---		" "	------	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1895	----
Mississippi State Loan	202,799	6			------	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6			------	----
Tennessee State Loan	674,860	6			------	----
Alabama State Loan	389,410	6			------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			------	----
Montgomery and West Point :						
Alabama State Loan	122,622	---			------	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee :						
1st Mortgage	249,000	7			------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---			------	----
Chat. and Clev. Subsc. (endors.)	231,000	---			------	----
*New Albany and Salem :						
Crawfordsville	175,000	7			------	----
1st Mortgage	500,000	10			------	----
1st Mortgage	2,235,000	6			------	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6			------	----
New Orleans City Subscription	1,500,000	5			------	----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	107
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	254,975	6	" "	" "	1883	102
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	102½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	126
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	104½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	111½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	108½
5th Mortgage	1,781,500	7	June & Dec	" "	1888	107
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	110
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	100½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" " " "		------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	102
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99½
2d Mortgage	3,077,000	7†	" "	" "	1861	22½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	94
Chattel Mortgage	360,000	10	" "	"	1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	------	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	110
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	800,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	250,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersbg and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106
" 1861, "	273,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	107
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	117½
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsbg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	107
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	101½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	83½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	72½
2d Mortgage	937,500	7	" "	"	1863	18
3d Mortgage	440,000	7	" "	"	1863	3½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			------	
2d Mortgage	450,000	---			------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	108
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	102
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	90
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	36½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	103½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	103½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	94½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	94½
Interest Bonds	245,700	7			------	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	76
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	21
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,236	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,560	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,087,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100.000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2.037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927.000	—	4,063,215	73.0	374,460	747,300	390,299	11	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200.000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,157	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518 810	1,036,437	454,096	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,176	353,664	158,927	—	88
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	.....	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138.970	41 466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	0	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,507,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	53	62	697		Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,580,173	229.0	879 408	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	202.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	19	16	171		Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	7	2	107		Muscogee	774,244	162,554	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	3	4	33		Savannah, Albany and Gulf	1,386,634	52,974	—	1,275,901	10,200	180,621	1,475,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,915	3,822,913	228.8	.....	.....	388,855	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			.....	158.0	.....	832 345	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,581	1,225,001	457,794	—	79
30 Apr. '62	138.0	—	26.0	—	62	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	—	118
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 083.054	448,503	—	93
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	103
10 Nov. '62	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	580,000	.....	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,765	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	102½
31 May, '62	174.5	5.5	14.3	—	20	21	472	Great Western	2,054,890	*	—	1,600,000	2.391,000	—	.....	180.0	404,700	591,404	237,605	—	....
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,000,500	—	36,071,630	708.3	2,561,192	3,445,927	1,870,723	4	119½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic. & R. Is.	125,000	.....	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '62	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by Chic.	Bur. & Quincy.	.....	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic & R. Is.	.....	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,693	568,020	—	57
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	268	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,889	3,458,108	110.0	.....	448,858	230,834	9	85
31 Dec. '62	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,086	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	78.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,094	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	.....	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	27
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13 0	oper. by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	....	—	13	10	230	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,065	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	....	....	—				Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,289	9,455,250	269 0	613,803	716,478	371,122	—	....
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	228,849	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,180,717	.....	206.0	.....	1,282,924	855 484	—	....
1 Aug '60	53.7	—	....	134.8	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,091	*	—	1,293,015	249,000	100,434	1,710,819	86.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	36.5	—	.....	—	6	4	74	Androscoggin	1,050,000	*		151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	----	----
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	----
31 Dec. '59	—	—	—	14.0	---	---	-----	Penobscot	328,412	—	—	180,497	300,000	75,000	-------	-----	-----	-----	-----	—	----
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	----
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,476	245,348	115,732	6	112
31 May, '59	37.0	—	.....	—	---	---	-----	Somerset and Kennebec	783,763	*	—	169,200	566,600	—	-------	37.0	-----	55,408	28,404	—	----
31 May, '61	18.5	—	.....	33.5	---	---	-----	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	-----	26,386	-------	—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	-------	3,922,203	2,305,788	6	87½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	40
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	-------	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,143	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	105
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	123½
30 Nov. '62	47.0	7.0	32.5	—	25	40	20	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	128
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	132½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	288,152	133,854	6	105½
30 Nov. '62	44.2	30.5	25.2	—	26	54	412	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	102
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,351	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	112
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	-------	21,780	21,780	6	----
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	117½
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	----	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,003,445	354,503	—	3,016,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	141
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,490	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	180½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,567	39,226	—	259,695	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	12
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,000	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usaton.	31,409	7	----
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	---	---	-----	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	-------	—	40
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	36½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	144
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	77
								MICHIGAN.													
1 Jun '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	-------	-------	-------	-------	-------	-------	-------	-----	-----	-----	-----	—	----
30 Sep. '62	57.0	—	.....	—	---	---	-----	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	-------	-----	-----	-----	-----	—	----
30 Jun. '62	188.0	—	.....	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	-------	9,008,369	188.0	-----	340,898	-------	—	----
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	-------	-------	-------	-------	-------	-------	-------	-----	-----	-----	-----	—	----
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	-------	-------	-------	-------	-------	-------	-------	-----	-----	-----	-----	—	----
31 May, '63	284.8	—	23.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	115½
31 Mar. '63	246.0	231.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,019,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	92
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	-------	-------	-------	-------	-------	-------	-------	-----	-----	-----	-----	—	----
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	-------	1,550,000	-------	-------	-----	-----	-----	-----	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	-------	-------	-------	-------	575,000	-------	-------	-----	-----	-----	-----	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	-------	-------	-------	-------	600,000	-------	-------	-----	-----	-----	-----	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	-------	-------	-------	-------	300,000	-------	-------	-----	-----	-----	-----	—	----
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	-------	-------	-------	-------	-------	-------	-------	-----	-----	-----	-----	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	-------	584,342	328,092	—	----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	-------	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-------	-------	83.2	-------	250,047	121,659	—	----
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	---	---	-----	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	-------	-------	37.0	-------	-------	-------	—	----
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	-------	-------	206.8	-------	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	-------	-------	168.8	-------	444,460	182,895	—	----
31 Dec. '62	52.0	—	3.6	-----	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-------	-------	52.0	-------	-------	-------	—	----
28 Feb. '63	196.0	—	14.4	87.3	24	30	420	*Pacific*	11,162,670	662,617	—	8,486,916	7,000,000	187,019	20,455,420	196.7	507,040	679,956	227,398	—	----
28 Feb. '63	77.0	—	3.9	206.0	---	---	-----	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	-------	-------	114.0	98,371	241,482	128,886	—	----
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,681	253,235	65,259	—	----
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	----
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	-------	203,360	92,712	—	44½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	44
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	887,462	28.1	-------	34,045	10,492	—	----
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	-------	243,651	112,327	7	61
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	-------	15,756	4,186	—	----
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.		4	104½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	-------	20.5	-------	26,120	12,857	—	----
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	-------	ope	r. by C'd	162,426	74,585	7	116
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	-------	52.7	-------	34,916	12,395	—	----
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	-------	82.0	-------	312,171	128,652	4	68½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	-------	24.7	-------	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	---	---	-----	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	-------	259,921	113,533	—	----
31 Dec. '62	63.9	32.3	.....	8.0	---	---	-----	Camden and Amboy	6,070,283	*	3,971,080	5,009,200	8,620,181	—	-------	124.2	-------	3,040,148	1,728,548	10	165
31 Dec. '62	60.2	—	.....	—	---	---	-----	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	-------	144,386	65,128	—	8
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672,113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	177
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	----
31 Dec. '62	33.8	—	.....	—	---	---	-----	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	----
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	-------	'90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	----
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	—
31 Dec. '62	-----	-----	-----	-----	---	---	-----	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	-------	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	-------	239,889	124,742	6½	111
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,742	821,984	—	82,963	90,122	46,322	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	—	incl.	in Rens. & Sarat.	—	—	—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,415	123,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper.	by Tiogn.	44,100	—	—	—
30 Sep. '62	5.4	—	5.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,527	16,231	3	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	—
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	—
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	155,547	3,082,852	178.0	609,076	823,425	275,486	—	90
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	—	—	—
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	—	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,792	*	—	19,975,200	19,831,500	480,665	40,285,365	433.0	4,582,369	7,863,973	2,993,542	—	104¼
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,383,750	298,424	15,420,640	148.0	1,152,545	2,637,529	1,269,954	—	150
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2	39
30 Sep. '62	297.8	268.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,513	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6	127¼
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	148¼
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N. Y. Central.	60,000	6	—	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	—
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,750	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,845	6½	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	94
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren. & Sar.	—	—	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,567	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	—
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,217	4.0	1,891,960	358,633	88,235	10	—
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	—	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,803,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.0	229,424	280,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	154,958	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,691	—	—	30,000	680,000	—	752,691	.....	oper. by	the 4	Comp's.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,272	2,419,401	94.9	.....	103,955	36,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	225,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	564,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '62	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,581	*	11,000	1,859,813	1,169,000	1,126	3,376,255	118.2	.....	841,150	234,320	—	25
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	17
31 Mar. '63	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	451,083	91,947	2,155,800	1,334,000	—	3,988,195	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,928	1,724,917	1,038,637	20	155
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,085	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	89
1 Dec. '62	95.5	1.2	29.6	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	—	3,300,000	1,500,000	—	—	96.7	484,.97	1,551,628	9 5,923	33½	185
30 Nov. '62	101	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	95¾
31 May '63	109.2	79.4	—	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	4	113¾
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	oper.	r. w. Lit. Miami.	229,883	8	150	—
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,747	339,553	4,800	2,452,217	2,904,190	810,424	6,509,826	144.0	414,779	663,705	427,072	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	.....	128,170	33,412	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,398,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	.....	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,188	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	8	135
1 Feb. '63	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84,133	9,874,894	226.6	31 mos.	1,179,202	328,974	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3	.....	829,932	119,032	—	1¼
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	.....	—	—	—	—
30 Jun. '62	153.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,158	107,033	—	—
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,809	105,610	2,608,237	125.0	214,404	239,395	82 985	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper.	r. by C., C. & C.	—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Dec. '62	242.4	—	—	—	42	18	753	Toledo & Wabash (16 months)	8,547,163	*	14,038	2,335,550	6,211,618	195,590	8,785,378	250.0	1,614,932	1,938,202	950,462	—	80
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	—	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	—	—	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,645	365,365	210,817	8	72
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	276,880	—	—	7½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	4,384,456	74.5	—	255,560	165,427	8	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	170
31 Oct. '62	35.8	1.1	8.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	35
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	83,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn. R.R.Co.	—	7	64
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,168,030	289,153	2,026,144	50.5	150,984	196,0•4	164,134	—	22½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,355	76.0	367,230	822,927	460,516	8	77½
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	48
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	8½	62½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 334	397,186	218,960	—	18½
31 Dec. '62	355.6	55.8	318 0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13.274.100	9,527.400	—	28,324,243	441.4	—	10,304,291	4,872,218	8	64½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,882,696	24.0	229,938	262,333	129,742	6	61½
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981.000	157,739	12,129,857	190.0	213,574	413,472	180,909	—	24½
30 Nov. '62	147.4	5.5	187.8	—	148	67	7,300	Philadelphia and Reading	21,762,399	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	556.0	2,088,166	3,911,830	2,096,775	—	55
31 Oct. '62	31.0	—	0.8	43.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	218,000	679,000	176,000	930,000	31.0	58,218	57,426	20,361	—	[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
31 Oct. '62	28.2	—	1 9	—	—	—	—	PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	95.9	—	34.8	—	87	110	630	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	----
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Phila., Wilmington and Balt.	6,9 9 924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	65½
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsburg and Connellsville	2,036,181	109,202	—	1.763,122	1,500,000	110,417	3,501,853	72.0	194.000	129,918	50.379	—	----
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,495	—	74
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	52,809	79,618	9,338	—	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	29.6	—	2.5	—	4	4	101	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,923	159,534	99.060	—	40
31 Dec. '62	26.4	—	3.0	—	5	11	23	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
								Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,168,000	*	—	1,508,000	256,800	—	----------	62.0	302,600	311,370	140.707	6	55
30 Nov. '62	13.6	—	0.6	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	4.7,.17	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	841,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	—	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	—	—	—	—	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,892	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	....	—	....	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	—	—	----	Buffalo Bayou, Braz.& Colr'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	....	184.0	—	—	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,580	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '58	25.0	—	....	110 0	....	....	....	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	....	756 0	....	....	....	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,808	----------	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	....	4.0	—	12	9	193	Rutland and Washington	960,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679.677	713,418	191,466	—	----
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----------	4	153
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,181	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	....	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	P½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,665	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	198	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,489,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,850,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	86½
— — '57	50.0	—	....	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,798	67,652	—	----
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
31 Dec. '62	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,610	7,336,405	77,210,345	1,096	----------	2,196,810	533.990	—	----
31 July, '62	229.0	128.0	....	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	26,104,72	367.0	----------	1,221,145	585,885	1½	----
— — '62	24.0	—	....	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	....	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	....	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12 0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	----
1 July,'61	60.0	—	....	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	186,000	1,709,232	60 0	----------	132,556	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.4	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRENADA.													
Dec. '62	48.7	—	....	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	—	1,743,294	1,013,444	12	195

New York Stock Exchange.

Actual Sale Prices for the week ending August 12.

	Th 6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
American Coal Co.	69	----	69	70	70	
Buffalo & State Line	----	----	----	----	----	
Buff., N.Y. & Erie 1 M.	108¾	----	----	----	----	
California 7s	----	----	----	----	----	
Canton Co.	31½	30¼	32½	32	31½	
Central Amer. Transit	----	----	----	32½	----	
Chicago & Alton	81½	80	81	80½	79	
" " pref.	----	95	95½	95¼	95¼	
" " 1 M.	----	----	102	104	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	----	118	119	118½	118	
" " " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n	34¼	34	34½	33½	33	
" " 1st M.	88	----	----	----	88	
" " 2d M.	----	----	----	63	62½	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	----	----	----	
" "Ap.Ext'n.	----	----	----	----	----	
" " G.B.Ext.	----	----	----	----	----	
Chicago & Rock Isl.	106	105½	106½	106	105	
" " 1st M. '70.	----	----	----	----	----	
Clev., Col. and Cin.	155	----	----	----	----	
Clev. and Pittsburg	96	94½	96	96	95½	
" " 1 M.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	115	----	114½	114½	113¾	
" "S.F. 7 p.c.	----	----	110	----	110½	
Cumberland Coal, pref.	28½	27½	28½	----	27½	
Del. & Hudson Canal	----	155	----	----	156	
Del., Lack. & West.	----	----	----	----	170	
" " 1M.8p.c.'71-6.	----	----	----	----	----	
" " ½M.8p.c.'81	----	----	----	----	----	
Erie	106½	105	106½	105½	104¾	
" pref.	105	104½	104½	104½	102¼	
" 1 M. 7 p.c. '67.	----	----	----	----	----	
" 2 M. 7 p.c. '79.	----	----	----	----	----	
" 3 M. 7 p.c. '83.	----	----	----	----	----	
" 4 M. 7 p.c. '80.	----	107¾	----	----	108¼	
" 5 M. 7 p.c. '88.	----	----	----	107	----	
Galena and Chicago	103	102½	103	102½	102½	
" 1M.7p.c.'63	----	----	----	----	----	
" 2M.7p.c.'75	----	----	----	----	----	
" 1M. Ex.'82	----	----	----	----	----	
Hann. & St.J. bonds	75	----	----	----	----	
Hudson River	148½	146	149	153	150	
" 1M.7p.c.'69	----	----	----	----	----	
" 2M. S.F.	----	----	----	----	120½	
" 3M. 7p.c.'75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois War Loan	----	----	----	----	----	
Illinois Centr. (scrip)	120	118½	121	121	119½	
" bonds	----	----	----	----	----	
Indiana War Loan	----	----	----	----	----	
Kentucky 6s	----	----	----	----	----	
La Grosse & Mil. L.G.	----	----	----	44	----	
Louisiana 6s	----	----	----	----	64	
Michigan 6s, 1878	----	----	----	----	----	
Michigan Central	116½	115	116	116	115¼	
" SF.8p.c.'82	----	----	----	----	----	
" conv.8p.c.'69	----	----	----	----	----	
M. S. and N. I.	90½	89	92½	92½	92	
" " guar'd.	----	114½	115½	114	114½	
" " 1M.S.F.	----	----	----	----	109	
" " 2 M.	----	----	102½	102½	102½	
Mil. and P. du Chien	72½	75	81	82	86½	
" " 1st pref.	110	----	----	110	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	105½	----	
Minnesota 8s	----	----	----	----	----	
Minnesota Mining Co.	----	----	85½	85	87	
Missouri 6s	71½	71	70½	70½	70¼	
" iss. to H.&St.J.R.	----	84	----	----	----	
N. J. Central 1st M.	----	----	----	----	----	
" " 2d M.	----	----	----	----	----	
New York Central	130½	127¾	12 ¼	129½	127½	
" " 7s, 1864	----	102¼	----	----	----	
" " 7s, S.F. '76	----	----	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S.F. '83	----	106½	----	107	----	
N. York & Harlem	141½	141	149½	148	148½	
" " "pref."	124	124	130	129	130	
" " 1M. 7p.c. '78	----	----	----	----	----	
" " 2M. 7p.c. '64	----	----	100½	----	----	
" " 3M. 7p.c. '67	----	----	----	----	----	
North Carolina 6s	60	----	----	67½	----	
Norwich & Worcester	----	----	----	----	----	
Ohio 6s, 1886	----	----	----	----	----	
Pacific Mail S.S. Co.	235	235½	236	----	239	
Panama	----	----	195	----	----	
Penn'a Coal Co.	----	----	----	----	----	
Phila. and Reading	117½	114½	118	116½	115¾	
Pitts. Ft. W. & Chicago	78½	76¾	77½	76¾	74	
" " 1M.	----	107	107	----	----	
" " 2M.	----	----	102	----	101½	
" " 3M.	----	----	----	----	----	
Quicksilver Mining Co.	45½	----	44	44½	46¼	
St. L., Alton & T. H.	60½	58¼	60	58	57	
" " pref.	86	92	----	84	82½	
" " 1M.	----	----	----	----	----	
" " 2M. pref.	----	----	----	----	----	
" " Inc. b'ds.	----	----	----	----	86½	
Tennessee 6s, 1890	----	----	67	----	66½	
Toledo & Wabash	----	80	----	----	----	
" " Pref.	----	85	----	----	----	
" " 1M.	----	----	----	----	103½	
" " 2M.	94½	94½	----	94½	----	
" " Int. b'ds.	----	----	----	----	----	
Virginia 6s	----	----	----	61	----	

New York Stock Exchange.

Actual Sale Prices for the week ending August 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	
U. S. 5s, 1871, coup.	----	----	----	----	----	
U. S. 5s, 1874, reg.	----	----	----	----	----	
U. S. 5s, 1874, coup.	96½	----	----	101½	101	
U. S. 5s, 1865	----	----	----	----	----	
U. S. 6s, 1881, reg.	----	----	----	----	----	
U. S. 6s, 1881, cou.	107	106	106½	----	106¾	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	
U. S. 6s, 1881, " ½y.	----	----	----	----	----	
U. S. 6s, 1867, reg.	----	----	----	----	----	
U. S. 6s, 1867, coup.	----	----	----	----	----	
U. S. 6s, 1868, reg.	----	----	----	----	----	
U. S. 6s, 1868, coup.	----	----	----	----	101¼	
U. S. 6s, 1 year certif.	101	101¼	----	----	101¼	
U. S. 6s, " new	99¾	99¾	----	----	99¼	
U. S. 6s, 5-20s, coupon	----	----	101¼	----	----	
Treasury 7 3-10 Notes	107¼	106¼	----	106¼	106¼	
U. S. Demand Notes	----	----	----	----	----	
American Gold	127	126½	126½	126½	126¾	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending August 11.

	W. 5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.
Beaver Meadow	----	----	----	----	72	----
Cattawissa	----	----	----	----	----	24
" preferred	----	----	----	----	----	165
Camden & Amboy 165	----	----	----	----	----	----
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	----	----	----	----	----	----
" " 6s, '89.	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	58½
Lehigh Navigation 55	----	----	----	----	109	----
" " 6s	----	----	----	----	----	----
" " scrip	----	----	----	44	----	44
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R. 47¾	----	----	48	----	48	----
" " 7s	----	----	----	----	----	39
Long Island	----	----	----	----	----	101
" " 6s	----	----	----	----	----	----
Minehill	----	----	62½	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	17½	17½	18	18½
" " 6s. 93½	----	----	----	----	94	94
" " 10s	----	----	----	----	----	----
Pennsylvania R. R. 64½	----	----	----	64½	64½	----
" 1st m.	----	----	----	----	----	----
" 2d m. 106	----	----	----	----	----	----
Penn. State, 5s 101	----	----	101	101	101	101
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	108	----	----	----
Philadelphia City, 6s 101	----	----	100½	101	100½	----
" " new 107	----	----	107	107	107	107
Philad, Germ. & Nor.	----	----	61½	----	----	----
Phila. & Reading 59	----	----	59	57½	58½	58½
" " 6s, '86 117½	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	----	24	----	24½	25
" 6s 105	----	----	----	----	----	105
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	13	----	----	----
" " pref. 25	----	----	25	----	24½	24½
" " 6s '82 81½	----	----	81	----	82	82
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Sueq. Canal 13½	----	----	14	14	14½	15
" " 6s '78	----	----	----	59½	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83 23	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Canal	----	----	----	24½	24½	24½
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	9½	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, " 15½	----	----	15½	15½	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending August 10.

	Tu.4.	W.5.	Th 6.	F.7.	Sat.8.	M.10.
Baltimore City 6s, 1875. 109½	109½	----	----	----	----	----
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890. 110½	110½	----	----	----	109½	110
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	----	----	----	----
Northern Central	----	----	----	40	----	----
" " b'ds, '85.	----	----	----	----	----	----
" " " '95.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending August 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
Boston and Lowell	----	----	----	----	----	
Boston and Maine	----	----	----	----	123½	
Boston and Providence	----	----	----	----	----	
Boston and Worcest	----	130	130	132½	----	
Cheshire, pref.	----	----	44½	----	----	
Concord	----	----	----	----	----	
Connecticut River	----	----	----	----	105½	
Eastern, Mass.	103½	104	105½	----	----	
Eastern, N. H.	----	----	----	----	----	
Fitchburg	----	----	----	112	----	
Manchester & Lawr'ce	114½	----	----	----	116	
Michigan Central	----	----	----	----	----	
Northern, N. H.	----	----	----	----	----	
Old Colony and Fall R.	138½	----	141	141	----	
Ph., Wil. & Baltimore	71¼	----	66¾	65½	65¾	
Portl'd, Saco & Porta.	----	----	----	----	----	
Vermont & Canada	----	----	----	----	----	
Vermont & Mass.	----	36½	36¼	36½	36½	
Western	----	144	----	----	----	
Broadway (Horse)	----	----	----	65½	----	
Cambridge "	125	----	----	----	125	
Metropolitan "	----	----	75¾	----	75½	
Middlesex "	108	----	----	108	----	
Central Copper Co.	----	51	50¼	----	50	
Franklin Copper Co.	56	55	55	54	54¼	
Isle Royale "	----	21¼	----	----	21¼	
National "	----	----	----	31	31¼	
Minnesota "	----	----	----	----	86	
Pewabic "	----	62¾	----	----	61¼	
Pittsburg "	----	----	77¼	----	----	
Quincy "	85	85½	85¾	85	84¾	
Rockland "	17	17	17¼	17½	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 27th July:

Maryland 5s	72	to	73
United States 6s, 1874	65	"	67
Virginia State 5s	48	"	50
Do. 6 per cent.	42½	"	43½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	71	"	73
Do., Pennsylvania do. do.	71	"	72
Erie shares, $100 (all paid)	65	"	66
Do., 7s, preference	67	"	69
Do., 7s, 1st mort., 1867	73	"	78
Do., 7s, 2d mort., 1859	76	"	80
Do., 7s, 3d mort., 1883	72	"	74
Do., 7s, 4th mort. x. c.	70	"	75
Do., 7s, 5th mort.	66	"	70
Illinois Central 6s, 1875	81	"	82
Illinois Central 7s, 1875	75	"	77
Do. do. $100 shares, $90 paid, dis.	26	"	25
Do. do. $100 shares, all paid	65	"	66
Marietta and Cincinnati Railroad Bonds	--	"	--
Michigan Central 8s, Convertible, 1869	75	"	80
Do. do. S. F. 1st mort., do., '82, x. c.	78	"	82
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	68	"	72
Do. do. 7s, 1864	65	"	68
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	70	"	75
Do. do. $100 shares	76	"	78
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	70	"	75
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	39	"	41
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, August 15, 1863.

Stock Exchange and Money Market.

The continued warm weather for the last fifteen days, has had its full effect on the Money Market, at least in our latitude, and as the mercury rose, speculation has drooped. The crowd which usually fills up William street considerably lessened, and money was plentiful, for this among other reasons, that the large borrowers had disappeared during the late tropical heats. Those who have observed the effect of the weather on the New York operators, have long been sensible that it plays an important part not only on the health but the pockets of our monied men. It is well-known that in very stormy weather stocks are sure to fall off, and money grows tighter. On a bad day, men who are looking about to meet 3 o'clock with credit, always have to pay more for what they need, than at any other time. The reason is, that the heavy monied men, or even the

merely well-to-do operators do not go out in bad weather. They send down word to their offices or counting-rooms that they are not "coming down to-day," and the consequence is there is a general blueness among their borrowing customers, a corresponding shortness, and an additional flurry among the accommodating brokers. Many persons who invest to hold, are known to wait for a succession of bad weather before they enter the market. It is as good to them as from one to two per cent. on anything they desire to purchase. Our reports from the street are therefore quite in accordance with these facts. Everything is drooping, gold inanimate, exchange dull. One or two stocks however, rise above all atmospheric disturbances, and maintain their places on the list with astonishing self-possession; the Harlem particularly, which on Monday reached 149½, and still stands about 148½. The mystery of this rise is no mystery at all. We have explained it again and again. The present managers of this road are determined to develope its dormant powers, and make it a first class property. Under the management of its late President, it was fully decided upon to make a connection with the Housatonic between Dover and Kent, a distance of about six miles. This will give the Harlem not only a large share of our Northern traffic and travel, but even of that of Canada. The Harlem would in this case be a powerful competitor of the Hudson River road. The construction of the Broadway track, and that to the Central Park, may under the late decisions be considered as certain soon to take place. These three advantages within the immediate grasp of the Harlem Company are to be realized; they were pointed out in this JOURNAL months ago, and as a natural consequence, the present holders of the stock who bought it in very low, and have made fortunes by the rise, now see a further gain to them in prospective from a first class road, and they are determined to proceed and make it such. It is therefore whispered about in various official parlors, that the stock is sure to rise to 200. We believe no other railway property is held at any such price, except perhaps, some of the city railways, as the Third avenue, for example. Hudson River and Erie, as it will be seen by our quotations continue strong, and some of the Northwestern roads begin to recover from the effects of former competition among themselves by new and advantageous combinations.

We notice that books are about to be opened for the construction of a railway forty miles in length, between Schenectady and Catskill, with a capital of one million of dollars. The grades are very easy which is contrary to the received opinions, and the saving of time and distance between these two points as compared with the old routes will be considerable. This is an old scheme revived under the general law, and has more importance than ever. It is a direct discounting of the business of the Central, Hudson River and Harlem roads, so far as a saving of time influences business. We should not be surprised if there was quite a rush for the stock, and that the road would prove a respectably paying road, and certainly one of much accommodation to travelers. It would have been made long ago, but for the influence exerted against it by parties interested in other roads, and the danger now is, that the stock may fall into the hands of these very parties, who will do enough to secure the route, and then let it sleep. The road, however, will cost more than is calculated by several hundred thousand dollars.

It is understood that under the influence of the news lately received abroad from this country, large orders for investments in Government securities are coming in at the rate of a million a week. At the same time we learn that the confederate loan has rapidly declined, and is reaching the same point to which the repudiated bonds of Mississippi went, under the same financial lead which inspired the confederate loan. When it is also known abroad that as our victorious troops approach the gulf, the very cotton relied on to pay this confederate loan is being destroyed in large quantities in Mississippi and Alabama, by order of this same Jefferson Davis, the whole heavens being darkened with the repudiating smoke, the security is lessening every day.

On the contrary our public securities have rapidly advanced abroad, and some of our foreign correspondents, particularly in the Fatherland, steady and unflinching friends of our Government and believers in its stability, have gone on and made large profits by acting up to their own convictions, and investing in our stocks regardless of the opinions of the London Bourse. The Bankers in Holland have shown their good sense in their American transactions. Their gains will continue to be large, and a handsome premium over the par value is certain to accrue to them as soon as the war is over.

Of the approaching conclusion of our great domestic tragedy, we may now speak with more confidence than ever. We do so without the least feeling of pride or partizanship. We certainly might invoke the Nemesis of nations to avenge our wrongs against those men, who made war on the best of Governments, forced their own followers into the field with them by domestic violence, against their will, and have with bloody ambition deluged the earth with the best and gentlest blood of the North. But they have been punished for their misconduct: if they have greatly suffered, the sting came from the scorpion which projected it.

As the prospects of a restoration of the Union are brightening every day, both from our successes in arms, and the returning good sense of some of the principal Southern States, we may all rejoice that the price we are once more paying for the preservation of free institutions is not beyond our means. The following interesting indeed startling facts are condensed from the report of Mr. Kennedy, the Superintendent of the last census.

In the ten years between 1850 and 1863, the population increased 35 per cent.; more than 50,000,000 acres of fresh land were brought into cultivation; the produce of manufactories increased from $1,000,000,000 to $1,900,000,000; the banking capital from $228,000,000 to $421,000,000; insurance to $311,000,000. Railroads increased in ten years 22,000 miles, and the capital from $296,000,000 to $1,150,000,000; telegraphic lines spreading a complete net-work over the whole country; and an army of emigrants from Europe within the last ten years have marched mainly into the Northwest, numbering 2,500,000 souls. Agricultural implements increased from $6,000,000 to $17,000,000; iron produced $41,000,000; machinery from $27,000,000 to $47,000,000; coal from $7,000,005 to $19,000,000; printing from $11,000,000 to $39,000,000; lumber from $58,000,000 to $95,000,000; flour and grist mills increased product from $65,000,000 to $113,000,000; woollen manufactures from $45,000,000 to $68,000,000; leather $37,000,000 in 1850 to $63,000,000 in 1860; manufactures of boots and shoes $54,000,000; india rubber $5,500,000; gas $13,000,000; wheat in 1850, 100,000,000 bushels; in 1860, 171,000,000 bushels; Indian corn in 1850, 592,000,000 bushels; in 1860, 830,000,000 bushels; cotton in 1850, 2,445,000 bales; in 1860, 5,196,000 bales; butter 480,000,000 lbs.; cheese 105,000,000 lbs.; (5,000,000 exported); slaughtered animals in 1850, $111,000,000; in 1860, $212,000,000; tobacco in 1850, 199,000,000 lbs.; in 1860, 429,000,000 lbs; of which was produced 3,500,000 lbs. Ohio, 25,500,000 lbs. New York, 5,500,000 lbs. Massachusetts, and Connecticut 6,000,000 of lbs.; wine, from 221,000 gallons in 1850 to 1,800,000 gallons in 1860. Hay, in 1850, 13,500,000 tons to 19.000,000 tons in 1860, valued, at $20 per ton, $380,000,000. Orchard products, in 1850, $1,500,000; in 1860, $16,500,000. Total tonnage 5,500,000 tons, worth $221,000,000, and so on. If we should draw a line across the continent from Norfolk to the Pacific, the United States even above that line, under the protection of the stars and stripes, could easier pay within a century $5,000,000,000 principal and interest than any nation in Europe could pay its interest alone.

We have in another part of the JOURNAL made an abstract from an able work of Dr. Elder on the financial resources and power of the loyal states alone. Nothing can be more certain than that we are becoming the richest nation on the globe, with the greatest future before us, and he who looks gloomily on the pecuniary condition of the Government or the people, must be absolutely without the least comprehension, or judicially blind:

The Naugatuck Railroad Company have declared a semi-annual dividend of four per cent, free from tax, payable on the 15th instant.

The Pacific Mail Steamship Company has declared its usual quarterly dividend of 5 per cent., free of the Government tax, payable on the 20th inst.

The Oswego and Syracuse Railroad Company will pay its twentieth semi-annual dividend of 3½ per cent., free from Government tax, on and after Aug. 20, 1863. New York stockholders will be paid by Henry A. Oakley, Esq., Transfer Agent, at the office of the Howard Insurance Company, New York City; Albany and Troy stockholders at the New York State Bank, Albany; Utica stockholders at the Oneida Bank, Utica; Syracuse stockholders at the Bank of Syracuse; all others at the Lake Ontario Bank Oswego. All dividends not called for within thirty days will be paid at the Treasurer's office, Oswego, only.

The department of the interior have received notice of the acceptance of agricultural college grants by the States of Connecticut and New Hampshire, Connecticut will receive 1125 pieces of scrip or 180,000 acres, and New Hampshire 937 pieces of scrip or 150,000 acres.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois Central full stock, 109¾; do., cancelled bonds scrip, 101¼; Ohio and Miss. certificates, 34; Miss. and Mo., 27; do., L. G. bonds, 58; Jersey City Water Loan, 109; Illinois Canal bonds, 1860, 98; Illinois Coupon bonds, 1870, 101; do., 1868, 98.

Philadelphia.—Camden and Atlantic 8; do., pref., 18¼; Camden and Amboy mortgage, 108; North Pennsylvania mort. scrip, 87½; 10th and 11th streets, 41; 17th and 19th streets, 12. The

latest quotations are: City 6s int. off, 102; do., new, do., 106¾@107; State 5s, 100¾@101; Reading, 58⅛@58⅜; do., 6s, 1843–'80, 107; do., 1870, 106; do., 1886, 116@117½; Camden and Amboy, 164¾@165; Pennsylvania R. R. div. off, 64@64¾; do., 1st mort., 110; do., 2d mort., 106¼@107⅛; Little Schuylkill R. R., 47½@48; Morris Canal, 67@70; do., pref., 130@135; Susquehanna Canal, 15@15⅛; do., 6s, 60@61; Sch. Nav., 12@13; do., pref., 24@24¾; do., 6s, 1882, 81¾@82¼; Union Canal bonds, 23@25; Delaware Div. Canal, 42½@43½; do., bonds, 103; Elmira and Williamsport, 34@35; do., pref., 52@53; do., 7s, 1873, 107½; Beaver Meadow, 72¼@72½; Harrisburg, 64; Long Island R. R., 38⅝@40; do., bonds, 101@102; Lehigh Coal and Navigation, 57½@58½; do., scrip, 43@44; North Pennsylvania, 17¾@18; do., 6s, 93½@94; do., 10s, 113½; Philadelphia and Erie, 24¾@25; do., 6s, 104¾@105; Minehill, 62¼; Catawissa, 7½; do., pref., 24@25; Lehigh Valley, 77¼@78; do., bonds, 106@112; Frankfort and Southwark (horse,) 56; Second and Third, 74; Race and Vine, 10½@11; West Philadelphia, 66@67½; Spruce and Pine, 15@15¼; Green and Coates, 40@47; Chestnut and Walnut, 54; Arch, 20@25; Thirteenth and Fifteenth, 28; Seventeenth and Nineteenth, 12@13; Girard College, 20; Tenth and Eleventh, 41@42; Philadelphia, Germantown and Norristown, 61½.

Boston.—Northern (Ogdensburg) 30c.; 1st mort., 99¼; do., 2d mort., 22½; Vermont Central, 1st mort., 76; do., 2d mort., 21; Vermont and Mass. 6s, 103; Rutland and Burlington 1st mort., 71½; do., 2d mort., 18; do., 3d mort., 3½; Cheshire Railroad 6s, 105; Fitchburg and Worcester, pref., 104¾; South Shore, 12; do., 6s, 1880, 98¾; Chelsea, horse, 53; Malden and Melrose, 27; Agricultural Br. Railroad, $1; Massachusetts 6s, 1872, 117¼; do., 1875, 117¼; do., 1876, 121⅞; New Hamphire 6s, 1874, 106¼; Rhode Island 6s, 1882, 109; Vermont 6s, 1871, 107½; Portland 6s, 106; Acton Mining Co., 4½; Bay State, 5⅝; Copper Falls, 14½; Hancock, 11¾; Huron, 21¼; Mesnard, 11¾; Petherick, 5¼; Phœnix, 25; Pontiac, 6⅞; Star, 3⅝; St. Mary's, 6½; Toltec, 2¾; Winthrop, 3; Manhattan, 5⅞; North Cliff, 2¾; North Western, 5; Ottawa, 15c.; Albany and Boston, 10¼; Bedford, 25c.; Columbian, 4⅞; South Side, 2⅞; Colorado, 9; Excelsior gold, 6½; Flint Steel, 3; Quartz Hill, gold, 18½.

Baltimore.—Maryland bonds, 1890, 113; Western Maryland bonds, 72½; Springfield Mining Co., 2.40; Santa Clara Mining Co., 7; Georges Creek, 29; Canton Co., 31; Guilford Mining Co., 40; Gardner Hill Mining Co., $1. The latest quotations are: Balt. and Ohio, 87¼@88; do., 6s, 1867, 101; do., 1875, 101; do., 1880, 101; do., 1885, 105; Northern Central, 41½; do., bonds, 1885, 102; N. W. Va., 8@9½; do., 1st mort., 104; do., 2d mort., 100@104; do., 3d mort., 95@100; do., 4th mort., 21@25; Central Ohio 2d mort., 103¼; do., 4th mort., 37@40; do., income 1857–'60, 28; Western Md., bonds, 82@83; do., guar., 105; Maryland 6s, coupon, 1870, 113; do., Ins., 113; do., 1890, 113@115; Baltimore 6s, 1875, 109½@110; do., 1886, 109; do., 1890, new, 110@110½; do., coupon, 109; do., 5s, 1838–'70, 90.

☞ The city directory of Chicago for 1863 fixes the population of that city at 150,000.

Old Colony and Newport Railroad.

A meeting of the stockholders of the Old Colony and Fall River and the Newport and Fall River Railroad Companies was held in Boston on the 5th inst. The act of the Legislature to unite these two roads having been accepted, this meeting was for the purpose of organization. Alexander Holmes, Esq., President of the Old Colony and Fall River road, was chosen chairman, and Joseph S. Beals of the same road, clerk. Hon. F. B. Crowninshield of Boston, Hon. Wm. C. Cozzens of Rhode Island, and Hon. Osmyn Brewster of Boston, having been appointed by the chair, offered a code of by-laws for the new corporation, which were accepted. President Holmes, in the course of some remarks on the condition of the two roads, said that when the new road was completed the stockholders would have a road worth about $4,000,000, which he thought would pay eight per cent. on its stock. The new road would be opened in September.

A ballot for seven directors resulted in the choice of the following gentlemen: Alexander Holmes, Kingston; Geo. A. Kettell, Charlestown; Benjamin Fitch, Newport; Francis B. Hayes, Boston; Minot Tirrell, Weymouth; Uriel Crocker, Boston; Richard Borden, Fall River. The directors were authorized to dispose, at the earliest possible moment, of the real estate belonging to the company, which is not necessary for the use of the road, by public or private sale. They were also directed to divide the surplus on hand proportionately among the stockholders.

On motion a vote was adopted that the name of the new road be the "Old Colony and Newport Railroad Company."

Other votes providing for the issue of new cer-certificates of stock, etc., were passed and the meeting adjourned to the last Tuesday in October.

Condition of Southern Railroads.

A practical machinist and locomotive engineer, formerly employed on the Bellefontaine Railway, and who has for the last two years been employed in the South, lately escaped through the rebel lines at the capture of Jackson, Mississippi, and has reached Cleveland, Ohio. He says that the rolling stock on the Southern railroads is in wretched condition, and there are neither mechanics, nor shops, nor suitable tools to repair the machinery. The engines and cars have been kept on the move constantly, and a train cannot now, with safety, make over five miles an hour on most of the tracks. There were seven locomotives captured at Jackson, but only two were fit to haul a train of five cars. The tracks, too, are in a sad plight; the sidings have been taken up to patch out the main tracks, and trains are compelled to switch off on timbers at the turnouts. There is no way to remedy these things; there is no iron; there are few mechanics competent to repair the machinery; there are no suitable tools even were there men to handle them, and the trouble is daily becoming more serious.

Railway Locomotives.

The total number of locomotives at work in England and Wales, is of 5,956; in Scotland, 148; and in Ireland, 252; making an aggregate of 6,356. Assuming that the average cost of these locomotives was £2,500, the capital invested in them would be no less than £16,390,000.—*Canada Free Press.*

New York and Harlem Railroad Company.

SUPREME COURT—CHAMBERS, August 6.—*The New York and Harlem Railroad Company vs. the Forty-second street and Grand street Ferry Railroad Company, John Kerr, Jacob Sharp and Others.*—GOULD, J.—In this case there were three motions argued together: first, a motion to punish the defendants for violating an injunction granted by Justice Leonard; second, a motion to dissolve said injunction; and third, a motion for leave to file an amended and supplemental complaint. These motions involved the validity of the act of the Legislature under which the defendants, known as the Crosstown Railroad Company, claim the right to run their road. The defendants, having laid their track through Twenty-third street, from Fifth avenue to Fourth avenue, and on Fourteenth street, from Fourth avenue to avenue A, undertook to make the connecting link on the Fourth avenue, between Twenty-third and Fourteenth streets, and for that purpose commenced to tear up the pavement and to lay a track between the Harlem Railroad track and the Fourth avenue. The Harlem Railroad Company thereupon procured the injunction order before alluded to. The plaintiffs claim that their right to run a railroad through the Fourth avenue is exclusive, and that the Crosstown road has no title either to use the track of the Harlem Railroad, or to lay an independent track on the Fourth avenue. The question in this case is the same as that between the Sixth and Seventh avenue railroad companies, the former having procured an injunction against the latter, restraining them from using any part of the Sixth Avenue Railroad track, or interfering with the Sixth avenue in the operation of its road.

The case has been moved on, but still stands adjourned.

☞ The Port Huron and Lake Michigan Railroad Company has been re-organized, with A. G. Jerome as President, and D. Ogden Bradley as Secretary and Treasurer, and now proposes to complete its line from Port Huron, in St. Clair County, Michigan, to its junction with the Detroit and Milwaukee Railway in Shiawassa County, being 96 miles of road, on which nearly $2,000,000 was expended in 1857, but upon which the work has since been suspended. Being a virtual extension of the Grand Trunk road of Canada, and said to be on a more direct line than any of the other Michigan roads between New York and the Great West, it is believed the road will prove of value to the business public.

New Railway Propeller.

An experiment has been made in France with a new propeller on a temporary railway constructed with rails supplied by the Paris and Strasburg Railway Company. As the inventor asserts that his propeller is capable of exerting the greatest force, and of propelling railway cars at the greatest speed, the question of force alone was the subject of experiment. As the road was prepared so as to present the greatest difficulties—such as an ascent of three centimetres the metre, and two successive curves of a radius of sixty feet—it would have been dangerous to proceed at a greater speed than that of an ordinary French train, that is, about thirty-five miles an hour. The success of the experiment was complete as to the regularity of the action of the propeller, the motive being uniform and without any sudden shock

Northern Central Railway.

The directors of this company have made arrangements to rebuild in the most permanent manner, the bridges destroyed by the rebels in the recent invasion. Those over the Codorus, near Louck's mill, the Gut and the Conewago are to be of wood of the Howe Truss patent—those over the Codorus, between York and Brillhart's station, are to be of cut stone and arched. The two last will cost about $25,000 each. The whole loss to the company in repairing the recent damage and rebuilding the bridges, will probably amount to $150,000. All the trains are now running on regular time, and the road is doing an immense business. The temporary bridges have been thoroughly tested, and are considered entirely safe. Arrangements have also been made to rebuild the bridges destroyed on the Wrightsville road, and operations will commence in the course of a week or ten days.

☞ The people of the Chenango Valley are to have a railroad at last. It is to run from Greene to Binghamton, and the "motive power" will be horse flesh. The entire amount of capital stock has been subscribed and ten per cent paid in.—*Albany Journal.*

☞ The line of steamers between New York and Fall River, which has been managed here by Wm. Borden, agent, is now understood to be sold for $600,000 (three boats and some other property,) to the Fall River and Boston Railroad Company, whose line is extending, and nearly done, from Fall River to the Newport Landing. When the railroad is opened, it is believed the boats will stop at Newport.

☞ The express train from Chesnut Hill to Philadelphia, on the Philadelphia, Germantown and Chesnut Hill Railway, made its first trip to the city yesterday morning, reaching Philadelphia at eight o'clock, in half an hour after leaving the depot at Chesnut Hill. So much satisfaction was given by the experimental trip yesterday, that arrangements will probably be made for the running of other express trains over the same road. By the trains now running, Chesnut Hill is brought, in point of time, within five miles distance of Philadelphia, and it is thought that hereafter the trip will be made in twenty-eight minutes, instead of half an hour.—*Philadelphia Inq.*

☞ The New Jersey Central Railroad is constructing a bridge across Newark Bay, preparatory to the extension of its road from Elizabeth to Jersey City. The cars of this line now run over the track of the New Jersey road from Jersey City to Elizabeth.

☞ The Atlantic and Great Western Railroad Company have leased the Cleveland and Mahoning Railroad for a long term of years. The arrangement has been ratified by the Board of Directors of both companies. The gauge of the C. & M. will be changed to six feet, and in a couple of months there will be a continuous broad gauge route from Cleveland to New York.—*Meadville Jour.*

Telegraph Lines.

The new telegraph line from Philadelphia to Pittsburg, via Hanover Junction, Chambersburg, Bedford and Fayette county, is being pushed forward rapidly. When completed from Hanover Junction to Pittsburg, it will be connected with the Independent Telegraph Line already constructed from Portland, Me., to Washington, D. C., and with the new line from Harrisburg to Baltimore.

Lexington and West Cambridge Railroad.

The annual meeting of this corporation was held in Boston on the 5th inst. Isaac N. Damon, Esq., Treasurer, read the annual report, from which it appeared that the gross receipts of the road from all sources have been $22,504. Of this sum $5345 has been paid to the Fitchburg Railroad, and the other expenses cover $13,899. The net profits of the road were $3270, being $190 less than during the previous year. The Board of Directors for the ensuing year was elected as follows:—

Charles Hudson, President, Lexington; Samuel Butterfield, West Cambridge; Joseph N. Howe Boston; Addison Gage, West Cambridge; Arthur T. Lyman, Boston; G. Washington Warren, Charlestown; Wm. A. Tower, Lexington.

The Popular Loan.

To the Editor of the RAILROAD JOURNAL:

We are receiving numerous inquiries as to whether the United States five-twenty bonds are redeemable in gold.

We have received a letter from the Treasury Department most satisfactorily answering this question, (as it was once before answered by Mr. Chase,) a copy of which we hand you herewith.

The popular character of this loan and its wide distribution among the people, renders the subject one of unusual public interest and importance, and we presume the publication of the letter will be acceptable to your readers.

FISK & HATCH, Bankers.

TREASURY DEPARTMENT,
WASHINGTON, D. C., Aug. 5, 1863.

GENTLEMEN: Your letter of the 3d inst., relative to the redemption of 6 per cent. five-twenty bonds of the loan of Feb. 25, 1862, has been received.

The following is the decision of the Secretary in regard to the redemption of the public debt:

"All coupon and registered bonds forming a part of the permanent loan of the United States, will be redeemed in gold.

The Five-Twenty Sixes, being redeemable at any time within twenty years, after the lapse of five years, belong to the permanent loan; and so also do the Twenty Years Sixes of July 17, 1861, into which the three years Seven-Thirties are convertible.

All obligations and notes forming part of the temporary loan, will be paid at maturity in United States notes, unless before such maturity payment in specie shall have been generally resumed.

The Seven-Thirty, three-year bonds or notes, form part of the temporary loan, with the privilege of conversion into Twenty Years Sixes, in sums not less than five hundred dollars. They will therefore be paid, if holders prefer payment to conversion in United States notes.

GEORGE HARRINGTON,
Acting Secretary of the Treasury.

To Messrs. FISK & HATCH, New York.

Govanstown Railroad.

The last rail of our passenger railroad has been laid into the car house in this place, and that building is rapidly approaching completion. We understand that the company have made arrangements to procure a good article of gravel or disintegrated rock in this vicinity, and the work of ballasting the road will now speedily progress. The car which runs to Govanstown is filled each trip, and it is found that it will not afford sufficient facilities for the travel. The car now used is one of the city two-horse cars, but three horses are attached to it when there is a full load. We presume the new ones will be put upon the road when it is completed to this place. They are being built by Messrs. Poole & Hunt, at the Woodberry Works, and are different in construction from any heretofore used in this vicinity, being two stories high, or having an "upper deck" affording space for baggage, and an opportunity for passengers to smoke without annoyance to those inside.—*Baltimore County Adv.*

Raritan and Delaware Bay Railroad.

We passed over the entire length of this road a few days since, and found the track and equipments in much better condition than we had expected. The running time from this city to Long Branch, about 88 miles, was a little less than four hours, including all stoppages. The cars are new and very comfortable, and the roadway, though not ballasted, is tolerably even. The region of country through which the road runs is, for about 50 or 60 miles of the distance, the most barren and uninteresting waste of white sand and scrub oaks that can be found east of the Allegheny Mountains. As an outlet for local freight the road will, no doubt, prove a great convenience; and if the law allows it to carry through freight, it may be rendered productive. As an evidence that its proprietors purpose continuing it in operation, the site, about midway, is selected for the erection of a machine shop, a miniature "Altoona," and the work has been already commenced.—*Philad. Ledger.*

Steam on the Plains.

ENGINES RUNNING ON THE WESTERN WAGON ROADS.

The subject of applying steam power for the transportation of freight over common turnpike roads across the plains, has for several years been the theme of study by various energetic and progressive parties. The progress of the various experiments in appropriate machinery have not been generally known to the public, and on visiting Nebraska City a few days since, we were surprised to find a large locomotive, sent out from New York for experiment.

The machine mentioned, being the first one built, is propelled by four engines of ten horse power each. The cylinders are oscillating and connect with shafts, upon which are pinions of twelve inches in diameter, which move upon and give motion to wheels, about six feet in diameter, which are attached to the inside of the spokes of the driving wheels. The drivers are ten feet in diameter, made of boiler iron, and have a tread of eighteen inches. The steering wheel is six feet in diameter and attached at the middle of the axle to the forward end of the tank by a ball and socket arrangement. The tank forms the body of the "wagon." The boiler is an upright tabular, and aft of the driving shaft.

The wagon will carry wood and water sufficient for a four hours' run. It consumes one cord per eight hours. The hands required to run the steam wagon are an engineer, fireman and pilot.

The engine is the result of careful study and experiment, and its trial so far has been successful beyond the most sanguine anticipations of the projectors. It is proved to be capable of drawing eight tons of freight up a grade of six hundred feet to the mile. The heaviest railroad grade over which an engine has ever passed is three hundred and fifty feet rise to the mile. The treadwheels are ridged to prevent slipping, and the machine is capable of being stopped and of holding its train on any grade.

The success of this mechanical production has led to the commencement of a road from Nebraska City to Denver. It is already finished through Otoc county (the one in which Nebraska City is located). Through that county the road has cost $2,000, including sixteen bridges, and it is estimated that the entire route to Denver will cost but $10,000. Otoc county levied a special tax for building the road. The county is thirty-one miles across, and this road is only thirty-four miles long, thus going but three miles from a direct route. The work of building the road is to be vigorously prosecuted by Mr. D. H. Osborn, engineer in charge.

Three more engines of seventy horse power each are furnished, and will be sent out soon—probably arriving in Nebraska City sometime in July. Three besides these, of the same size, will

be sent forward by fall. They will haul ten tons of freight each one hundred miles per day.

The enterprise would doubtless have now been in a much more advanced stage, had it not been for the massacre in Minnesota, in which the family of one of the managers was captured by the Indians. He was obliged to spend several months in rescuing them from the savages, and during that time but little progress in the work was made. Some difficulty has also been experienced in procuring a suitable class of machinists.

The engine now in Nebraska arrived there last July.

Several large eastern capitalists, fully confident of the early success of this magnificent enterprise, are aiding the work, which is now being pushed forward in all its branches as rapidly as possible. Like all new enterprises there are hundreds of obstacles and discouragements to be overcome, with which none but an experienced inventor is acquainted. Mr. Osborn, who is a skillful mechanic of fifteen years' experience and upon whose judgment we place much reliance, is confident of the early and complete success of the work. The majority of the intelligent citizens of Nebraska are of the opinion that it will succeed, and in our opinion indications are exceedingly flattering. Should the hopes centered upon this enterprise be fully realized, a revolution in the freighting business will transpire, scarcely less surprising and gigantic in its results than the introduction of steam in water navigation. There are few persons, even among those whose residence is at our most enterprising starting point, who fully realize the importance and gigantic proportions which the trade across these great western plains is daily attaining. The mind can scarcely conceive the immensity of this interior commerce. Its ramifications extend throughout the length and breadth of the American continent, and the effect of so important an improvement made in the transit of freight, mail and passengers, as the one which these steam wagons will bring about, will scarcely have a parallel.—*Leavenworth, Kansas, Conservative.*

New York State Banks.

The following summary shows the aggregate of the resources and liabilities of the Banks of the State of New York, as exhibited by their reports to the Superintendent of their condition on the morning of Saturday, June 13, 1863:—

LIABILITIES.

Capital	$108,499,653
Circulation	32,261,462
Profits	19,403,336
Due banks	49,193,323
Due individuals and corporations other than banks and depositors	2,079,981
Due Treasurer of the State of New York	4,767,306
Due depositors on demand	218,717,725
Amount due not included in either of the above heads	2,496,394
Add for cents	505
	$436,419,685

RESOURCES.

Loans and discounts	$183,647,438
Overdrafts	463,785
Due from banks	22,404,878
Due from directors	$6,198,572
Due from brokers	16,311,600
Real estate	$11,300 and 8,972,098
Specie	40,250,389
Cash items	48,482,170
Stocks, promissory and United States 7 3-10 notes and indebtedness certificates	109,481,478
Bonds and mortgages, $86,000, and	5,734,518
Bills of solvent banks and U. S. demand notes	15,790,539
Bills of suspended banks, $65, and	245
Loss and expense account	1,191,229
Add for cents	918
	$436,519,685

Chicago and Northwestern Railroad.

The Chicago and Northwestern Railway Company has earned in the first four months of the fiscal year ending July 31, 1863 $448,914 84
In the corresponding period last year 338,452 05

Increase $110,461 89

Should the same rate of increase continue through the year, it would give an aggregate of $1,414,939 72.

Railroads of the World.

The following is a statement of the length and cost of the railroads in the several countries of the World, according to the latest accessible data:

	Miles.	Cost.	Cost p.m.
United States	32,871	$1,234,262,610	$37,549
Canada	1,975	120,540,987	61,033
New Brunswick	169	6,074,554	35,944
Nova Scotia	92	4,273,402	46,450
Mexico	24	1,179,800	49,160
North America	35,131	$1,366,331,353	$38,893
Cuba	519	$26,197,500	$50,477
Jamaica	10	250,000	25,000
West Indies	529	$26,447,500	$49,998
New Granada	49½	$8,000,000	$161,616
Peru	53½	2,829,500	52,888
Chili	296	17,398,200	58,102
Argentine Confederacy	13	260,000	20,000
Brazil	112	26,173,200	233,689
Venezuela	22	1,872,500	85,113
South America	546	$56,533,400	$103,541
Tot. of America	36,206	$1,449,312,253	$40,029
Great Britain & Ireland	11,386	$1,775,536,400	$156,028
France	6,721	1,013,182,450	150,749
Spain	1,568	151,876,480	96,861
Portugal	82	7,979,848	97,314
Belgium	1,012	109,422,533	108,025
Holland	334	32,018,242	95,863
Denmark	262	15,000,810	57,255
Norway	63	3,500,000	55,555
Sweden	288	26,986,432	94,314
Russia	1,374	224,541,828	163,422
Prussia	3,162	410,377,008	129,784
Smaller German States	3,491	309,745,957	88,727
Austrian Empire	3,287	234,941,612	71,471
Switzerland	611	10,916,666	83,333
Italy	1,414	130,922,260	92,590
Papal States	53	4,961,595	93,615
Total Europe	35,081	$4,461,910,321	$127,091
AsiaMinor(Turkey)	80	$2,693,400	$33,667
British India*	2,790	235,157,500	84,250
Total Asia	2,870	$237,750,900	$82,840
Victoria	264	$67,188,000	$254,500
New S'th Wales	172	12,359,920	71,860
South Australia	26	1,142,440	43,940
Tot. Australasia	462	$80,689,360	$174,652
Egypt	204	$20,400,000	$100,000
Algeria	30	2,000,000	66,667
Cape of G'd Hope	28	2,500,000	89,286
Total Africa	262	$24,900,000	$95,038

RECAPITULATION.

America	36,306	$1,449,312,253	$40,029
Europe	35,108	4,461,910,321	127,091
Asia	2,870	237,750,900	82,840
Australasia	462	80,689,360	174,652
Africa	262	24,900,000	95,038
Total world	74,908	$6,254,562,834	$83,499

* Total projected for British India—length 4,653½ miles—estimated cost $287,600,000, or $61,803 per mile. Total expended on lines completed and in progress $247,322,000.

Trade of San Francisco.

The circular of J. T. Coleman & Co., received by the Northern Light, contains a summary of the trade of San Francisco for the six months ending June 30, 1863. The exports, as compared with the corresponding months of previous years, were as follows:

To	1861.	1862.	1863.
N. Y. & Boston	$939,522	$1,450,821	$1,548,698
England	1,688,295	377,968	719,691
Mexico	576,389	371,796	1,034,742
Peru	38,719	141,116	99,663
Sandwich Islands	103,588	130,806	166,444
China	295,025	304,730	646,986
Australia	253,462	93,696	181,989
Victoria	557,810	1,172,448	931,964
Japan	5,486	4,578	19,622
Other countries	490,456	440,769	834,609
Total	$4,947,952	$4,452,728	$6,183,458

Of these exports our breadstuffs form a leading item, amounting to about one-fourth of the entire sum.

The exports of merchandise and treasure compared were:

Merchandise	$4,947,957	$4,542,728	$6,184,454
Treasure	18,565,143	16,832,616	22,757,681
Total	$23,513,100	$21,375,344	$28,942,135

A very important change in the drift of our treasure exports has been in progress this year, occasioned chiefly by currency derangements in the Atlantic States, but in part by the danger apprehended under our own flag from Rebel privateers. This change is exhibited in the following statement:

DESTINATION OF TREASURE EXPORTED FROM SAN FRANCISCO DURING FIRST HALF OF YEARS—

	1860.	1861.	1862	1863.
New York	$17,971,387	$15,916,290	$11,290,851	$15,650,976
England	1,280,404	1,103,948	4,216,841	15,006,427
China	2,213,241	1,343,247	1,007,272	1,603,659
Panama	168,533	187,514	232,607	304,360
Other co'tries	257,480	15,144	85,645	190,438
Total	$21,886,045	$18,566,143	$16,832,616	$22,757,460

The large diversion from New York to England is the point of special interest.

The receipts of treasure from various sources during the six months were:

From California and Nevada	$22,425,506
From coastwise ports, North & South	1,716,644
From foreign countries, including am't received from wreck of Golden Gate	1,500,848
Total receipts	$25,643,018

The following figures serve to show the extent of the interior currency movement during the first half of the last three years:

First six months of—	1861.	1862.	1863.
Coin remitted to interior	$6,065,451	$5,775,983	$6,019,610
Coin remitted from interior	2,840,236	2,230,427	3,101,396
Balance added to interior circulation in 1st half of each of those years	$3,225,215	$3,546,556	$2,918,214

Oil Creek Railroad.

The Oil Creek Railroad, running from Corry to Titusville, a distance of twenty-eight miles, is one of the marvels of the age. Built in the space of three months, under the energetic management of Thomas Struthers, Esq., it is now carrying an amount of freight probably unequalled by any other line of railroad in the country of equal length, and yields a revenue of corresponding magnitude. It will be extended eight miles further, to the location of the "great wells," in the lapse of two or three months, whereby greatly improved facilities will be secured to the vast body of men engaged in the oil trade.—*Cleveland Herald.*

☞ A sale of $10,000 worth of Toledo, Logansport and Burlington Railroad first mortgage bonds of 1884, was effected at auction on the 29th of July, at 80¼ per cent.—*Toledo Blade.*

Metropolitan Railroad.

The receipts on the Metropolitan road for the mouth of July were:

1861	$24,769 23
1862	27,666 05
1863	35,265 23

The stock is scarce at $75 which seems high, but as it divides 10 per cent., free of United States tax, it yields nearly 7 per cent, per annum on above price. The Company have over $50,000 reserved to cover depreciation, and they own land near Chickering's factory worth, it is estimated, $75,000, which is for sale. If the purchase of the Dorchester Avenue Railroad is consumated and new stock issued to cover the cost of same, it will give the old stockholders one new share at par for every three shares of old stock, or if they sell the rights to new stock at $25 premium it is equivalent to over $8 on old.—*Boston Journal.*

Saut Ste. Marie Canal.

The St. Mary's Canal is indubitably a massive work—an object of State pride to Michigan, a monument to its builders, and a national credit to the United States. Congress donated to the State of Michigan for the construction of this canal 700,000 acres of public lands, which Michigan conveyed to a company upon condition that for the lands so conveyed they would construct the work. The work was constructed, though, we believe, the land grant did not reimburse the expenditure upon the canal, which on one mile of length cost a million of dollars!

It is a grand work, planned on a bold scale and finished with a view to duration and usefulness. A portion of its prism was excavated out of hard rock; it is slope-walled upon both sides; the towing path and berm bank—both of which for most of the distance are raised artificial banks—are both broad, the berm bank, next the river, having a slope-wall, against which at the base are heaps of boulders, to prevent undercutting from the ice. The locks—of which there are two—have a joint lift of nineteen feet, each lock having a lift of nine feet six inches. The guard gate is a half a mile from the locks. *The chamber of the locks is three hundred and fifty feet in length by seventy-two feet in width.* Think of a lock chamber as wide as Arch street and almost a square long! We, ourself, saw four large schooners bound for Marquette for iron ore, locked through the St. Mary's Canal in the same lock at the same time, and with room to spare. This canal will pass through its locks at one time four vessels as large as can pass singly through the locks of the Welland Canal in Canada West, between Lake Erie and Ontario. As many as thirty vessels have passed through the St. Mary's Canal in one day. During the year 1862 the whole number of vessels, sail and steam, locked through was 527, with an aggregate tonnage of 276,639 tons. And according to the report of the Superintendent this tonnage comprised "twelve millions of dollars worth of copper and iron, and about ten millions of dollars worth of general merchandise." Here is a splendid Lake Superior trade already interchanged with the lower lakes and seaboard, via the St. Mary's Canal. How this trade will augment and duplicate hereafter, fleet-footed time will show.

The course of the St. Mary's Canal is due East and West. At Saut Ste. Marie the river flows over a sandstone ledge for a distance of three-quarters of a mile, the descent being from 18 to 21 feet. By St. Mary's river, which connects Lake Superior with Lake Huron, the distance is 80 miles, twenty from Lake Superior to the Falls and sixty from the Falls to Lake Huron.

Before the canal was built around the Falls at Saut Ste. Marie there was a railroad or tramway around them, whereby of course a transhipment was necessary. At either terminus of this tramway was a huge crane which swung the articles and packages, in transitu, from the platform cars on the track to the gangway of the boat at the landing. The crane, turntable, and some of the old trucks are still at the landing at the *Saut.* This tramway was useful in its day, but would not now half meet the reqirements of the Upper Lake trade; nor, indeed, would the Upper Lake trade have reached its present magnitude with the tramway in use. Besides, the transhipment which it unavoidably imposed, necessiated separate floating craft for navigation above and below the barrier of intercommunication interposed by nature at the Falls and by art at the tramway.—*Ed. Cor. U. S. R. R. and Mining Register.*

☞ Mr. C. R. Roberts having retired from the Presidency of the Delaware, Lackawanna and Western Railroad Company, the board have paid Mr. John Brisbin the deserved compliment of electing him to the vacancy. This gives great satisfaction to the friends of the able and energetic superintendent, who comprise this entire community. They have but one regret in connection with this reward of merit, and that is that it will cost them a highly esteemed and public-spirited fellow-citizen, for the new President will remove to New York City. To his successor, Mr. Watts Cook, we cannot pay a higher compliment than by saying that his mantle of office falls on one worthy to succeed him. It cannot be doubted that the executive ability which has made the machine shop a model one, will do full justice to the duties of a more responsible position. These two gentlemen have for years been identified with the management of the Delaware, Lackawanna and Western Railroad, and two better railroad officers cannot be found in the country. This road keeps in constant use a large per centage of its engines and rolling stock, turns out better work, is more regular with its frequent freight trains, has fewer accidents, and is more economical, all things considered, than any other in the United States, and these are very largely due to the conjoint labors of Messrs. Brisbin & Cooke. We but echo the universal feeling when we tender them our hearty congratulations on their deserved promotion.—*Scranton Republican.*

☞ The crossing of the Minnesota river at Mendota, and the surmounting of the lofty bluffs at that point, have heretofore been a perplexing subject to the engineering department of the Minneapolis and Cedar Valley Railroad, and the old scheme of construction proposed to overcome the difficulty by a lofty bridge over 100 feet high, at a cost of five or six hundred thousand dollars. But, by the plan adopted by the present engineer, the difficulties of the situation will have been skillfully avoided, or rather mastered by a tunnel which is to be made through the soft, white sandstone stratum which underlies the plateau on which Fort Snelling stands. This tunnel will be 1,100 feet in length, and on the Minnesota river side, will enter the rock near the residence of Franklin Steele, and emerge upon the bank of the Mississippi near the old graveyard. By this means the enormous expense of a lofty bridge is avoided. The crossing will be a short distance above the ferry.—*St. Paul Press.*

L. & J. H. DOBBS,
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COPPER,
No. 260 PEARL ST.,
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RENOVATORS AND DYERS OF PLUSHES ON
CAR SEATS, STEAMBOATS, AND FURNITURE.

WE restore the color to plushes on car seats, steamboats and furniture, without removing the plush from the seat. Colors when put on, as bright and durable as new goods. Time of detention of car two days, or less. Orders for work solicited.

The process being patented, the public are hereby cautioned against infringement.

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BANKERS and BROKERS,
49 WALL ST., N. Y.,
DEALERS IN
GOVERNMENT SECURITIES & GOLD.
STOCKS AND BONDS
BOUGHT AND SOLD
At Brokers' Board and at Private Sale on Commission.
ALSO DEALERS IN
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MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

BUSH & LOBDELL
Chilled Railroad Car Wheel,
TYRE, AND
RAILROAD MACHINE WORKS,
WILMINGTON, DELAWARE,
GEO. G. LOBDELL, Proprietor.

FOR BOSTON and PROVIDENCE, via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New York every TUESDAY, THURSDAY, and SATURDAY, at 5 o'clock P. M., and the EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY, and FRIDAY, at 5 o'clock P. M., from Pier No. 3 N. R.

Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.

Freight to Boston is forwarded through with great dispatch by an Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West st.

HUDSON RIVER RAILROAD.

FOR ALBANY and TROY, CONNECTING WITH TRAINS NORTH and WEST. Trains leave:

From Chambers st.	From 30th st.
Express, 7 and 10 a. m., and 3 15 and 5 p. m.	7.22, 10.27 a. m., and 3.37 and 5.22 p. m.
Troy & Albany (with sleeping car), 10.30 p. m.	10 57 p. m.
Poughkeepsie train, 7.15 a. m. and 12 30 & 6.15 p m	7.37 a. m, and 12.52 and 6.37 p. m.
Peekskill train, 11.30 a. m., and 4 10 p. m.	11.52 a. m., 4.32 p. m.
Sing Sing train, 5.30 p. m.	5.52 p. m.
Tarrytown, 3.45 p. m.	4.07 p. m.

On SUNDAYS at 5.22 p. m., from 30th st.

Tickets may be procured at any of the offices of Westcott's Express in New York and Brooklyn, and baggage checked at the house to all points on the road, and to Saratoga Springs.

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AGENT OF THE
UNION COAL & OIL CO.
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Paraffine Lubricating Oil,
FOR ALL CLASSES OF
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MAYSVILLE COAL OIL
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Railway Timekeepers,

WITH HEAVY STERLING SILVER CASES.

Frank Leslie's Illustrated Newspaper, of Feb. 21, 1863, says: "HUBBARD'S TIMEKEEPERS are becoming proverbial for their accuracy and reliability. They are particularly valuable for officers in the army and travelers."

The *Army and Navy Gazette*, of Philadelphia, in its number of May 9, reviewing this watch says:—"We are pleased to see that the importations of the HUBBARD BROS. are meeting the enormous sale that such extraordinary enterprise as theirs so richly merits. These watches are novelties produced by no other house, far exceeding other manufactures in point of accuracy and elegance. Fidelity and promptness to their patrons render the house a desirable medium for traders in the army."

The *New York Weekly*, of July 23, 1863, voluntarily says:—"We have been shown by the Messrs. HUBBARD BROS., who are the exclusive Importers of the article, what they most appropriately term, the RAILWAY TIMEKEEPER, being a superbly finished watch, which is warranted to keep the most accurate time in all climates. The beauty of these Timekeepers is only equalled by their cheapness."

The RAILWAY TIMEKEEPER has *heavy solid sterling silver cases*, beautiful white enamel dial, handsome gold hands, with superior regulated movement, *warranted to run and keep excellent time!* Price, per case of half dozen, $60, by mail $1 65 for postage. If registered, 20 cents additional. A safe delivery by mail guaranteed. *Sold only by the case.*

The RAILWAY TIMEKEEPER is also furnished in handsome silver-plated case, and in all other respects the same as the silver ones, while in appearance they are fully equal. Price $48 per case of six. Postage, $1 65. Registering 20 cents. *Sold only by the case.*

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Being a Hunting, or Open Face, or Lady's, or Gentleman's Watch Combined, with Patent Self-Winding Improvement!!!

The *N. Y. Illustrated News*, in its issue of Jan. 10, 1863, on page 147, voluntarily says:—We have been shown a most pleasing novelty, of which the HUBBARD BROS., of New York, are the sole importers. It is called the MAGIC TIME OBSERVER, and is a Hunting and Open Face Watch combined. One of the prettiest, most convenient, and decidedly the best and cheapest timepiece for general and reliable use ever offered. It has within it and connected with its machinery its own winding attachment, rendering a key entirely unnecessary. The cases of this Watch are composed of two metals, the outer one being fine 16 carat gold. It has the improved ruby action lever movement, and is warranted an accurate timepiece." Price, superbly engraved, per case of half dozen, $204. Sample Watches in neat morocco boxes, for those proposing to buy at wholesale, $35. If sent by mail the postage is 36 cents. Registering 20c.

☞ Watches sent by express to any part of the Loyal States with bill payable to Express agent upon delivery. Persons ordering in this manner must enclose $2 as a proof of their sincerity, the amount to be credited on the bill.

Conductors, Engineers, and all others in the disloyal States, or any parts thereof, must send payment in advance, as the Express Companies peremptorily refuse making collections in such precarious localities. Money can be sent by mail or express. If by express or mail in a registered letter, at our risk. Our patrons are requested to call in person, when it is convenient for them to do so.

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MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
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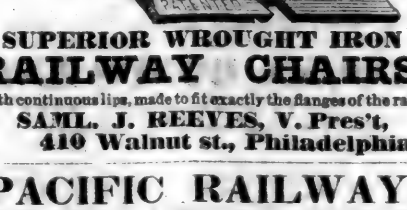
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SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,

With continuous lips, made to fit exactly the flanges of the rails.
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PACIFIC RAILWAY.

THE undersigned will receive proposals to furnish four thousand (4,000) tons of railway iron (or any part thereof) for the track of the first section of the Union Pacific Railway, Eastern Division. The iron to be of American manufacture, of the best quality, and to be delivered either at Leavenworth or Kansas City. Communications for further information to be addressed to the undersigned or to SAMUEL HALLETT & Co., 58 Beaver st., New York. Terms, cash on delivery.

J. C. FREMONT,
Pres't Union Pacific Railway, E. D.
NEW YORK, June 9, 1863.

THE NEW YORK CENTRAL R. R. CO.

TREASURER'S OFFICE,
ALBANY, July 23, 1863.

TWENTIETH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of August next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of September next on stock registered at London.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; and in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.

The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Friday, the thirty-first day of July instant, and be re-opened on the morning of Monday, the twenty-fourth day of August next. JOHN V. L. PRUYN,
6t31 Treasurer.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:



7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.
8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.
10.00 A. M., MAIL, for Buffalo and intermediate Stations.
4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.
7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.
CHA'S MINOT, *Gen. Sup't.*

RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by
DEHON, CLARK & BRIDGES,
New York, Nov. 11, 1862. **28 Beaver st.**

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THE
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OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

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JOHN A. GRISWOLD, Agent,
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RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by
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RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1863.

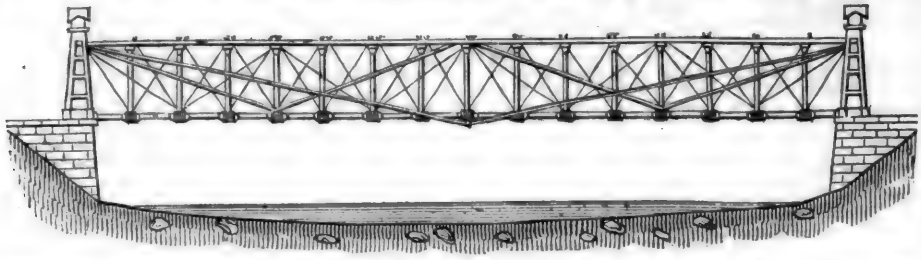
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BRASS SWITCH LOCKS.

(In ordering, send key in letter, to have Locks made to match.)
WILLIAMS & PAGE,
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BOSTON.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

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CIVIL, MINING AND MECHANICAL ENGINEERS,
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American Railroad Journal.

New York, Saturday, August 22, 1863.

New York Central Railroad.

The New York Central Railroad Company will receive proposals, until the 10th of September next, for an issue of $5,000,000 of Six Per Cent. Bonds, redeemable December 15, 1887, to meet in part the debt of three million dollars which becomes due on the 15th of June next.

Navigation of the Hudson River.

We are indebted to S. H. Sweet Esq., Deputy State Engineer and Surveyor, for a copy of his communication in answer to a resolution of the Senate relative to the removal of obstructions from the Hudson River, transmitted by him to the Legislature at its last session. It is a complete and satisfactory document, and supplies what has been long wanted, a full and intelligible account of the various attempts which have been made from the earliest periods to the present time, to improve the navigation of the river below and adjacent to the city of Albany.

Out of the numerous and scattered material furnished by legislative and other documents, he has also compiled a succinct history of the proposed methods to render its navigation practicable at all seasons, for the numerous craft which resort to its head waters, and brings to light the names and exertions of many distinguished Engineers and citizens who have been in past times engaged in examinations of the subject, and were the advocates of plans which would have not only added vastly to the commerce of the state, but if properly carried out would have made Albany a second Glasgow.

After all, the character of the Hudson river has not materially changed, since the time of its discovery. The earliest travellers speak of the same bars which still obstruct the passage of large vessels above the City of Hudson, and the Dutch found in the term *overslaugh*, the expression of their constant interruption even to the passage of sloops of 50 and 60 tons, not half the capacity of our Erie Canal boats.

The difficulty appears always to have been the same, viz., the formation of bars at points where the natural current of the stream and the tidal flow from the sea meet each other, exchange blows so to speak, and as they cease the contest, drop the weapons of assault and leave them behind in the shape of sand bars. The battle ground has invariably been at or near the same points, shifting a little with the advantage the current or the tide may have gained from natural or accidental causes, assisted by the deploying of considerable portions of the stream into numerous side streams, which the Dominie's, Papscanee, Staats, Cow, Schodac and Mull Plaats islands, create for many miles along the disputed and refactory way. It must not be forgotten however, that in spite of all these obstacles, Albany at an early day was a city of considerable commercial enterprise. Its vessels traded with the West Indies and one at least made a voyage to China. Its old newspapers contain in their advertisements, evidence of the fact that the Albany merchants formerly had their own foreign correspondents and advertised for sale their own direct importations. It was the largest exporter of furs and skins on the continent, with the exception of the Hudson Bay Company, and was the great outlet of the wheat country of the West, until the construction of the Erie Canal, which practically extended the navigation of the Hudson river to the lakes. Those who are curious as to the early commerce of the river will find many speculations in the works of Peter Kalm the traveller, and the admirable serial annals of Albany by Joel Munsell to whom, (particularly, the last) the antiquarians are under the greatest obligations.

As early as 1797 the improvement of Hudson became a subject of Legislative action, and appropriations were made on a small scale for works between Albany, Troy and Lansingburg, as the latter towns were founded by enterprising people from the East, and became active rivals of their ancient neighbor below. Mr. Sweet's report gives very interesting details of this legislation, the dates of the enactments, and the amounts expended. In 1804 the celebrated E. C. Genet, at one time the French Minister to this country and a prominent person in our diplomatic difficulties at the time, having become a citizen of the United States, and a connection by marriage with the family of Gov. George Clinton, proposed the construction of a ship canal between Albany and New Baltimore, a distance of twelve and a half miles, by which means vessels of large size could ascend to the former place, and the difficulties in the old channel be completely obviated. This interesting proposition attracted great attention at the time and was very near being adopted. As late as 1820 it received the special approval of a Board of Commissioners, among whose names we find those of the great Clinton, S. DeWitt, Surveyor General, I. N. Yates, Secretary of State, Martin Van Buren and others. In 1825 Governor DeWitt Clinton again recommended the plan of a canal, but yielding to the local interests of Albany and Troy, proposed as a substitute for the time, the old system of docks, dyks and dams. In 1826 a private company offered to build the ship canal at their own expense, but failed in getting a charter for the purpose. In 1831, the General Government having extended its jurisdiction over the waters of the Hudson by a judicial decision, growing out of the great controversy of the steamboat proprietors under the Fulton and Livingston's grants and those set up by the Gibbons associates in New Jersey, a new survey of this part of the river was made under that authority by Col. DeWitt Clinton, a Topographical Engineer, the same young gentleman who afterwards made the survey of the Croton river, as a source of supply of water for the city of New York, and which by the wisdom, persistence and influence of Myndert Van Schaick was finally adopted for that purpose. Dams and jetties

were proposed as an expedient by Col. Clinton and Congress made an appropriation in 1834 of $70,000, accordingly.

A special Board of United States Engineers composed of Col. Totten, Col. Thayer and Capt. Talcott, undertook the investigation of the subject, and after careful examination, came to a similar conclusion with Col. DeWitt Clinton previously, that the operations of the Government should, for the time being at least, be confined to the bed of the river. From that period to 1839 the improvements therefore took the form of longitudinal stone dykes and dredging, and it was attended with considerable success, much more so than had been obtained under the old plan of dams and wings. Water was found 12 feet deep on shoals where there had been but 4 or 5.

Major Delafield's report on the subject in 1855, is given in extracts by Mr. Sweet, showing the character of the works. These it is understood have never yet been completed according to the plans of the two last commissions. But we have no more room to give to the subject at this time, though we have scarcely entered upon it. The pamphlet before us contains a history of another canal project that of W. J. McAlpine as late as 1853, a most admirable conception, on a liberal scale, with large views and consequences; it also gives various reports and letters of Mr. Bache Superintendent of the Coast Survey; the written opinions of Mr. S. N. Payn, an eminent and successful contractor for river works, various tables, and a map of the river below Albany showing the improvements made and the places of the chief obstructions. The State engineer and surveyor W. B. Taylor, in a brief letter accompanying these documents, recommends further surveys, and a further appropriation for the purpose. We think with due respect, that he might very properly have asked the Legislature for appropriations to complete the plans already prepared by the first engineers of the country, and which have never been carried out by the General government, as it was its duty to have done. We do not like either the style in which he so verbosely approaches a pretty hacknied subject. "To enable the undersigned to reply *understandingly* to the above resolution, it *would* be necessary to ascertain the fall or geode*sick* (*sic*) declivity of the *seat* of the alluvions—also an investigation of the geological and hydrostatic causes of the deposits, and the nullifying effect of ascending tides against descending currents," possibly, we might add, of descending or ebb tides also.

The whole matter, however, is plain enough and simple enough. We know all about these obstructions. Every river captain and pilot understands where they are, and how and when they shift. We have the example of the Clyde on which the largest steamers now ascend to Glasgow, where a few years ago an Albany sloop could not have floated. The sole principle is longitudinal dykes and constant unceasing dredging. The expense of the latter is nothing in comparison with the results. The amount of custom dues of Glasgow in 1770, was about $750. It is now more than three millions per annum. In 1800 it had a population of 75,000 only, in 1841 it was 255,000, and the present year is upwards of 400,000. Being at the head of ship navigation on the Clyde, and connected by numerous canals and railways just as Albany is with the lakes and the ocean, Glasgow is a noble example of what engineering may do with a river that never has been comparable in any respect with our own, noble, picturesque, stately and historic stream.

Chicago, Burlington and Quincy Railroad.

At the Annual Meeting of the stockholders of this company held at Chicago on the 19th of June, the report of the directors, also the several reports of the Treasurer, General Superintendent, and officers in charge of the different departments, were presented, accepted, and ordered to be printed with the accompanying statistics. We have been favored with a copy of this report, from which we learn that the income for the fiscal year ending April 30th, 1863, on 138 miles of road, and 73 per cent. of earnings on 30 miles of the Galena and Chicago Union Railroad used, and of the road from Peoria to Burlington, 95 miles, were:

From freight	$1,927,944 79
" passengers	426,417 82
" mails and miscellaneous	58,458 79
	$2,412,821 40

The operating expenses were:

Repairs of track	$256,642 94	
" bridges	33,693 98	
" buildings	19,943 12	
" fences	17,852 35	
" locomotives	130,427 51	
" cars	123,290 88	
Loss and damage	17,083 19	
Fuel consumed	122,778 17	
Oil and waste	21,373 83	
Train, engine, station and water service	237,850 78	
General expenses	57,717 69	
Car service	8,781 82	
Miscellaneous	26,552 52	
		1,072,988 78
Earnings less operating expenses		$1,339,832 62
Add balance to credit of income account May 1, 1862		1,296,160 64
Balance to credit of interest and exchange		10,801 15
Balance to credit of Steamer Fannie		3,525 63
Total		$2,650,320 04

From which deduct—

Interest on bonds	$324,635 28	
Taxes—State	24,369 62	
" National	15,100 20	
Expenditures for improvements	37,148 95	
Rent of depots & tracks	17,074 98	
Transfer office expenses.	2,600 00	
Proceeds 5 locomotives sold	37,500 00	
Distribution of stock November 15, 1862	946,900 00	
Dividend Nov. 15, 1862.	203,108 00	
Transfer to sinking fund	437,023 63	
		2,045,460 66
Balance May 1, 1863		$604,859 38
Less dividend declared payable May 15, 1863		229,544 00
Balance		$375,315 38

The expenditures for construction and equipment, as shown in the annexed balance sheet, have been $7,934,813 04; including payments and advances for account of connecting roads, the aggregate of construction account has been $12,373,322 78. The capital stock of the company on the 30th of April, was $5,738,640; and the funded debt, exclusive of the bonds cancelled by the sinking fund, $6,102,593 75—making the total stock and funded debt, $11,841,233 75.

The other assets and liabilities of the company on the 30th of April, were:

Value of materials on hand	$170,678 11
Steamer Black Hawk, value	17,853 36
Bills receivable and accounts due	171,137 91
Cash in N. Y., Boston and Treasury	446,508 18
	$806,177 56
Amount of unclaimed dividends	$1,349 00
Unpaid accounts and pay rolls	18,506 28
Bills payable	1,330 00
Due agents and connecting roads	275,198 30
Balance	509,793 98
	$806,177 56

The capital stock of the company has been increased during the past year, $947,100; and the funded debt, $77,843 75—making the total increase of stock and bonded debt, $1,024,943 75.

The expenditures made during the year on account of construction and equipment mainly on account of new road into Chicago, have been as follows:

Lands and right of way		$5,229 00
Buildings, bridges and structures		50,966 18
Depot grounds at Chicago, buildings and improvements thereon		143,789 54
Union track at Chicago		828 99
Branch road (new line)		117,888 04
Raising road grade east of Burlington		9,467 95
EQUIPMENT—Locomotives		33,229 00
Freight cars		64,450 00
Total		$425,868 70
Less amount received for locomotive engines sold	$37,500	
Also premium on bonds sold	2,785	
		40,285 00
Balance		$385,563 70
The payments for account of purchase of road from Peoria to Burlington, have been		$91,618 58
On account of the Quincy and Chicago Railroad		8,150 63
Total		$485,332 81

The funded debt, exclusive of the bonds cancelled by the sinking fund, was as follows:

Chicago and Aurora and Central Military Tract Bonds outstanding, subject to be exchanged for Chicago, Burlington and Quincy Trust Mortgage Bonds		$349,000 00
C., B. & Q. Trust Mortgage Sinking Fund Bonds, exch'ged for Chicago and Aurora and Central Military Tract Bonds		2,163,000 00
Issued and sold of the same class of bonds	$1,656,000	
Less bonds purchased and cancelled by sinking fund	344,000	1,312,000 00
C., B. & Q. plain seven per cent. bonds, issued on account of purchase of road from Peoria to Burlington		755,000 00
C., B. & Q. second mortgage bonds, 4 and 4½ per cent., issued in exchange for bonds of Quincy and Chicago Railroad Company		935,500 00
C., B. & Q. scrip certificates, issued for the same purpose as above, not bearing interest	$697,000 00	
Less scrip redeemed	108,906 25	
		588,093 75
Total bonds and scrip		$6,102,593 75

Compared with the previous year the gross earnings show an increase of $861,594 01; and the expenses an increase of $341,958 58—making

the increase in earnings over operating expenses, $519,635 43. The report says:

The increase of the line of road owned and operated, as well as the increase in the business, has made it necessary to provide additional equipment, and also additional buildings and facilities for its construction, repairs and preservation. In part supply of this demand, sixteen locomotive engines have been purchased, four of which have been delivered, and twelve are to be delivered the present summer and fall. One hundred grain and merchandise cars have been constructed at the company's shops, besides thirty that were built to replace that number taken for Government use, on a requisition from Major-General U. S. Grant. One hundred have been contracted of other parties, and are now being delivered, to which it is intended to add at least one hundred more from company's shops, in time to accommodate the fall business. Large additions have been made to the shops and works at Aurora. Substantial and commodious shops have also been erected at Galesburg, and a large addition to the engine house at that place. The depot grounds in Chicago have been enlarged by the purchase of the south half of block 47, and a piece, about 1,500 feet in length, further west, on North street. The freight house in the course of erection at the date of our last report, was completed, and also a transfer house and tracks, and the freight business of the company transferred to our depot and grounds, on the 24th day of July last.

The agreement heretofore made with Armour, Dole & Co., under which they erected the first grain warehouse and elevators, has been enlarged and extended, and an additional house has been erected by them of the same capacity as the first building. The two, having a capacity of storing 1,600,000 bushels of grain, were filled before the opening of navigation.

The two slips, extending back from the river into the company's grounds, have been extended, one 138 feet, mainly to accommodate the new grain house, and the other 495 feet, for other business purposes.

An engine house is now being erected. An additional freight house, for storage and transfer of freight, is required, to facilitate the unloading and economical use of cars.

These grounds and appurtenances, although larger and more expensive than was originally designed, yet experience has fully demonstrated the necessity and sound policy of making the expenditures.

In compliance with the views of stockholders, as expressed at their last Annual Meeting, the directors have authorized the building, and, as may be seen by the Chief Engineer's Report, considerable progress has been made in the construction of the new line of road from Aurora to Chicago.

In view of the large business that must pass over this line when completed, and the facilities a double track near the termini would afford, it has been decided to lay a double track from the depot at Chicago to the station at the Desplaines river, a distance of 9.75 miles.

The cost of this work will exceed the original estimates, in consequence of the increased price of labor and materials, but not more than the advance in the price of the securities set apart to provide for its construction.

By the terms of the agreement with the Galena Company for the use of their road, this company was required to give two years' notice of their determination to discontinue such use. This notice has been given, and the term will expire on the 20th of May, 1864, at which time the new line will be ready for operation.

The suit in progress at the date of our last Annual Report, for the foreclosure of the mortgage on the railroad from Peoria to Burlington, has been decided. The property was sold, under the decree of the Court, on the 21st day of October, 1862, and purchased by trustees for this company for about the amount of the mortgage and the claims it held against the property.

The Lewiston Branch road was completed and put in operation on the 2d day of June last. The business of this branch has met the expectations of the officers of this company. $37,000 of the $125,000 of bonds issued under the agreement with this company, have been redeemed in conformity with that agreement, and are now held by this company.

Reference is made to the accompanying reports of the officers in charge of the several departments of the road, for the usual detailed information relating to the condition, business, and operating of the road the past year. These show the business to have largely increased over former years, and that it has been transacted in a manner, as usual, highly creditable to the officers and men in the service of the company.

The expenditures for account of construction and equipment have been as follows:

For construction	$5,965,372 26
" depots and grounds at Chicago.	401,668 69
For depots and grounds at East Burlington	37,399 47
For Union Track at Chicago	40,011 83
For equipment	1,490,360 79
Total	$7,934,813 04
On account of purchase of the railroad from Peoria to Burlington and the equipment thereon	$2,504,890 48
On account of agreement with the Quincy and Chicago Railroad Company, and for purchase of bonds and other interest on that road	1,933,619 26
Total	$12,373,322 78

The equipment of the road consists of 73 locomotives; 13 passenger, 14 second class, baggage and mail, 999 house freight and cattle, 200 platform and coal, and 30 drovers' and conductors' cars. In repair service, the company have 65 hand, and 40 gravel and dirt cars, a steam excavator, steam pile driver and car, and a wrecking car.

Cost of repairs of locomotives between Chicago and Galesburg, 168 miles, together with five months between Peoria and Burlington, 95 miles, is $124,310 11, less $15,620 36 for improvement, leaving $108,689 75 for repairs proper. Number of miles run by locomotives between above named places is 1,808,146. Cost per mile for engine repairs, 8.31 cents. The cost per mile for oil and waste is 78 cents.

The number of passengers carried between Chicago, Burlington and Quincy, Burlington and Peoria, Yates City and Lewiston, for the year, was 402,666, of these, 27,815 were through, and 374,850 way. Of the through passengers, 12,688 were carried east, and 15,127 west. Of the way passengers, 188,863 east, and 185,987 west. Total carried east, 201,551; west 201,114. Total mileage of passengers 23,358,939.

The whole tonnage moved over the C., B. & Q. R. R., 264 miles in 1862 was 500,301 tons; in 1863, over the same distance, 709,970—an excess of 209,669 tons. The whole tonnage over the Q. & C. R. R., 100 miles, in 1862, was 153,464; in 1863, 228,157—excess, 74,693. The total number of tons moved over the whole line in 1862 was 550,723; in 1863, 777,736—an excess of 227,013.

The total number of tons moved one mile over the whole line, 364 miles, in 1862, was 73,842,347; same distance in 1863, 107,995,842—excess in 1863, 34,153,495. The number of tons of freight forwarded from and received at Chicago during 1862 was 426,632; same for 1863, 623,921—excess in 1863, 197,289 tons. The total number of tons hauled one mile, of freight received at and forward from Chicago in 1862, was 57,708,763; same for 1863, 101,003,819—excess in 1863, 43,295,056.

The earnings of the whole line in 1862, were $2,246,084 17; in 1863 $3,037,372 54—excess, $791,288 37.

CONDENSED BALANCE SHEET.

Capital stock		$5,738,640 00
Funded debt, viz:		
Chicago and Aurora 1st mortgage	135,000 00	
Central Military Tract 1st mortgage	106,000 00	
" " " 2d "	83,000 00	
" " " plain bonds.	25,000 00	
C., B. & Q. 8 per cent. convertible	441,000 00	
" 8 " " inconvertible	3,034,000 00	
" 7 " " plain.	755,000 00	
" 2d mort. inconvertible	935,500 00	
Scrip issued for N. C. 2d mort. b'nds	588,093 75	
Operating accounts—		
Unclaimed dividends	1,849 00	
Unpaid accounts and pay rolls	18,506 28	
Bills payable	1,330 00	
Due agents and connecting roads	275,198 30	
Sinking fund	437,023 63	
Balance to credit of income acco'nt	604,859 38	
		$13,179,500 34
Construction	$6,444,442 25	
Equipment	1,490,360 79	
Peoria and Oquawka railroad bonds and accounts for construction	2,504,890 48	
Northern Cross railroad bonds, and accounts for expenditures by trustees	1,933,619 26	
Fuel and materials on hand	170,678 11	
Steam ferry boat	17,853 36	
Accounts and bills receivable	45,037 43	
Due from agents and other roads	126,100 48	
Cash in N. Y., Boston and Treasury.	446,508 18	
		$13,179,500 34

The directors chosen at the Annual Meeting June 19, 1863, are as follows:

President.—JOHN VAN NORTWICK.

Directors.—John Van Nortwick, Chauncey S. Colton, James F. Joy, Erastus Corning, John M. Forbes, John W. Brooks, Henry P. Kidder, Sidney Bartlett, Robert S. Watson, William Boott, Edward L. Baker.

Chairman of Board.—EDWARD L. BAKER.

Superintendent.—CHARLES G. HAMMOND.

Treasurer and Secretary.—AMOS T. HALL.

Northwestern Virginia Railroad.

In the Second Branch of the City Council, Baltimore, on the 15th inst., the engrossed bill for the relief of the Northwestern Virginia Railroad was passed, notwithstanding the objections of the Mayor, there being but one negative vote. The bill provides that upon the delivery to the Register of the city of certificates of stock of the said road, equal in amount to the par value thereof to the bonds of said company, and upon the register certifying to the Mayor that he has received certificates for the amount of the principal and interest for the bonds and advances paid by the Mayor and City Council, it shall be the duty of the Mayor to execute and deliver to the Railroad Company a release, to be approved by the City Counsellor, under the seal of the city, discharging the said company from all liability, and guaranteeing said company against all loss, cost or damage on account of said bonds, assuming the payment of the same in the hands of third parties, without recourse for principal or interest to the said railroad company; provided, however, that

in the event of the other creditors and guarantors of the said company, or any of them, failing to assent to the plan of re-organization as proposed, by agreeing and binding themselves in writing to the satisfaction of the Mayor and City Counsellor to accept stock of the said company for their respective claims or liabilities, on or before the first day of January, 1864, then, and in that event, the said release, as herein authorized, shall not be executed, and all the provisions of this ordinance shall become null and void.

North Missouri Railroad.

We have received from J. H. Concannon, Esq., a report of the North Missouri Railroad Company on its affairs in general, accompanied by a statement of its business from the 1st of January, 1862, to the 31st December, 1862, inclusive. Our readers have been already placed in possession of its financial condition, but this report is particularly interesting, as a record of the numerous difficulties the company has had to encounter from external causes, and the energy and fortitude of its managers in overcoming them. The North Missouri has suffered intensely from the rebellion, and its directors have not only been obliged to be engineers, but generals, in order to save their company from ruin.

It appears that on the 11th of June, 1853, the stockholders met at St. Charles to elect directors as provided by the charter. From this time, until April, 1854, the interim was passed in surveys and locating the line of the road. On the 15th of May, 1854, contracts were entered into for its construction from St. Louis to its junction with the Hannibal and St. Joseph's road, that is to say for the preparation of the road bed for the rails, and its use by the trains. The contractors performed their engagements until they had earned about one million of dollars. Difficulties arising however as to the construction of the roads from the words of the contract, the contractors proposed to surrender their subcontracts to the company and release it from those engagements in consideration of being paid ten per cent. in Missouri State Bonds, in lieu of the stock which they were by the contract bound to receive. This was done, though the subcontractors were like the original contractors bound to take 10 per cent. of the stock of the company as so much payment on their contracts also.

The effect of this arrangement was advantageous to some of the parties and very disadvantageous to others, and the propriety of it was much discussed at the time.

Notwithstanding these difficulties, the work on the road progressed under these modified contracts, and the iron, and chairs, and spikes, and rolling stock were purchased; so that, on the 25th day of August, 1855, the road was opened for business to the town of St. Charles, a distance of 19¾ miles from the starting point in the city of St. Louis.

On the 27th of August, 1857, it was opened to Warrenton, a distance of 57¼ miles.

On the 26th day of December, 1857, it was opened to Montgomery City, a distance of 81½ miles.

On the 20th of April, 1858, it was opened to Mexico, a distance of 107½ miles.

On the 11th of October, 1858, it was opened to Sturgeon, a distance of 129¼ miles.

On the 20th of December, 1858, it was opened to Allen, a distance of 146½ miles.

And on the 1st of February, 1859, it was opened to Macon City, the junction with the Hannibal & St. Joseph Railroad, a distance of 169 miles.

Although the rails were laid down so as to enable this Company to run a train of cars to these points, it was far from being a completed road to any of the places named. It was greatly deficient in rolling stock of all kinds; in fencing; in ballasting; in depot buildings; in machine shop and car shop buildings; water stations; wood sheds, and many other important improvements required to transact the business offered to it. The surplus earnings of the road have, as fast as they would admit of it, been applied to supplying these deficiencies.

When the rebellion broke out, the road became an object of attack by the enemy, and it appears that it was greatly damaged by raids incited by the then Governor of Missouri. Several pages of the report are devoted to the details of these outrages. The losses sustained by these means in the months of June, July, and December, 1861, amounted to $86,310 00, though the company in failure of the ability of the General Government to give it adequate protection, advanced from its own impaired receipts, about $7,000 for the support of several small bodies of troops stationed at different points for its defence.

It has survived all these misfortunes however, yet has by no means secured itself from difficulty. The report says:

The deficiency in rolling stock and other improvements still exists to a considerable extent. The members of the General Assembly who represent the counties along the line of this road, and who have travelled over it this fall and winter, can attest that, for want of rolling stock, much business has been lost to the road; and persons with stock have had to wait for weeks for their turn to get cars. To remedy this, as far as possible, the Directors have ordered one hundred combination cars to be built, ready for the business of the next fall and winter, and also four first class coal burning freight engines.

The cars will cost not less than $750 each.	$75,000
The engines, delivered on the road, about $13,000 each	52,000
	$127,000

It is believed that when the rolling stock now owned by the company is put in complete repair, as it can and will be by fall, this additional rolling stock will enable the company to do profitably all the business offered to it, and with satisfaction to its patrons.

Another disadvantage under which the road continues is the want of a bridge across the Missouri river, as at present all the freights have to be wagoned across, thus requiring rolling stock on both banks to operate the road, as neither cars nor locomotives can cross the river. The expense of the required bridge is estimated at $30,000. The hauling now costs 50 cents per ton and 35 cents for ferriage or about $15,000 per annum. A private company proposes to build it and the stock in it will undoubtedly be remunerative. The necessary outlays immediately required are fencing, and partial contracts for that purpose have been entered into. The machine and car shops are merely temporary and require to be replaced by fire-proof brick structures. A larger freight house is also required at St. Louis and some tressle work in the bottom opposite St. Charles. The company is purchasing for cash about $40,000 worth of property adjoining its present depot buildings in St. Louis, so as to shelter its cars.

The original estimate of the cost of the road from St. Louis to the Iowa State line was $9,091,665 25.

The total cost of the same to the Hannibal and St. Joseph's, 170 miles, was exclusive of interest and discount, $5,610,614 19, and when it is completed to the Iowa State line, the whole cost will be $6,610,604 19, or $2,481,061 06 less than the original estimate.

But if we add the interest paid to the State, to individuals and to the city and county of St. Louis to the cost of construction, amounting to $1,293,157 87, the whole cost is $7,903,762 06 or $1,187,903 19 less than the original estimate.

On the 1st of January, 1859, this Company failed to pay interest on the bonds of the State granted to it; consequently, there was due to the State for interest on the 1st of January, 1863, $1,174,500. If this Company be permitted to use the funds now on hand and its net earnings till the 1st of April, 1864, it would then owe the State for interest $1,500,750, and the State, it is believed, would have a road that would no longer be a charge to it for interest. It seems then, that at this time it would probably be demonstrated to the State that the company could not only earn the $261,000 of interest annually, but that with the road completed to Iowa, and the business on its line increasing, it could earn interest on the $1,500,750, and would be permitted to issue to the State its bonds for this sum on which the interest should regularly be paid.

The report gives the order under which the county of St. Louis made the subscription of $750,000 to the capital stock of this company. Prior to this subscription, the county of St. Louis had subscribed $500,000 to the stock of this Company, making in all taken of the stock by the county of St. Louis $1,250,000.

Some two years ago, when there was some hope of getting legislation to enable the company to complete its road to the State of Iowa, and to extend it to Brunswick, on the Missouri river, both the city and county of St. Louis passed resolutions expressive of their willingness to release all interest that had accrued and all future interest, conditioned that the State should grant legislation that would enable this company to extend its road to the points named. Any act that may be passed for the benefit of this company may be coupled with the condition that none of the moneys arising from net earnings, preferred stock, or any other source belonging to this Company, shall be applied to the payment of interest to the city and county of St. Louis, now due or to become due, as the terms would readily be acceded to by them.

In consequence of the rebellion, there has not been as much produce shipped out of the country as there would have been, but it is calculated that in less than one year, the earnings of the road will be large enough to pay the State interest and give a valuable return to the stockholders.

Work is to be immediately resumed on twelve miles of graded track above the Hannibal and St. Joseph road and iron for that purpose is ordered to be purchased.

Much of the balance due from individuals and counties is confidently expected to be collected.

Upon the subject of the extension of the road to the Iowa line, the president says:

It only requires a look at the map to convince any intelligent mind of the importance of extending the North Missouri road to Iowa. When I have urged this with some persons, I have been absurdly answered that there was no business up there to justify such an extension. Let me ask such persons why it is then, that the capitalists of the East are investing their means in roads tapping the Mississippi river, and running into Iowa and Minnesota. They are not apt to invest their money unless there is a very clear prospect of remuneration. It would be a waste of time to dwell on the importance of this extension to the State, and the city of St. Louis, and to the prosperity of this road.

Unless this road is extended to Ottumwa, we must lose the trade of Iowa and Northern Missouri. Extend it, and St. Louis becomes the natural market for nearly all the products of the year for this immense region of country; and here in St. Louis is where they will purchase their coffee, teas, sugar, molasses, iron ware, and many of them even their dry goods, and the innumerable articles that will be consumed in this country, which will so rapidly fill up with population, after the close of the war.

It is believed that one million of means, with what is owing by the counties of Adair and Schuyler, and what may arise from the net earnings of the company from this time until the first Monday of April, 1864, will be amply sufficient to complete the road to Iowa, and make the additions to the rolling stock now ordered, and the other improvements herein referred to.

When it reaches the Iowa State line we believe there is a company in that State who will build the twenty-five to thirty miles to carry the road to Ottumwa. Three different committees visited the city of St. Louis from that State to urge the completion of the road to the Iowa State line, and one of those committees attended a session of our State Legislature on the subject, and addressed a public meeting of the Chamber of Commerce of the city of St. Louis, called to hear them. The people have manifested every desire to give it their trade.

Great value is attached to the extension to the State line of Iowa. It would then command the rich trade of Chariton, Carroll, Saline, and part of the trade and travel of other counties. The county of Chariton has forty thousand acres of land to give in aid of its construction, besides other aid. This land, it is believed, will be worth every dollar of ten dollars per acre. The whole road is only 38 miles long, and the cost of it will not exceed $800,000. It will probably fall below instead of over-running the estimate of its cost. This branch and the extension to Iowa could both easily be built under either of the three plans named. Fifteen miles of this road is so far graded as to be nearly ready for the laying of the iron and ties.

It should be kept in mind that the State has a first lien on 800 miles of railroad, together with all its rolling stock and equipments, for the $23,800,000 of bonds and the interest which has accrued thereon, issued to the various railroads. These railroads will not become less valuable by the restoration of peace and the filling up of the State with population. It seems there is no need of haste to sell at this particular time. If none of the roads ever paid a cent, the State could pay both principal and interest loaned them for their construction without seriously burthening the people with taxation; but there is no need of this.

It is thought that the Hannibal and St. Joseph road will not become a charge to the State, also that the Kansas line of the Pacific road will, after completion to Kansas, pay interest on the amount loaned to it, and that the North Missouri road will be able, after April, 1864, to pay its interest to the State whether it is completed to Iowa or not. The Southwest Branch of the Pacific road must pay if it is extended so as to reach the rich country further West. The million of acres of land belonging to it ought to build the uncompleted portion of this road.

The litigation of the North Missouri Railroad remains about as stated in the last Annual Report, which has been heretofore submitted to the members of the Legislature. It has no suits pending of grave importance. It has a good many suits for stock due the Company, and there are a good many suits brought against the Company for stock killed. All put together are of little moment.

The Company has on hand—

20	passenger cars,	14	in	good order.
6	baggage "	5	"	" "
29	combination "		"	" "
73	box "		"	" "
72	stock "		"	" "
70	flat "		"	" "
22	locomotives,	1	"	" "

The residue requires some repairs.

SYNOPSIS OF FINANCIAL CONDITION.

Total cost including interest and loss on bonds	$6,903,762 06
Total amount received on stock subscribed	2,582,100 00
Due on same	122,892 91
Amount of interest on City, State and County bonds	120,750 00

BALANCE SHEET.

Gross earnings for 1862 from Jan. 1 to Dec. 31	$444,460 49
Gross expenses	261,565 00
Receipts above expenses	$182,895 49

Of these net earnings, $55,451 86 were expended in reconstruction, repairs, land damages, extensions and military subscription previously stated and which last will probably be refunded by the Government.

Massachusetts Railroad Decision.

Fitchburg Railroad Company vs. Somerville Railroad Company. Last winter the Somerville Railroad Company obtained permission from the legislature to extend their railroad from a point near Webster Avenue, in Somerville, through Milk street to East Cambridge, thence through Bridge street in East Cambridge to the track of the Cambridge Railroad Company. By section 2 in their act relating to the said extension, permission is given to the Somerville Railroad Company to cross the tracks of the Fitchburg Railroad and Grand Junction Railroad at Milk street in Somerville on a level therewith; provided, however, that in case the County Commissioners for the County of Middlesex, upon application of either of the companies or the selectmen of Somerville, within three months from the passage of the act, shall determine that the public safety requires said Somerville Railroad to pass over said Fitchburg and Grand Junction Railroads by a bridge, then said crossing shall be so constructed and established as said County Commissioners may prescribe and determine.

Last May, the Fitchburg Railroad Company petitioned the County Commissioners, asking them to determine and decree that the public safety requires that the said Somerville Railroad Company shall pass with their tracks over the tracks of the said Fitchburg and Grand Junction Railroad Companies at Milk street in said Somerville by a bridge, and to make such other decrees as may be required in the premises.

A few weeks ago, at a hearing had before the County Commissioners, at the Court House in East Cambridge, a large amount of testimony was introduced, and the case was very fully argued. Last week, the County Commissioners gave their decision, permitting the Somerville Railroad Company to cross the tracks of the Fitchburg and Grand Junction Railroads *at grade*, they not deeming a bridge as safe as a grade crossing.

Connecting Railroads.—Injuries to the Public.

RAILROAD COMPANIES ARE LIABLE FOR NUISANCES WHICH ARE PERMITTED TO EXIST ON ANY PORTION OF THEIR TRACK; BUT NOT FOR THOSE CAUSED BY, AND EXISTING UPON, CONNECTING ROADS.

The original action in this case, was brought in the court of common pleas of Greene County Ohio, to recover damages for injuries received by the plaintiff from falling through a bridge built by the Little Miami Railroad Company, on its road, across a small stream, near its depot, at Xenia.

From the evidence at the trial it appeared that the bridge was constructed by the defendant, on the line of its road, on ground which it either owned in fee, or had appropriated for the construction of its road; and that the road bed was not at that place, upon a street or public highway; but that the defendant covered the bridge upon laying down its track, with a close floor, and placed hand-rails on each side of its track, over the bridge, and that this track or road bed of the defendant, passing over the bridge, furnished the shortest and most convenient route for persons on foot, in passing and re-passing, between the depot and the town of Xenia, and was generally used for that purpose. That a year or two before the occurence of the accident to the plaintiff, the Dayton, Xenia and Bepere Railroad Company, wishing to make a connection of their road with the defendant's depot, made an arrangement with the defendant for that purpose, in pursuance of which, the superstructure of the bridge was widened, on the west side of the defendant's track; the road bed was widened at the sides of the bridge, by filling up with earth, near the abutments, and a track was thus constructed for and by the Dayton, Xenia and Belpre Railroad Company, on the west side of the defendant's track, by means of which the desired connection was effected. The evidence also tended to show, that in laying the new track over the bridge, the close flooring was taken up, and the west-hand-rail taken down and at the time of the injury to the plaintiff, there was a close floor over the bridge, extending in width, from the east side of the bridge across the defendant's track, and across the space between the tracks (which was about seven feet); but the space between the rails of the new track was imperfectly covered with loose boards, through which the plaintiff fell; and that a portion of the new track had been laid by the defendant's hands, but the whole was done at the expense of the Dayton, Xenia and Belpre Company, and that this company was, at the time of the accident, and for more than a year prior thereto had been, in the exclusive use, occupancy and control of said track.

The court charged the jury among other things, as follows:

"That originally, in the construction of its road bed from the depot to Xenia, and in crossing the stream know as Shawner creek, the defendant was under no obligation to make a pass way across the same for the public; but if the jury find that the defendant built the bridge, and covered it with plank and graded their roadway from the depot to Xenia, so as to furnish a shorter and more convenient thoroughfare for persons who might desire to take the cars from its depot, and others in passing from the depot to Xenia, and from the latter place to the depot, and that the same had been used for such purpose for several years by the public, then the defendant would be liable to the plaintiff for any injury he might suffer, in passing over the bridge, by reason of its not having kept the bridge in such condition that it was reasonably fit for the purpose of travel, so long as the defendant permitted the public to use the said way as a thoroughfare for foot travel, and had the same in its possession, and under its control. That the conduct of the defendant, in regard to said bridge and way, if such as supposed, might be regarded as an invitation and license to the public to travel over said bridge, and while it continued the defendant would be bound to keep the bridge in such condition that it might be safely used for that purpose. That if the defendant made an agreement with the Dayton and Belpre Railroad Company, whereby the latter company was to have the use of so much of the ground of the defendant, as is covered by the track of the Dayton and Belpre Company, including the side of the bridge, where the plaintiff received his injuries, for the purpose of constructing its track thereon, and if the defendant agreed to construct so much of the track as lay this side of the bridge, and did the same, but that the Dayton and Belpre Railroad Company took up the covering of the bridge and laid its own track across the bridge, and left the same in the condition it was at the time the plaintiff fell through or off the same, and that since the time of laying the said track, and the taking up the part of the covering of said bridge, that part of said bridge and the said track of the Dayton and Belpre Company has been in the exclusive control and possession of the latter company—in such case, the defendant would not be liable to the plaintiff; and this would be so although the agents of the defendants may have known of the condition of the bridge. That if the defendant agreed with the Dayton and Belpre Company to lay its track, and did lay it across the bridge and took up the covering of the bridge, and left the bridge in the condition it was at the time the plaintiff received the injuries complained of—in such case the defendant would be responsible for the condition of the bridge at the time of the injury to the plaintiff, although the Dayton and Belpre Company may have had the use, control and possession of that part of the bridge and track, from the time of its construction to the date of such injuries."

To the several charges of the court the plaintiff excepted, and, upon rendition of a verdict in favor of the defendant, moved for a new trial. This motion was overruled, and a judgment was entered for the defendant. From this judgment the plaintiff appealed to the Supreme Court of Ohio, which court now affirms the judgment of the court below. The following is the opinion in full rendered at the decision of the case:

SCOTT, C. J.—We fully recognise the principle contended for by the counsel for the plaintiff in error, in this case, that the owner of real property is responsible for all nuisances, created or continued thereon, either directly by himself or indirectly by his agents, or others acting by his authority, and under his control. Whenever the relation of principle and agent, or master and servant is shown to exist, the rule of *responde at superior* applies, and he who has the power of control is held responsible for its exercise. But the charge of the court below does not appear to be in conflict with this rule of liability. On the contrary, it seems fully to harmonize with, and rest upon the very principle we have stated.

The court charged the jury, that if the nuisance complained of was originally created by the defendant, the plaintiff would have a right to recover, although at the time of the injury, the premises were in the sole possession of another. And the charge contains no denial of the defendant's liability for the acts of its agents, or persons acting under its authority, direction or control.

The defendant's charter expressly gave to other railroad companies the right to join and connect their respective roads with defendant's road, on such terms as said companies might agree upon. It was, therefore, competent for the defendant to make such an agreement with the Dayton, Xenia and Belpre Company as would give the latter the right to lay its rails on the side of the defendant's road bed, and to have the exclusive use of the same, when laid, for the purpose of making such connection. And after having thus parted with the possession and control of a portion of its land, for this lawful purpose, we know of no sound principle which can make the defendant responsible for the improper manner in which the Dayton Xenia and Belpre Company may have exercised its power of control over the premises. Unless the defendant's contract contemplated, or its execution necessarily involved the production of a nuisance, it cannot be held answerable for the negligent and wrongful manner in which the Dayton, Xenia and Belpre Company constructed a track for its sole use, upon premises no longer in the possession or control of the defendant. The rule of liability in such cases is sufficiently stated, with a reference to the leading authorities on the subject in the case of Clark *vs.* Fry; and a further discussion of it is deemed unnecessary.

Whether the terms of the agreement between the two railroad companies, placed the construction and use of the connecting track, on which the alleged nuisance existed, under the sole control of the Dayton, Xenia and Belpre Company, and whether that company in fact created the nuisance, and had the sole possession and use of that track thenceforward until the occurrence of the injury complained of were questions of fact, which were properly left to be ascertained by the jury. from the evidence. If the evidence answered these questions affirmatively, then the jury was properly instructed to find for the defendant.

In relation to that part of the charge, which holds the defendant bound to keep the bridge in repair, so as to afford the means of safe transit for foot passengers, so long as the company permitted it to be used for that purpose, the plaintiff in error can have no just ground of complaint. The defendant was held responsible for the condition of the bridge, to the full extent of the defendant's possession and power of control.

Judgment affirmed.

The Great Railway of the Pampas.

During the last week in April, the greatest railway enterprise in South America was inaugurated at Rosario, in the Argentine Confederation. The ceremony was befitting the occasion. The first sod was turned by Gen. Mitre, the President of the republic, in the presence of other high officials of State, representatives of foreign governments, and others, accompanied by a splendid display of military, triumphal arches, etc., etc. Among the Americans was W. Wheelwright, Esq., the enterprising cosmopolitan, a native of Massachusetts, the peaceful Prospero whose wand in Chili made the locomotive scale the Andes, and who now, in the fertile Pampas, begins a regenerating work for the most revolutionary of Spanish Americans. Mr. Wheelwright has obtained for this railway from Rosario to Cordova, a distance of 250 miles, important concessions from the Argentine Government, which will doubtless be confirmed by the Congress of the country. Such a man, however, deserves notice before we devote a few lines to his great undertaking on the rich plains of the La Plata.

Mr. Wheelwright is a son of Newburyport, Mass., and his ancestral family was one of the most respectable that ever emigrated in the early colonial days. When a young man, Brazil had just attained her independence, and Mr. Wheelwright sailed from the United States with the ship "Rising Empire," destined for the young empire, the off-shoot of Portugal. From the east coast he proceeded to the Hispano-American republics on the Pacific, and there he has left monuments of his industry, enterprise, charities and far-seeing plans. In 1833 he projected the Pacific Steam Navigation Company, and obtained exclusive privileges from Chili and Peru. But years of toil and anxiety rolled by before he could induce English capitalists to invest in anything dependent upon a Spanish American Government. At last he had the good fortune to enlist the late Lord Abinger, who entered very warily into Mr. Wheelwright's plans, and the enterprise soon was a success. Well did Hadfield, the English civil engineer, say that "probably nothing has contributed so much to the advancement, welfare and prosperity, of the Chilian and Peruvian republics as the successful establishment of steam navigation upon this coast, where the name of Don Guilliermo Wheelwright will never be forgotten." To-day this steamship line is a blessing to all the Pacific coast.

For a number of years Mr. Wheelwright next devoted himself to the development of the internal resources of Chili. He planned and successfully carried through the Copiapo railway, thus opening a mountain region filled with the richest of silver and copper mines. Caldeira, the seaport, where a gigantic mole had to be built, was at that time almost a wilderness. He climbed the Andes with the locomotives at gradients which perfectly astonished the engineers in Europe. One foot in forty is the steepest gradient overcome in Europe and in India. A railway, laid out by English engineers, has an ascent of 1 foot in 37. In the United States we do not recall any gradient that is greater than 1 in 25. But the continuation of the Copiapo railway, known as the Caldera and Chanarcillo Railroad, has as its average gradient for 10 miles 1 foot in 24, and the maximum 1 in 20!

We pass over his many charities to religion and science; but the Seamen's Friend Society and Lieut. Gillis, of the Washington Observatory, can testify of both.

So soon as Mr. Wheelwright had succeeded in making the Copiapo Railroad yield 10 per cent., he conceived a still greater undertaking, nothing less than to connect the Atlantic and the Pacific

by a railway, which from the exigencies of the case, would have to surmount a pass in the Andes at a height beyond that of Mont Blanc! No isthmus was to be spanned like Panama or Tehauntepec, but a thousand miles of land, the most of which is that fertile region of the pampas of the Argentine Confederation which answers to the prairies of Texas. The remaining portion to the Copiapo Railroad would be over those stupendous summits the very passage of which forms an era in a man's life. The defile of the mountains chosen for the iron rail is that known as the San Francisco Pass in Chili, just under the 26th parallel of south latitude, and not far from the boundary of Bolivia. The whole of this route has had its preliminary surveys; and Mr. Wheelwright, a few years ago, read a most interesting report on this project before the Royal Geographical Society, London. Admiral Fitzroy on that occasion bore the highest testimony to Mr. Wheelwright, whom he had known for a quarter of a century, stating that "there was not a more reliable, discreet and enterprising person in whom scientific or commercial men might repose with perfect confidence." Admiral Fitzroy had spent much time in Chili, and he gave the reason why the San Francisco Pass was chosen rather than one near Mendoza, and of course so much nearer Buenos Ayres, viz., the San Francisco Pass, though much loftier than the passes further south, is never snowed up, while the others are impassable three months in the year.

Mr. Wheelwright put forth his plans several years ago, but they have just begun "to take form in fact." In the month of April, as we have intimated, the eastern section of this great enterprise was inaugurated with pomp and ceremony, civic, military, and clerical. The first spadeful of earth was turned by the President of the Argentine Confederation on the fertile plain adjacent to the city of Rosario. The addresses delivered on the occasion, whether by President, archbishop, or minister of State, were to the point, and bespoke a new era for the rich regions of La Plata. So slow had been the march of improvement, that until 1852, ox teams drew most of the goods destined for various parts of the interior up to Rosario, a distance of 250 miles, while the majestic La Plata, upon whose broad bosom the largest man-of-war could float, rolled by within sight of the wagon road! Now steamers run regularly to Rosario, to Paraguay, and to distant Cuiba in Brazil. The railway inaugurated is to run from Rosario to Cordova, over the fertile prairie, where to-day is a considerable population engaged in wheat growing, raising herds of sheep, horned cattle, and horses, &c., &c. The government guarantees a most liberal per centage, and side grants of land along the railway, to the amount of several thousand square miles. The whole region is analagous to Texas, only the climate is superior to that of the "Lone Star" State. Here the best of bowed cotton can be raised, and from time immemorial the aborgines of the country have cultivated cotton. The company have a more generous grant of land than the Illinois Central, and the inducements for English and other emigrants are of the most potent kind.

Mr. Allan Campbell, the American engineer, who surveyed the route, has published *data* showing that the railway will cost per mile only abont one quarter what the Brazilian railroads have cost, while the amount of freight in produce and goods, wool, wheat, manufactures, &c., will make a sure return. Mr. Wheelwright is now in Europe, completing the company, organizing machinery, labor, &c. Not many years will pass by before the 250 miles of the eastern division of the great South American inter-oceanic railway will be completed, and a people, hitherto feverish with revolution, finding a ready market for their wool, minerals, &c., will have learned to be peaceful and will have advanced in civilization. Eighty miles are already finished on the Pacific end of the line, the Copiapo Railroad, and, doubtless, the child is now living who will at some future day pass from the Atlantic to the Pacific, drawn by a locomotive, over a summit more lofty than the scientific ambition of De Saussure scaled in the Alps. Such vast undertakings require skill, undaunted perseverance, and the confidence of one's tellow-man. All this William Wheelwright possesses, and with the smile of Providence, his great plans will be realized to the blessing of South America.—*Journal of Commerce.*

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending August 8, 1863, were:

Passengers	$37,007 23
Freight and live stock	36,226 11
Mails and sundries	2,800 00
Total	$76,033 34
Corresponding week, 1862	60,030 17
Increase	$16,003 17

The traffic of the Great Western Railroad for the week ending August 7, 1863, was as follows:

Passengers	$22,239 18
Freight and live stock	18,747 11
Mails and sundries	1,190 68
Total	$42,176 98
Corresponding week of 1862	45,099 74
Decrease	$2,922 76

The earnings of the Toledo and Wabash Railroad Company for the 1st week of August, 1863, were $23,246 21
Same week, 1862 36,055 46

Decrease $12,809 25

The earnings of the Chicago and Northwestern Railway for the 1st week in August, 1863, were $21,851 11
Do., 1862 16,573 29

Increase $5,277 82

The earnings of the Galena and Chicago Union Railroad for the 1st week of August, 1863, were:

Freight	$17,051 45
Passengers	10,302 44
Mails	1,300 00
Total	$28,653 89
Same week, 1862	23,827 14
Increase	$4,826 75

The earnings of the Chicago and Rock Island Railroad for the 2d week of August, 1863, were $31,090 00
Same week, 1862 23,959 00

Increase $7,131 00

The earnings of the Illinois Central railroad for the first 2 weeks in August, 1863, were $213,000 00
Same period, 1862 128,883 65

Increase $84,116 35

This large increase is due to the opening of the Mississippi.

The earnings of the Michigan Central Railroad for the 2d week of August, 1863, were $42,349 48
Same period, 1862 44,878 44

Decrease $2,528 96

The earnings of the Michigan Southern Railroad for the 2d week of August, 1863, were $47,787 85
Do., 1862 48,558 10

Decrease $770 35

The earnings of the Terre Haute and Alton R. R. for the 4th week of July, were $43,216 00
Same week, 1862 24,036 00

Increase $19,179 00

Foreign Dry-Goods Trade.

Imports at New York for the year ending June 30, 1863.

ENTERED FOR CONSUMPTION.

	1860-'1.	1861-'2.	1862-'3.
Manufs. of wool	$21,811,212	$14,481,247	$21,005,248
" cotton	7,613,005	4,434,852	5,951,521
" silk	22,080,682	6,075,477	10,944,736
" flax	8,944,214	3,789,191	7,705,165
Miscellan. dry-goods	4,806,586	1,374,001	2,814,713
Total ent'd for cons'n	$59,755,690	$30,148,668	$48,421,383

ENTERED FOR WAREHOUSING.

	1860-'1.	1861-'2.	1862-'3.
Manufs. of wool	$7,376,464	$3,570,921	$6,648,602
" cotton	6,444,136	1,590,128	2,623,387
" silk	5,746,806	2,064,555	2,467,514
" flax	2,679,161	545,590	2,307,415
Miscellan. dry-goods	1,308,079	226,858	594,736
Total warehouse entr.	$23,554,646	$8,007,052	$18,541,654

ENTERED FOR CONSUMPTION AND WAREHOUSING.

	1860-'1.	1861-'2.	1862-'3.
Manufs. of wool	$28,687,676	$18,052,168	$26,653,850
" cotton	14,057,141	6,033,980	8,474,908
" silk	27,827,488	8,139,982	18,412,250
" flax	6,623,375	4,328,781	10,012,580
Miscellan. dry-goods	6,114,665	1,600,859	8,400,449
Total imports	$83,310,345	$38,155,720	$61,963,037

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1860-'1.	1861-'2.	1862-'3.
Manufs. of wool	$5,589,542	$3,657,751	$3,776,048
" cotton	3,968,671	3,374,568	1,489,268
" silk	8,841,430	3,689,710	2,357,640
" flax	1,581,524	1,696,497	1,334,634
Miscellan. dry-goods	808,507	545,157	593,384
Total withdrawn from warehouse	$15,789,474	$14,965,683	$9,551,275
Add ent'd for consum.	59,755,699	30,148,668	48,421,383
Total thrown on the market	$75,545,173	$45,114,351	$57,972,658

Monthly Values of Imports.

	1860-'1.	1861-'2.	1862-'3.
July	$12,707,213	$1,476,887	$5,628,014
August	14,989,044	3,536,333	8,707,710
September	6,480,185	2,102,064	6,185,193
October	5,327,907	1,971,541	3,865,798
November	5,797,556	2,506,928	3,710,387
December	7,709,721	2,004,219	3,466,405
January	10,966,857	2,965,252	5,269,181
February	6,782,936	5,844,514	5,027,857
March	5,886,076	6,471,901	9,204,581
April	2,767,645	8,296,498	4,384,007
May	2,489,823	2,944,483	3,612,511
June	1,205,382	3,535,102	2,901,423
Total	$88,310,345	$38,155,720	$61,963,037

Yearly Values of Imports.

Years.	Value.	Years.	Value.
1851-'2	$57,221,062	1855-'6	$85,898,690
1852-'3	79,192,513	1856-'7	92,669,088
1853-'4	92,889,627	1857-'8	67,317,738
1854-'5	62,918,443	1858-'9	93,549,088
1859-'60	$107,843,205
1860-'61	83,610,345
1861-'62	38,155,720
1862-'63	61,963,037

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds / Coupon Bonds... } Under Act 31st December, 1848	8,908,842	6	1868	106
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	6	1868	102
Registered Bonds / Coupon Bonds... } Under Act 14th June, 1858	20,000,000	6	1865	105
Registered Bonds / Coupon Bonds... } Under Act 22d June, 1860	7,022,000	5	1874	96
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,028,600	5	1871	98½
Registered Bonds / Coupon Bonds... } Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	99
Treasury Bonds (coupon) / Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	139,998,000	6	1881	105½
Registered Bonds / Coupon Bonds... } Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	7.3	1864	106½
Treasury Notes—		7.3	1864	106½
Under Acts 28 June, '60, and 3 Feb. and 2 March, '61	2,750,350	6	1882	101½
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju & 5 Au.'61 & 17 Ma.'62 } convert, into 20s / y'r b'ds due '81	14,913,315	6	2 y'rs	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	Dem.	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	"	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	---	10 d's	----
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]		6	1 year	101½
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	115
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112
Georgia—Coupon Bonds	525,000	7	'62–'74	112
" — " "	2,073,750	6	'62–'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	105
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60–'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	99
" —War Fund Bonds of 1861	2,000,000	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " " "	2,054,298	2½	18...	65
" —Canal Preferred Certificates	4,079,500	5	18...	----
" — " " (special) Certificates	1,216,737	6	18...	----
" —Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68–'72	105
" — " " (banks)	600,000	5	18...	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,293,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	94
Maine—Coupon Bonds	669,000	6	'63–'77	112½
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	113
" — " " (sterling)	3,857,222	5	Var.	90
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61–'72	116½
" — " " of 1861 "	247,000	6	'63–'72	117
" —Union Fund Loan of 1861	2,217,500	5	'71–'76	121½
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41–'71	56
Missouri—Coupon Bonds	431,000	6	'63–'83	71
" — " "	100,000	6	1862	70½
" — " " (loans to Railroads)	2,800,000	6	'72–'86	87
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,830	6	'65–'71	103
New York—Certificates	----------	6	'61–'62	108
" — "	----------	6	'64–'65	108
" — " State Loan $6,756,654	----------	6	66–'66	112
" — " Railroad Loan 339,000	----------	6	'72–'75	121
" — " Canal Debt—(old) 9,739,025	----------	6	1874	115
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66–'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" —War Loan of 1861	----------	7	1864	108½
North Carolina—Coupon Bonds	9,129,555	7	1870	120
Ohio—Inscribed Certificates	4,095,309	6	18...	67½
" — " "	1,015,000	6	1881	109
" — " "	2,183,531	5	1865	102
" — " "	1,000,000	6	1870	108½
" — " "	2,400,000	6	1875	109½
" — " "	680,835	6	1886	106
" — " "	1,608,905	6	1868	----
" —War Loan (1861)	1,212,039	6	1860	105
Pennsylvania—Coupon Bonds / —Inscribed Certificates } (1st January, 1862	37,687,760	6	1863	----
" — " "	400,630	5	'61–'82	103½
" — " "	388,200	6	1879	110
" — " "	100,000	4½	'63–'82	----
" —War Loan (15 May, 1861)	2,612,150	4	1877	----
South Carolina—Inscribed Certificates	1,708,017	6	1871	----
" —Coupon Bonds (sterling)	484,444	6	'68–'90	----
" — " " (R. R.)	1,310,000	5	1868	----
Rhode Island—War Loan (1861)	100,000	6	1877	----
Tennessee—Coupon Bonds (banks)	1,125,000	5½	1863	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	5	Var.	----
" —War Loan (1861)	----------	6	Var.	66½
Vermont—Inscribed Certificates	175,000	6	1881	----
" —War Loan (1861)	----------	6	1871	106
Virginia—Inscribed Certificates	404,000	---	18...	----
" — " " (Sinking Fund)	13,264,642	5	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	Var.	----
" — " " (sterling)	1,865,000	6	'85–'03	92
Wisconsin—Inscribed Certificates	100,000	5	1892	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	6	Var.	----
City Loans.		5	'77–'86	----
Albany—Coupon Bonds, (municipal)	150,000	5	'64–'74	----
" — " "	285,000	6	'62–'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70–'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66–'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	100
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108½
" — " " (Bank Stock)	553,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	109
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	115
" —Coupon Bonds (Water)	6,228,787	5	Var.	115
Chicago—Coupon Bonds (Municipal)	860,000	6	18...	100
" — " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1884	114
" — " " (Water Works)	1,133,000	7	18...	103
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	----
" — " " " " "	2,140,000	5	1887	110
" —Public Education Stock	150,000	5	1873	118
" —Floating Debt Fund Stock	2,320,000	6	1878	109
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69–'83	109
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71–'75	100
" — " " (Municipal)	1,136,200	6	'61–'80	95
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	90
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1876	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	5	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,800,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75–'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	96½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	103
Delaware & Hudson: Coupon (S. F.) Bonds	1,800,000	7	'63 '65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1845	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	109
" " " Unsecured Bonds	2,773,726	6	'63–'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	108
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100½
" " " 2d " "	3,980,670	6	1882	82
" " Improvement " "	506,500	6	1876	67
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	65
" " Preferred Interest Bonds	227,569	6	1864	25
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	78
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	100
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	94
Preferred and Guarantied Railroad Stocks.				
Cafawissa, Preferred	2,000,000	---	------	24½
Chicago and Alton, Preferred	2,464,336	7	------	95
Elmira & Williamsport, Preferred	500,000	---	------	53
Erie Preferred	8,535,700	---	------	106½
Housatonic Preferred	1,180,000	8	------	74
Marietta & Cincinnati, 1st preferred	4 198,462	---	------	50
" " 2d "	3,123,914	---	------	26
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	119½
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	112
" " " 2d "	1,014,000	7	------	89½
New York & Harlem, Preferred	1,500,000	---	------	150
Philadelphia & Reading, Preferred	1,551,800	7	------	----
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	88
Toledo & Wabash, Preferred	926,200	---	------	85

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,209
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,567,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	76,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	122,255	144,995	166,603	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,201	28,066	24,326	28,526	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,256,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,230
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	526,608	414,764	4,651,049
1860	354,000	345,000	423,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,035,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,254	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,106	963,859	8,400,334
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208 863	195 934	123,907	89,244	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,256	241,326	172,700	122 309	1,721,966
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,870	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	141,251	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,063	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,932
1861	223,157	206,343	167,560	139,751	150,808	122,683	114,804	133,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,822	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,162	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,163	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	------	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,084	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025 142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,843	30 ,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	208,221	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	627,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	750,736	523,047	7,154,622
1861	489,065	420,793	627,051	389,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,765	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,175	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,256	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,425	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,885,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,773	180,429	248,031	270,080	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	349,903	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	536,100	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'65-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja Ap. Ju Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500.000	6	April & Oct.	Baltimore.	1885	105
" " " 1850.	700,000	6	J n. & July.	"	1880	101
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	103⅜
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110¼
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	100¼
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	109
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103⅜
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	764,000	6	"	New York.	1864	104
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	
" " $800,000	790,600	6	"	"	1870	104
" " $675,000	675,000	6	"	"	1875	104
" " $1,700,000	1,700,000	6	"	"	1883	104
" " $2,500,000	867,000	6	"	"	1889	103
Consolid. Mort. Loan $5,000,000			"	"		108
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65 '70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	103½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	116
" " " inconvertible	3,044,000	8	" "	" "	1883	115
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.		1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	53,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99¼
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	106
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	104
General 1st Mortgage	3,600,000	7	" "	" "	1885	90
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	100
2d Mortgage	2,000,000	6	" "	" "	1890	67
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	674,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244.200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,186,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	82
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,160	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	800,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	110
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	108½
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	107
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenn'ss.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Easton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,340,000	7	May & Nov.	" "	1875	104
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,250,000	7	Feb. & Aug.	"	1865	103
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	84
Land Security	5,000,000	7	April & Oct.	" "	1881	77
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	---
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	125
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	115
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	115½
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	---
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	---
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town).	809,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1831	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Musc'as :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	112
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	88
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	------	44½
3d Mortgage (whole road)	1,700,000	†			------	----
Farm Mortgage	1,087,700	†			------	----
Unsecured Bonds	1,785,000	†			------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,800	7	" "	" "	----	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & Jul.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	99
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1890	----
1st Mortgage	1,600,000	7				
Memphis, Clarksev. and Louisv. :						
State [Tenn.] Loan	610,000	6				
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	115
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	121
Mich. Southern and N'e Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	102
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,658,500	7	" "	" "	1877	104
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.	------	103
2d Mortgage	200,000	8	" "	" "	------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8			------	10
2d Mortgage	600,000	8			------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	105½
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		58
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	233,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July	"	1868	
Extension	110,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
New Jersey :						
Company's (various)	6'8,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	6	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central :						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	107
Funding (S. F.) Bonds	1,198,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov	" "	1883	102
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	102
Convertible Bonds	940,000	7	Feb. & Aug.	" "	1876	130
R. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	104½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1859	114
3d Mortgage	6,000,000	7	" "	" "	1883	113
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	108
5th Mortgage	1,781,500	7	June & Dec	" "	1888	107
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	111
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	101
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec	New York	1868	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	102
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99½
2d Mortgage	3,077,000	7†	" "	" "	1861	23½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	95
Chattel Mortgage	360,000	10	" "	"	1887	129
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	106½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	----	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	109
2d Mortgage	2,421,000	6	April & Oct.	"	1875	107
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	800,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	250,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106
" 1861, "	273,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	107
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	118
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	86
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	295,758	8	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	----	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	767,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	70½
2d Mortgage	937,500	7	" "	"	1863	17½
3d Mortgage	440,000	7	" "	"	1863	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----	----	1856	----
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	122,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	88
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	101
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	101
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	93
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	93
Interest Bonds	245,700	7	----	----	----	94
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	76
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	21½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	868,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	89½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's, endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,736	*	—	877,653	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30 3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,806	—	1,067,006	777,777	240,485	2,476,0 3	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	...	...	...	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	...	...	...	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104 594	.....	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2 037,500	211,574	4,443,884	122.4	229,08 8	301,402	126,918	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927 000	—	4,063,215	73.0	374,460	747,300	390,299	11[illegible]	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625.23	124.0	.....	284,485	70,1[illegible]	4	—
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	....	209,420	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	.....	—	.....
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,456	38,023	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	.....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,162	75,526	—	696,827	66 0	156,905	151,731	88,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,900,000	—	5,7[illegible],362	117.4	518 810	1,036,437	454,096	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,17[illegible]	393,664	158,927	—	90
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607.684	84.3	136,631	138.970	41 466	—	.....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418.036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879 468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123 345	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721,057	281.0	976,381	1,225,001	457,794	—	86
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	128½
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,095	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 053.054	448,503	—	37½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	109
10 Nov. '62	33.2	—	....	—	—	—	—	Fox River Valley	580.000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	824,605	6	107½
31 May, '62	174.5	5.5	14.3	—	20	21	472	Great Western	2,054,590	*	—	1,600,000	2,391,000	.....	.....	150.0	404,700	691,109	287,605	—	.....
31 Dec. '62	454.8	252.5	.....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,728	4	124½
— — —	—	—	—	61.5	...	...	...	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper.	by Chic. & R. Is.	125,000	.....	—	.....
— — —	—	—	—	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,859	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '62	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by Bur. & Quincy			—	.....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic. & R. Is.	.....	.....	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	.....	10,400,000	203.0	.....	1,117,603	568,020	—	66
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,166,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,745	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,367,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	85
31 Dec. '62	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	.....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	.....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	.....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	.....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,0[illegible]	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,058,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	.....
.. .. ..	—	—	—	438.0	...	...	...	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,606	11.2	.....	.....	.....	—	.....
.. .. '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	30
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,998	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. & Lex.	.....	—	.....
30 Jun. '62	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	596,723	52,300	—	514,573	130,000	—	746.068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	....	— }				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,665,859	65.1		179,351	62,421	2	66
30 Jun. '62	185.0	84.0	16.9	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	3,293,200	198,785	9,840,067	269 0	374,997	822,998	508,591	—	.....
.. .. '59	18.8	—	....	70.2	...	...	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. & Lex.	.....	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,865,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
1 Aug '60	53.7	—	....	135.3	...	...	.....	*Vicsburgh, Shreveport & Texas*	1,862,091	*	—	1,282,015	249,969	108,484	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	36.5	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,654	757,381	36.5	76,344	79,761	43,461	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,085	—	6
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	—	7,983,475	149.0	oper. by	Gd. Trk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,145	2,990,998	109.5	139,953	172,113	91,487	.....	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	.....	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,965	1,359,147	54.7	oper. by	An. & K.	70,566	.....	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	110
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	90
30 Sep. '60	30.0	—	.....	—	7	35	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	165.0	940,558	1,920,641	927,341	—	40
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	105
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	616,761	835,137	378,123	7	124
30 Nov. '62	47.0	7.0	32.5	—	25	40	20*	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	356,362	8	128
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,235,584	83.6	564,117	1,006,130	490,304	8	132
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	288,152	133,854	6	105½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30,000	4,766,000	89.0	452,168	636,629	315,734	—	102
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,7.0	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	880,580	254,146	6	113
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,926	64,100	5,846	289,772	28.4	33,739	38,588	4,619	6	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	.....	.....
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	568,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	117½
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newbury port	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.6	—	24	64	486	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,068	4,187,740	102.1	388,585	880,150	312,031	6	140½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,450	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	202,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243.503	226,900	464	471,17	oper. by B	and L'll	17,500	4	110	
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,287	39,226	—	259.885	150 000	1,456	531,715	11.5	22,218	64,425	20,484	—	15
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	oper. by Ho	usatonic.	31,409	7	.....	
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	28,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	oper. by T.	and B.	.....	.....	—	40
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	38½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10 122,764	1,096,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,504	6	146
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	77
								MICHIGAN.													
1 Jun '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,067,436	7.999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	117½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	108
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	27	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	43
30 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,456,420	196.7	507,040	679,956	227,898	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,236	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	oper. by Con	n. River	1,690	.....	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	282	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	44½
30 Nov. '62	53.5	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,524	298,056	104,643	—	44½
30 Nov. '62	25.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	84,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	61½
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	oper. by Con		25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	oper. by Eas	tern Ma	ss.	—	4	106
31 Jan '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	oper. by C'd		162,426	74,885	7	116
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	505,588	568,000	—	.....	52.7	.....	34,916	12,395	—	.....
30 Nov. '62	60.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	68
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	68.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,223	*	3,971,080	5,099,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	165
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,386	65,128	—	8
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,916,252	606,542	672 113	3,620,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774.341	10	177
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	32.8	512,349	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. .62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	oper. by Erie R. R.		55,400	8	.....	
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	oper. by Erie R. R.		26,500	5½	.....	
31 Dec. '62	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2,450.417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	—	—	25
31 Dec '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	111
31 Dec. 62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	591,893	212,500	31,743	821,984	—	82,963	90,122	46,328	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	----
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.	—	—	—	----
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,039	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	by Tioga.	—	44,100	—	----
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14 5	803,720	127,543	10,867	—	----
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,606	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	----
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	825,425	275,486	—	90
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	503,676	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	----
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	574,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	----
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	—	30,000	6	----
30 Sep. '62	446.0	19.0	290.0	—	228	101	3,279	Erie	39,985,792	*	—	19,973,200	19,831,500	480,605	40,285,305	633.0	4,582,369	7,863,978	2,993,542	—	118
30 Sep. '62	144.0	4.0	115.1	—	65	117	638	Hudson River	10,749,863	1,363,931	—	3,758,466	9,368,750	288,424	13,420,640	148.0	1,152,545	2,637,629	1,269,954	—	150
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2	42½
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,550	24,000,000	14,279,553	—	41,896,835	654.9	5,368,772	9,356,828	3,749,077	6	132
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	163
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60.000	6	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,755	—	----
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,750	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	90
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	—	—	----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	----
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,823	—	750,000	25,000	—	1,089,317	4.0	1,891,960	368,933	88,285	10	----
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	60,277	37,010	.....	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	----
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,929	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462 500	.....	oper. by	Vt. Co.	.....	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comp's.	—	----
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,987	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	0.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	----
-- -- '58	223.0	.....	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	----
-- -- '59	97.0	.....	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	----
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
-- -- '58	.....	.....	.....	.....	.....	.....	.....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	----
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	1,126	3,376,255	118.2	.....	541,150	234,920	—	25
1 Aug. '61	187.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	406,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	17
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,416	10	125
31 Dec. '60	30.0	—	.....	69.1	.....	.....	.....	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	----
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,038	1,724,917	1,033,037	20	156
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 309	228,651	—	89
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,.97	1,551,628	9 5,923	33½	185
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,966	94,329	8,251,648	203.5	.....	1,436,317	552,800	—	101½
31 May '63	109.3	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667.595	—	7,810,858	188.6	663,371	1,361,537	747,862	4	116½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,488	.....	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144.000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	216,565	541,249	1,490,800	282,900	—	2,076,962	oper	r. w. Lit.	Miami.	229,883	8	150
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,464,747	339,653	4,800	2,452,217	2,904,190	810,424	6,509,826	144.0	414,779	663,705	427,072	—	----
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	3,665	—	----
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	----
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	----
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,600	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	----
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,866	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	----
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544.178	492,979	442,283	2,981,26	1,400,000	—	4,879,806	135.0	846,782	1,632,488	689,649	8	135
1 Feb. '63	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84.133	9,874 894	226.6	31 mos.	1,179,202	328,974	—	----
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	820,832	119,032	—	1½
31 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	----
30 Jun. '62	163.9	62.0	.....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,896	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	40',462	438,155	107,033	—	----
31 Dec. '62	116.0	9.0	.....	—	10	10	23	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,513,800	105,610	2,608,237	126.0	214,304	259,395	82 988	—	----
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper	r. by C.,	C. & C.	.....	—	----
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	----
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,647,168	*	14,038	2,335,550	6,211,618	195,500	8,785,373	250.0	1,614,932	1,938,202	950,462	—	81½
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	.....	—	.....	.....	.....	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	----
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	72
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	8
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	1 5, 27	8	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,929,000	637,114	10,862,314	202.0	1,107,638	1,505,362	7 3 463	6	170
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	1 3,383	98,654	—	----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	36
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	224,530	33,826	10	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	65
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	----
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	199,044	164,134	—	22½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205.000	2,662,833	80.0	242,400	307,389	1e9,056	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	36 .230	822,927	460,516	8	78
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	126,316	68,801	—	67½
31 Oct. '62	24.5	105.6	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	8½	64½
30 Nov. '62	55.6	13.2	8.8	—	18	26	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447 780	66.4	263 334	397,186	218,960	—	19½
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,308,347	3,582,304	—	13,274.100	9,527.400	—	28,324,213	441.4	.....	10,304,291	4,872,218	8	64½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,862,696	24.0	229,938	262,333	129,742	6	61½
31 Oct. '62	190.0	—	10.5	96.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,881,000	157,739	12,129,857	190.0	213,574	413,472	180,909	—	27½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036.100	94,466	25,528,164	355.0	2,088,166	3,911,830	2,095,775	—	62
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	218,000	575,000	175,000	990,000	31.0	58,218	67,416	20,361	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (--) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	—
31 Oct. '62	95.9	—	34.8	—	87	110	630	Phila., Wilmington and Balt.	6.9 9 924	744,425	351,129	5,820,500	2,579,000	—	9,508,496	200.5	582,615	2,250,862	1,080,995	9	69
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036.181	109,202	—	1.763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50.379	—	—
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,355	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,*95	—	90½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	—	oper. by	Ph. & R	eading.	5	—
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	—	—	57,928	159,534	99.060	40	—
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	66,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,451	953,208	8,000	1,644,639	26.4	106,800	141,101	79,544	—	.4
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	302,600	311,370	140.707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	4.7,. 17	8,500	—	.....	13.6	23,954	25,594	6,739	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801.615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	—
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	—
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	69	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.	.....	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,306,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,635,096	873,507	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	315,518	.....	59.4	69,870	177,256	60,029	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,998	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859.	.....	—	----	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.	46.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all united by State*).													
— — '58	32.0	—	----	158.0	---	---	----	Buffalo Bayou, Braz.& Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110 0	---	---	----	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '59	28.0	—	----	756 0	---	---	----	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 May, '62	30.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	300,000	1,608	.....	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,923	61,280	—	—
31 Aug. '62	62.5	....	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713 418	191,466	—	—
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	.....	4	153
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	—
30 Jun '62	50.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	83,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,999,861	775,500	118,789	.....	113.7	703,084	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	....	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	9½
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,906	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,054,054	163,763	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	....	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,238,271	214.9	480,193	740,489	347,957	—	—
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '60	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,850,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,252	7,978,841	234.4	.....	1,163,784	414,741	—	90½
— — '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750.000	188,000	—	11,938.000	16.10	.....	236,798	67,652	—	—
31 Dec. ' 2	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	—
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	—
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	2,196,810	533.990	—	—
31 July, 62	229.0	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	28,104,725	357.0	.....	1,221,145	586,885	1½	—
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	—
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	—
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	.....	.....	.....	.....	750,000	.....	.....	25.0	.....	100,000	19,575	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12 0	—	14	18	271	European & North American	4,569,416	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July,'63	60.0	—	----	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,729,232	60 0	.....	132,555	86,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.3	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.1	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	2,375,000	—	10,768,723	48.7	— —	1,743,294	1,018,444	12	160

New York Stock Exchange.

Actual Sale Prices for the week ending August 19.

	Th.13.	F.14.	Sat.15.	M.17	Tu.18	W.19.
American Coal Co.	----	70	68½	70½	70	
Buffalo & State Line	----	----	----	----	----	
Buff., N.Y. & Erie 1 M.	109	----	----	----	----	
California 7s	----	----	----	115	115	
Canton Co.	30½	31½	32½	32½	31½	31½
Central Amer. Transit.	33	----	33	32	33	35
Chicago & Alton	79	81	82	84	86	86
" " pref.	----	----	97	94	95	95
" " 1 M.	----	104	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	117½	120	121	122	126½	126
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	32½	36	36½	38½	37½	37½
" " 1st M.	88	----	89½	----	90	----
" " 2d M.	62	----	----	65	67½	67
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G.B. Ext.	----	----	----	----	----	----
Chicago & Rock Isl.	104	106	107½	109	110	109
" "1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	155
Clev. and Pittsburg	93½	96	96	100½	102½	101½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	100	100	----	----
" " 4 M.	82	82	----	----	82	----
Clev. and Toledo	114	115	115½	116	116	116½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	26½	29½	29½	30½	29½	28½
Del. & Hudson Canal	----	----	155	----	----	160
Del., Lack. & West.	----	----	----	----	----	----
" "1M. 8 p.c. '71-6	----	----	----	----	----	----
" "2M. 8 p.c. '81	----	----	----	----	----	----
Erie	103½	105	106	110	116	118
" pref.	103	104	103½	105½	107½	106½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	112	112½	112½	----	113	----
" 4 M. 7 p.c. '80	108½	----	108	----	108	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	101½	106	106½	107	107	107½
" 1M. 7p.c. '63	----	----	----	----	----	----
" 2M. 7p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	----	----	----
Hudson River	146	149	148	150	----	150
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7p.c. '75	122	----	----	----	123½	125
" conv. bonds	----	----	----	----	----	----
Illinois War Loan	----	----	99	----	----	----
Illinois Centr. (scrip)	118	120	121	124	124	124½
" bonds	----	----	----	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
La Crosse & Mil. L.G.	44½	----	----	----	----	----
Louisiana 6s	64	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Michigan Central	113½	114	115½	118	116½	117½
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	100½	108½	108	113	109½	108
" " guar'd.	116	120	119	120	118	119½
" " 1M. S.F.	----	----	----	108½	109	109
" " 2 M.	----	----	----	----	103½	104
Mil. and P. du Chien	87	87	89x	90	89½	90½
" " 1st pref.	----	110	----	----	112	----
" " 2d pref.	----	85	89½	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota 6s	----	----	----	----	----	----
Minnesota Mining Co.	----	----	90	----	90	92
Missouri 6s	70½	70½	----	70½	71	71
" 1ss. to H. & St. J. R.	----	----	----	----	----	----
N. J. Central 1st M.	108	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	124	126½	127	132½	133	132
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	130	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
N. York & Harlem	147	148½	162	174	167	163
" "pref."	132	----	150	150	----	150
" "1M. 7p.c. '73	----	----	----	----	----	----
" "2M. 7p.c. '64	----	----	----	----	101	----
" "3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	68	----
Norwich & Worcester	----	----	90	----	----	----
Ohio 6s, 1886	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	233x	235	235	235	234
Panama	----	----	190	----	190	189
Penn'a Coal Co.	----	----	----	----	135	----
Phila. and Reading	114	117	116½	118	119	123½
Pitts. Ft. W. & Chicago	73½	76	81½	93	93	90½
" " " 1M.	----	----	106	----	----	----
" " " 2M.	----	101½	102	102	----	102
" " " 3M.	----	----	82	----	85	86
Quicksilver Mining Co	46	48½	49½	50½	48	47½
St. L., Alton & T. H.	57	63	64	67	67	66
" " pref.	83	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	92	91½	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	88
Tennessee 6s, 1890	66	65	65½	65½	65½	----
Toledo & Wabash	----	----	77	80	85	81½
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	103
" " 2M.	----	94	----	----	94½	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	61	64	62

New York Stock Exchange.

Actual Sale Prices for the week ending August 19.

	Th.13.	F.14	Sat.15.	M.17.	Tu.18.	W.19.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	----	----	----	----	----	----
U. S. 5s, 1871, coup.	99	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	95	----	----
U. S. 5s, 1874, coup.	97	96½	----	96½	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	104½	105½	----	105½	----
U. S. 6s, 1881, cou.	106½	106½	106½	106½	106½	106½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	101½	101½	----	----	----	----
U. S. 6s, " new	99½	99½	99½	99½	99½	99½
U. S. 6s, 5-20s, coupon	----	----	----	----	----	----
Treasury 7 3-10 Notes	106½	106½	106½	106½	106½	----
U. S. Demand Notes	----	----	----	----	----	----
American Gold	126½	125½	125½	125½	125½	124½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending August 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	8	8
" preferred	----	----	----	24	24½	24½
Camden & Amboy	165	165	165	165	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	104	----	----	----
" " 6s, '83	----	----	----	102	----	102½
" " 6s, '89	103	----	----	----	----	103
Ches. & Del. Canal 6s '86	----	----	96½	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mseport	----	----	----	----	----	----
" " pref.	53	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	59	----	----	----	----	----
" " 6s	100	----	100	----	----	----
" " scrip	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	47½	----	----	47½	----	----
" " 7s	----	----	----	----	----	----
Long Island	39½	40	----	----	40½	43½
" 6s	----	----	----	----	----	----
Minehill	----	----	----	62½	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	17½	18½	20½	19½	19½	19½
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	64½	64½	----	64½	----	64½
" 1st m.	----	----	109	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	101	101	101	----	101	100
" " 5s, coupon	103½	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	----	----	102	102½	----
" " new	107	106½	----	----	106½	106½
Philad., Germ. & Nor.	----	----	----	----	----	61½
Phila. & Reading	58	57	57½	59	59½	59½
" " 6s, '86	116	----	117	----	118	118
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	25	24½	25	----	26	27½
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	24½	24½	24½	----	27½	24½
" " 6s '82	----	----	----	82	82	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	14½	15	15	15½
" " 6s '78	----	----	----	----	65	65
" " scrip	----	----	----	----	----	----
Union Canal, pref.	4	4	4	4	----	4½
" " 6s '83	24	----	----	----	24½	25
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Canal	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	44	44	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	78	----	78½
Spruce & Pine, "	----	15½	----	15½	15½	15½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending August 17.

	Tu.11.	W.12.	Th.13.	F.14.	Sat.15.	M.17.
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	110	----	----	----	----	----
Balt. and Ohio	----	----	----	87	87½	87½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending August 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	123½	123½	----	124	
Boston and Providence	----	----	----	----	----	
Boston and Worcest	----	----	----	----	131	132
Cheshire, pref.	44½	44½	44½	----	44½	44½
Concord	61½	----	61½	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	105½	105½	106	----	105½	
Eastern, N. H.	106	----	----	----	----	
Fitchburg	----	112½	----	113	----	
Manchester & Lawr'ce	----	----	----	----	----	116½
Michigan Central	----	----	----	117	----	
Northern, N. H.	68½	----	68	----	----	----
Old Colony and Fall R.	----	140½	----	----	140	140½
Ph., Wil. & Baltimore	66	66½	67½	67½	68	69
Portl'd, Saco & Ports.	----	110	----	----	110	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	36½	36½	36½	37½	38½	38½
Western	----	----	----	146	----	
Broadway (Horse)	----	65	65½	----	65½	65½
Cambridge "	----	125	----	125	----	----
Metropolitan "	----	----	----	----	78	79
Middlesex "	107½	----	----	----	----	
Central Copper Co.	50	----	----	----	49½	49
Franklin Copper Co.	55	55	51½x	52½	53	53½
Isle Royale "	----	20	20½	19	----	21
National "	----	----	----	30	30½	----
Minnesota "	----	----	----	----	----	----
Pewabic "	61½	61½	61	61½	61½	61½
Pittsburg "	----	----	----	----	----	75
Quincy "	64½	----	----	84	----	----
Rockland "	18	----	17½	16½	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 5th August:

Maryland 6s	72	to	73
United States 5s, 1874	65	"	67
Virginia State 5s	48	"	50
Do. 6 per cent.	42½	"	43½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	71	"	73
Do., Pennsylvania do. do.	71	"	72
Erie shares, $100 (all paid)	69	"	70
Do., 7s, preference	68	"	70
Do., 7s, 1st mort., 1867	73	"	78
Do., 7s, 2d mort., 1859	76	"	80
Do., 7s 3d mort., 1883	74	"	76
Do., 7s, 4th mort. x. c.	70	"	75
Do., 7s, 5th mort.	68	"	72
Illinois Central 6s, 1875	81	"	82
Illinois Central 7s, 1875	78	"	80
Do. do. $100 shares, $90 paid, dis.	20	"	19
Do. do. $100 shares, all paid	71	"	72
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	75	"	80
Do. do. S. F. 1st mort., do., '52. x. c.	80	"	84
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	70	"	75
Do. do. 7s, 1864	65	"	68
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	77	"	79
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	73	"	76
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, August 22, 1863.

Schenectady and Catskill Railroad.

Books of subscription to the capital stock of the Schenectady and Catskill railroad are now open at the office of H. G. Stebbins and Sons, No. 46 Exchange Place, N. Y.

Stock Exchange and Money Market.

The predominant features of the Money Market and Stock Exchange since our last issue, are a plethoric supply of money and a great rise in railway shares. It is well understood that fortunes have been made rapidly in Wall street the last few months, but those who have lost as largely, keep their misfortunes to themselves. We have heard of one instance which we dare say is a sample of a majority of cases, where a gentleman from Long Island ventured into the street, and upon a hypothesis of his own, made $75,000 in a few weeks and realized it. But he then thought the tables would turn, and he could safely reverse

his system of speculating. He proceeded accordingly, and in a very short time lost the whole of his $75,000, and attends to his former business with a pleasure he did not find in Wall or William street.

Money has been obtained as at low a rate as 4½ to 5 per cent., but this is on first class commercial paper; few good borrowers pay over 5 per cent., and the general opinion is, that a much higher rate cannot be obtained while the war continues. Gold is down to about 124 and a fraction, being no longer a favorite as a basis of speculation. In fact it is in some disfavor just now, and even the Government has returned its loans in that commodity, and receives enough on its own account to meet its engagements of interest.

The excitement in the stock market has almost rivalled that of May last. Buyers seemed perfectly infatuated. Erie on Wednesday after a slight decline mounted up to 118¾ and seems destined to go higher, since its friends assert that its profits are now fully 18 per cent. net, and dividends are certain to continue. Central improved, and Harlem has been moving in a curve, from 167 to 158, then up to 170, and then down again to 158. To understand all these deviations from a straight and permanent line of value, requires the skill of the best engineers in the street, and a base of capital to the extent of millions. No small operators can venture in Harlem except under the penalty of being swallowed up by the Leviathans.

Similar advances though not on so large a scale took place in Galena, Rock Island, Chicago and Alton, Illinois Central, Fort Wayne and others, the quotations of which will be found in our appropriate columns.

Exchange drooped, and stands at about 38 sterling, and 4.10 for francs. Sellers are waiting for definitive news from Charleston to know whether it is to fall still further or not.

The subscriptions to the 5-20's are not as large as they were, falling off on Tuesday to $400,000 for that day, and as this may continue, it is announced, with what authority we do not know, that a new issue of legal tender notes, bearing a small interest, which, while it will not impair their circulation, will yet induce their gradual withdrawal from the general volume of the currency, instead of inflating it as has been feared. Beyond all question we have had but little inflation as yet, notwithstanding the predictions of the bullionists. In the JOURNAL of last week, we published the proofs of this fact in the extracts we made from the admirable pamphlet of Dr. Elder, which by-the-by, should be reprinted and sent to all the leading bankers in Europe. The *Journal of Commerce*, a very conservative paper, and in the interest of the hard-money theorists, has recently published a statement of the prices of certain articles of domestic produce on the 1st of August for the last five years, and it fully bears out the assertion which we have again and again made in these our articles, that a paper money inflation of prices had not yet occurred, at least in the loyal States. The tariff and the taxes on manufactures, and on trading licenses has put up prices on those articles which come within the scope of the internal revenue laws, or were subjects of importation, but in articles where production was unshackled, the rise is absolutely nothing. This will appear from the following table:

PRICES OF	1859.	1860.	1861.	1862.	1863.
BREADSTUFFS –					
Flour, stand, sup. bbl.	$4 90	$5 10	$4 05	$4 90	$4 37
Wheat, wh. west, bush.	1 15	1 35	1 20	1 44	1 40
Wheat, red west, "	1 00	1 25	1 12	1 31	1 25
Wheat, Chic spg. "	75	1 17	87	1 15	1 10
Wheat, Mil. club, "	85	1 23	95	1 20	1 15
Rye, "	77	88½	47	82	90
Corn, mixed west, "	80	62	45	54	66
Cotton, m. upd., lb.	12½	10¾	16	48½	64
NAVAL STORES –					
Spirits turp., gallon	45½	38	81	2 00	3 00
Rosin, com. bbl.	1 75	1 45	3 94	13 50	28 00
PROVISIONS –					
Pork, mess, bbl.	15 25	19 12½	16 00	11 12½	12 75
Pork, prime, bbl.	10 87½	14 25	10 75	9 50	10 75
Beef, rpkd. west, bbl.	12 00	10 00	9 75	13 00	13 25
Butter, state, lb.	18	18	11	16	18
Chee-e, state, lb	8	10	6	8½	10
Lard, prime, lb.	10¼	13¾	9	9½	11
Rice, per 100 lb	4 00	4 62½	5 75	7 00	8 75
Sugar, fair refined, lb.	6½	6¾	5¾	8½	93
Wool, med. fleece, lb.	45	46	35	50	66
Whiskey, gallon	25½	21	16¾	31	45

Real estate has not advanced but rather fallen in price, and this is in direct contradiction of what was observed in the Confederate states, where houses and lands brought enormous prices in confederate money. We have therefore a demonstration of the problem, whether we have issued more paper than could flow easily into and out of the channels of business, and find we have not done so as yet. On the contrary the well known enterprise and industry of our people have been stimulated by this new capital placed in their hands, and the actual producing power of the country is increasing at a rate which defies computation. As soon to as this war is over, the restored markets of the South and South West will call for all our surplus products to the extent of hundreds of millions of dollars, which cannot be obtained so cheaply from any other quarter of the world. We are not likely to lose a dollar by over production. Our foreign trade continues satisfactory and its diminution, form previous years ascertained at the Treasury is not more than 10 per cent. if that, than it was before the rebellion broke out and Cotton was King. Our domestic exports actually far exceeded in the past year fifty-two millions, nearly double those of the previous year, *and paper money has done this*, for which we have received full value.

Numerous Banks are going into operation on the plan of Mr. Chase, and we do not see how they can avoid taking away the business of the other banks in a large degree. Their currency will pass where that of the local Banks will not; local discounts on bills will be avoided entirely, and we shall have what we never before had, a uniform currency. This is one of the greatest blessings of a good Government, and we are about to obtain it by the force of necessity rather than the wisdom of financiers.

Foreign affairs just now wear a favorable aspect for us. It would seem that Russia repels all intervention, and while willing to modify her institutions to favor Poland, will not treat on any basis of National independence. However, our sympathies may lean towards the Poles, for the sake of Kosciusko and Pulaski, who served in our revolutionary armies, we must not forget that they are not asking for a republic, but only that their own kings and nobles may rule them, and this is a question we are in no way called on to take sides in. A war in Europe is highly probable, which cuts the Gordian knot for us, and insures the good behavior of both France and England towards the United States.

We then look forward hopefully to our future and believe that we shall again be a united people, and nowhere find better friends of the country and its time honored institutions, than in the Southern States, where a majority of the people always opposed the rebellion, and were dragged into it by the fear of death and the loss of their possessions; by a cabal who fenced in their authority by violence and men in arms.

The Salem and Lowell Railroad Company have declared a dividend of 75 cents per share, payable on demand.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central New Jersey, 165; Rome and Watertown, 90; Illinois Central full stock, 111@115; do., cancelled bonds scrip, 100@103; Miss. and Mo., 30; do., L. G. bonds, 58; Ohio and Miss. certificates, 34.

Philadelphia.—City 6s, 1884, 102½; do., 1874, 103; do., 1888, 103¼; do., 1892, 103¾; Camden and Atlantic pref., 20@19½; Morris Canal 2d mort., 104; Wyoming Canal bonds, 94. The latest quotations are: City 6s int. off, 102½@103¼; do., new, do., 106¼@106½; State 5s, 100@100½; Reading, 59⅝@59¾; do., 6s, 1843–'80, 107; do., 1870, 106; do., 1886, 118@118½; Camden and Amboy, 164@165; Pennsylvania R. R. div. off, 64@64½; do., 1st mort., 107½@109½; do., 2d mort., 106@107; Little Schuylkill R. R., 46@47½; Morris Canal, 68@68¼; do., pref., 130@134; Susquehanna Canal, 15@15½; do., 6s, 65½@66; Sch. Nav., 12@12¾; do., pref., 24@24¾; do., 6s, 1882, 81½@82; Union Canal bonds, 24¾@25; Delaware Div. Canal, 42½@43; do., bonds, 103; Elmira and Williamsport, 35@36; do., pref., 53@54; do,. 7s, 1873, 109; Beaver Meadow, 72@74; Harrisburg, 65; Long Island R. R., 43@43¼; do., bonds, 101@102; Lehigh Coal and Navigation, 57½@59; do., scrip, 44@45; North Pennsylvania, 19½@19⅝; do., 6s, 94@95; do., 10s, 116@120; Philadelphia and Erie, 27¼@27½; do., 6s, 104½@105; Minehill, 62¾; Catawissa, 8½; do., pref., 24@25; Lehigh Valley, 77@78; do., bonds, 106@112; Frankfort and Southwark (horse,) 56; Second and Third, 78@79; Race and Vine, 10@10½; West Philadelphia, 65@67; Spruce and Pine, 15⅝@16¼; Green and Coates, 45@47; Chestnut and Walnut, 54; Arch, 22@23; Thirteenth and Fifteenth, 28; Seventeenth and Nineteenth, 12; Girard College, 22; Tenth and Eleventh, 41½@42; Philadelphia, Germantown and Norristown, 61.

Boston.—Northern (Ogdensburg) 80c.@40c.; do., 1st mort., 99½; do., 2d mort., 23½; Rutland and Burlington 1st mort., 70½; do., 2d mort., 17¾; do., 3d mort., 4@5; Vermont Central, 50c.@62½c.; do., 2d mort., 20@21¼; South Shore, 13½; do., 6s, 99; Mad River and Lake Erie R. R., 7s, 1875, 30; Malden and Melrose, 27¼; Chelsea, horse, 53; Portland City 6s, 106½; Boston 5s, 1882, 114¾; do., 1885, 113¾; St. Louis 6s, 1880, 90; do., 1882, 93¼: Augusta 6s, 1870, 105; Bath 6s, 1891, 104¾; Chicago 7s, sewerage, 114; Massachusetts 6s, 1872, 116¼; do., 1875, 117; Maine 6s, 1880, 108¼@109; do., 1883, 108¾; Vermont 6s, 1871, 106; Acton Mining Co., 4⅝; Bay State, 8¼; Copper Falls, 13¾; Hancock, 13½; Huron, 21½; Mesnard, 13¼; Petherick, 5½; Phœnix, 21; Pontiac, 7; Star, 5; Toltec, 2⅝; Winthrop, 8¾; North Western, 8; Ottawa, 23c.; Albany and Boston, 11¼; Colum-

bian, 5; South Side, 3½; Excelsior gold, 6½; Flint Steel, 5; Dana, 50c.; National, 30½; Superior, 8; Black River, 42½c.; Wickam, 62½.

Baltimore.—Baltimore City Passenger R. R., 18½; Springfield Mining Co., 2.45; Santa Clara Mining Co., 7⅜. The latest quotations are: Balt. and Ohio, 88¾@88⅞; do., 6s, 1867, 101; do., 1875, 101; do., 1875, 101@102; do., 1880, 101; do., 1885, 105; Northern Central, 40½; do., bonds, 1885, 101¼@102; N. W. Va., 9½@11½; do., 1st mort., 103@104; do., 2d mort., 101; do., 3d mort., 95@100; do,, 4th mort., 25@30; Central Ohio 2d mort., 103½; do., 4th mort., 37@40; do., income 1857 –'60, 20@30; Western Md., bonds, 82½; do., guar., 103; Maryland 6s, coupon, 1870, 112; do., Ins., 112@113¼; do., 1890, 115; Baltimore 6s, 1875, 110; do., 1886, 109; do., 1890, new, 109¾@110; do., coupon, 110; do., 5s, 1838–'70,90.

Important to Contractors.

The Board of Public Works of Chicago invite Proposals, until the 9th of September, next, for the construction of a brick tunnel under Lake Michigan, two miles in length, from the present Pumping Works in that city, to extend under the bed of the lake, for the purpose of obtaining pure and wholesome water. It is found that this bed is suitable for the work, as it consists of stiff blue clay, which greatly favors the contractors. We hope that this JOURNAL, by calling the attention of its readers to the subject, will be the means of securing prompt and satisfactory proposals from some of the eminent engineers, who habitually peruse our columns.

Finances of Connecticut.

The payment into the Treasury of the State of Connecticut from all sources during the past six months have been for January, $1,762,360 21; February, $508,917; March, $381,041 56; April, $545,155 39; May, $53,353 21; June, $99,855 03; July, $1,905,173 58; making the total receipts, $5,255,855 98 during the first half of the present year, with a balance of cash in hand to the amount of $391,248 60. The total amount of the indebtedness of the State on the 1st of August, 1863, consists in the issue of the State bonds to the amount of $4,000,000. From this is to be deducted, bonds of the United States, in possession, $378,000; adjusted claims against the United States, $1,234,000; unadjusted claims against the government, $240,000; leaving a net indebtedness of only $148,000.

American Improvements Adopted on a French Railway.

It is rather a singular circumstance, that the American car has not been generally used on the European railways. From the following it appears, that the Eastern Railway in France has at last adopted our system in part at least.

"A trial is being made on the Eastern Railway, France, of some new carriages, which will, it is expected, remedy many inconveniences long complained of. A passage in the centre, communicating from one compartment to another, enables the railway officials to see what is going on in the course of the journey, and allows the passengers to freely move about from one end of the carriage to the other. A platform or balcony for smokers is placed at one end. Ventilators are also fixed, which can be opened or shut at pleasure, so as to give a supply of fresh air. The new plan appears to present the following advantages:—security, facilities for smoking without annoyance to any one, and exemption from danger of fire, as the carriage is constructed of sheet iron."

Valuation of Newburyport.

The whole valuation of real estate is $3,048,700; personal property, $3,395,000; total valuation, $6,443,700; being $224,250 more than in 1862, and $154,400 less than in 1861. The tax to be raised this year is $94,913 40, assessed upon 2348 polls, is 114 less than the number last year, and 82 less than the year preceding. The ratio of tax is $14 on $1000.

The London Quarterlies.

We have received from Leonard Scott & Co., 38 Walker street the Edinburgh and Westminster for July.

We always find in these reviews something relevant to the subjects which engage the attention of the AMERICAN RAILROAD JOURNAL, and so we can recommend to our Architect subscribers the excellent article on "the modern styles of Architecture" which is to be found in this number of the Edinburgh.

Oil Creek Railroad.

The Ravenna *Democrat* says that upon the 1st of August Benjamin J. Wells, of Ravenna, retired from the position of Assistant Superintendent of the A. & G. W. R. R. to assume the position and duties of Superintendent of the Oil Creek Railroad, running from Corry, on the A. & G. W. R. R., to Titusville, 28 miles. Dr. W. S. Streator, of East Cleveland, is the principle owner of the road, and Mr. Wells was the early master-spirit of the enterprise. For its length, this road is doing a greater business than any road in the United States, and its revenue is almost fabulous. The road is to be extended ten miles further during the season, and will thus form an outlet for all the great oil wells of Pennsylvania.

☞ A new and improved turntable, the patent of Wm. Sellers & Co., Philadelphia, is being placed in the engine house of the Western Railroad Co., at Springfield. It will be so adjusted in the centre that it will be easy for one man to turn an engine about by merely pushing one end of it.

☞ The Rockville Branch railroad, extending from Kenon, on the Hartford and Providence railroad, to Rockville, was completed on the 10th inst. The road is 4½ miles long. It was built by M. H. Griffin of Middletown, and M. A. Clyde of Springfield. Its cost was about $145,000. Mr. Allyn Hammond is President, and Mr. E. P. Preston, Secretary.

☞ The Troy *Post* says that the travel on the New York Central Railroad is immense—indeed it was never so great before. The passengers include all classes. While the business travel is large, the pleasure travel is even larger.

☞ The President of the St. Paul and Pacific Railroad Company has purchased, in England, 45,000 tons of iron, 15,000 of which have arrived in New York, and the remainder is in transit. A new locomotive is *en route* from Philadelphia, and nothing now but low water will prevent the completion of that railroad by January next, over eighty miles north of St. Paul.

☞ The several railroad companies constituting the line between Washington and New York, are engaged in the redemption of their promises made last winter, for the construction of a double track along the entire line. The double track between Trenton and New York will soon be completed, and a large force is at work between Trenton and Philadelphia. From the latter city, southward, the track is complete to Newark, and will be speedily finished between Baltimore and Washington. Work is progressing upon the bridge across the Susquehanna, and there is a prospect that a double track road, without any change of cars, will soon be provided between Washington and New York.

Erie and Ontario Railway.

The corporation of the town of Niagara sold the plant and rolling stock of the Erie and Ontario Railway to Mr. W. A. Thomson yesterday. The necessary papers were handed over, and the first instalment paid; it is intended, at the ensuing session of Parliament, to apply for the necessary legislation for the construction of the proposed works, from Niagara to Fort Erie. It is contemplated that the entire works will be completed by the first of October next. Everything will be done to make this road one of the best on the continent.—*Toronto Globe, August 11th.*

☞ The Chicago *Tribune* says: "We learn that the English friends of James Robb, President of the Chicago and Alton Railroad Company last night presented him with an elegant service of gold plate, manufactured in London, and brought across the Atlantic by a special committee of English gentlemen. Some idea of the value of the service can be gained from the fact that the amount paid for duties alone exceeds $1,100. It is in every respect an elegant present, and most worthily bestowed."

The White Mountains.

Those who contemplate visiting Lake Winnipisseogee and the mountains will do well to take the route laid out by Mr. Prescott of the Eastern Railroad. A train leaves this city daily, Sundays excepted, at 12.15 P. M., for Alton Bay, where it connects with the steamer Dover for Wolfborough and Centre Harbor, and at those places with stages for the mountains. This route traverses the entire length of the lake, thus relieving the traveler by a pleasant trip on the boat, after his journey on the cars. There is no change of cars between Boston and the lake, and baggage is checked through to Wolfborough and Centre Harbor. The superintendent of the Eastern road is energetic and efficient in his measures for the comfort and safety of the patrons of the road, and by his unfailing courtesy adds much to its popularity.—*Boston Commercial Bulletin.*

☞ The Adrian *Watchtower* says that Col. Robt. E. Ricker is spoken of as the new Superintendent of the Michigan Southern Railroad. Col. Ricker is the engineer who constructed the Detroit, Monroe and Toledo Branch road, and is now Superintendent of the Terre Haute and Richmond railroad.

Wire for Pacific Telegraph.

We understand that 1,200 miles of telegraph wire, for the projected line across the continent, will be brought to this country during the season of the navigation. Another portion will go round by the Isthmus, to commence from the Pacific side. We believe it is intended to have stations every 30 miles. We have no doubt this line will soon be a *fait accompli*, and telegraphic communication with China be by way of Canada and the Red River.—*Montreal Gazette.*

Public Debt of Russia.

The Russian public debt bearing interest amounted, on the first of January, 1863, to 975,734,691 roubles. The interest, sinking fund, agio and banking expenses will, during the current year, absorb 57,487,218 roubles, against 54,296,188 in 1862. The Russian debt bearing interest is as follows: 95,577,000 Dutch florins, 30,590,000 pounds sterling and 751,700,000 roubles.

The latter amount includes 138,000,000 of Treasury bonds, bearing interest at 4 32-100 per cent.; 38,640,000 roubles from the bank at 4 per cent., and 149,431,822 roubles from the bank at 5 per cent. interest. The remainder consists of different loans. To the 975,734,691 roubles bearing interest must be added a floating debt of 699,600,822 paper roubles, a sort of assignat, circulating without interest.

Railroad Bridges.

Messrs. Quigley and Burton, Philadelphia, have just completed an iron bridge, on the Lehigh Valley, Railroad, below this place, of the Murphy patent. The bridge consists of four spans, three of which are of 115 feet span, and one of 141 feet, and arranged for a double track. It is proportioned to carry 3,000 pounds per lineal foot per track. This bridge replaces the one carried away by the freshet last year. The same firm are also building a bridge at the Turnhole, about three miles above Mauch Chunk, of the same design. It consists of two spans of 127 feet each. It will be completed in a short time, and will replace the famous iron bridge constructed some six years ago by this company, and which was carried away by the freshet of 1862.—*Carbon Democrat.*

The Commerce and Commercial Policy of Brazil.

A special meeting of the government of the Board of Trade of Boston was held at their rooms in the Merchant's Exchange Building on the 31st inst., to hear a statement from Rev. James C. Fletcher, the eminent South American traveler, relative to the Commerce and present Commercial Policy of Brazil. Charles G. Noyes, Esq., one of the Vice Presidents of the Board of Trade, occupied the chair. By invitation of the chairman, Hon. Archibald Foster, Brazilian Counsel, occupied a seat upon the platform. Mr. Fletcher was introduced shortly after the meeting opened, and gave a very interesting address, of which the following is an epitome:

Mr. Fletcher remarked that he was more accustomed to the pulpit than to Boards of Trade, and if he was not so familiar with the language of Mercury as that of Zion, all due pardon would be extended; but he felt that religion and commerce were hand-maidens, and he could speak without scruples on a subject which concerned the vital interests of two great countries. He was there, not that he had any personal or private interests to serve, but he wished, as some of the most liberal and important propositions had been made by Hon. Tavares Bastos in the Brazilian Parliament, that an expression of hearty sympathy might go out from this community to encourage those who, with the Senor Bastos, were endeavoring to link the United States and Brazil by lines of steamships and by closer ties of amity.

The wealth of nations until 1815, since which coal and iron have played such an important part, had been increased mostly by dealing in the productions of the tropics. Those productions were either in large quantities, cheap in price, and must be used by all people, or were in small, compact forms of great value, and consequently high priced. Coffee, sugar, cotton, India rubber, etc., all must use. Medicines, drugs, precious stones, &c., &c., were concentrated forms of wealth, mostly from the tropics. Now Brazil greatly abounds in the cheap, plentiful commodities, and in the concentrated forms of riches; for the trade in diamonds was as regular from Bahia as gold from California, and the nation that could by its exchanges of manufactured goods and bread stuffs command this commerce, would be, by proper management, on the highway to prosperity. How was it with the United States? In 1857 we exported to Brazil $5,500,000, and she sold to us $21,500,000 of her products. In 1860, we sold to Brazil the amount of $6,000,000, and she returned to us $22,000,000 of her coffee, India rubber, rosewood drugs, &c. In four years' trade we sold Brazil, mostly in breadstuffs, $21,000,000, and she disposed of to us, as her customers, $78,000,000! The balance of trade is terrifically against us. During the same years England annually made her profit of $10,000,000. France reaped her millions, Germany (principally Hamburg and Bremen) gained large sums, and even worn out old Spain and Portugal did not run behind hand.

Why was this? In 1862 we sold Brazil as much she sold us, and our mutual trade was increased. Since 1850 our export trade to Brazil has not augmented a million, but England's trade has strided at enormous paces. But between 1840 and 1850 the commerce of Great Britain had not increased a dollar. In that period we had clipper vessels that brought Brazil nearer to us than she was to England. Our fleet sailors carried out swift letters and samples, and brought back swift orders. Boston and Salem then did the largest business with the Amazon, where to-day they do not send a vessel. But in 1850 England subsidized a line of steamers to Rio de Janeiro. *In five years her trade with Brazil increased two hundred and twenty-five per cent.*, and just so long as Great Britain, France and Portugal have that supremacy, just so long will trade languish between Brazil and the United States. Mr. Foster the Brazilian Consul for this city, here present, had informed him that Boston, until this year, (when kerosene oil had galvanized the trade a little,) had not one quarter the commerce she formerly enjoyed with the empire in question. And speaking of kerosene, Mr. F. launched out into some important observations on the Amazon and its capabilities. He had seen kerosene lighting the houses of Manaos and Tabatinga out there, 1000 and 2000 miles up the mighty river.

He spoke of the vast water flood of that valley; of sea-going steamers of large capacity floating with perfect ease within the boundaries of Peru; of the fertility of a soil which can produce sugar, coffee, cotton, Indian corn, &c., &c., in abundance. This vast region had been shut up by old Portuguese prejudice, which was so restrictive to trade and to all liberal policy. But a new era had dawned upon Brazil; new men had come upon the stage of action. The old men, who had retained many of the feelings of their Portuguese ancestors, were passing away. The Emperor, Don Pedro II, whom the London *Saturday Review* had pronounced the most enlightened monarch in the world, was born since Brazil achieved her independence. Many influential statesmen of Brazil, born since 1822, and educated in the law schools of Pernambuco and San Paulo, are men of liberal ideas, and they are diffusing such principles as will be for the welfare of their native land. One of them has proposed a closer alliance with the United States. Others have supported him and his propositions to subsidize a steamship line, and to open the Amazon to the flags of all nations only failed to become a law by six votes.

On the Pacific coast of South America William Wheelwright of Newburyport and the Alsops of Middletown, Ct., had possessed great influence in the United States commerce and for the development of the Hispano-American countries. But although we had noble men like Swift of Pernambuco, Gillmer of Bahia, the Wrights, Davises and others of Rio, yet we have had no men to bring us closer to Brazil. Dr. Rainy, the successful introducer of American steam ferry boats on the bay of Rio de Janeiro, endeavored to enlist our own Congress in a steam line to Brazil, but Congress had politics to attend to. Now it comes about that Brazilian gentleman there, with a far-seeing policy, are determined to do for themselves and for us. Hon. Tavares Bastos is a young man who has studied the resources of both countries, and with eloquence (as Mr. Fletcher showed by extracts from a letter written by Bastos to Geo. N. Davis, formerly of this city) has urged the opening of the Amazon and to establish a steamship company among citizens of the United States, to be subsidized by the Brazilian government. [This offer, it was stated to the board by Hon. Ed. S. Tobey, is the most generous ever made in the history of nations.]

The Baron of Maua, the great financier, promoter of railways in Brazil, and the head of the Amazon Steam Navigation Company, a most liberal minded and enlarged man, has been heard to say that for the Amazon region and Brazil in general the cementing of the United States and Brazil by steam navigation, is one of the most important questions for South America. Senor Sinimbu, the minister of public works, a gentleman of great experience and intelligence, spoke for the Government last session, and for the first time it has been conceded, by an official of high standing, that the opening of the Amazon "is only a question of time." It will be brought up at future sessions.

The Brazilian liberality toward us in this matter, Mr. F. contended, should be met with a corresponding spirit, and he hoped that this Board and similar associations would give a hearty expression of sympathy when the time came to cooperate. With kindred observations, which elicited the closest attention of the audience, Mr. Fletcher closed his remarks. But so remarkable is the printed letter of Hon. Tavares Bastos in the *Corcio Mercantil*, written, our readers well remember, for the Brazilians, that we deem it proper to give one extract:

"Commerce between the two countries is constantly increasing. In 1859 we imported from the United States to the amount $6,000,000, and we exported to the United States $22,000,000. Now who is the most directly interested in the closer relations of which I have spoken? Without doubt Brazil, and above all the planters and dealers in coffee, and the collectors and merchants of the India rubber of the Amazon valley. If the sum total of transactions in the normal annual period, and without the aid of steam, is $28,000,000, is not the advantage of a steamship line between New York and Rio evident to all?

No one can foresee the increase of importation from the United States when there shall be the great convenience of steam communication with New York. To-day no one ignores that Americans begin to take the lead in our markets in certain articles which they compete with and surpass the English. The United States furnish us with breadstuffs. You have even imported for us Indian corn in years of scarcity. Many articles of furniture and of wooden ware we buy by preference of the Americans. Yes, even in the mountains, whence I write this letter, I have seen many household comforts which we call American. The Pedro II Railway Company have formed so good an opinion of your foundries and machine shops, that they now prefer American locomotives (Baldwin of Philadelphia) and American cars (Wasson, Springfield, Massachusetts). The English, who almost monopolize our market in cotten and woolen fabrics, send to Brazil articles of a high price and inferior quality, hitherto without competition. Would that American manufactures would obtain information of this great market, and by studying near at hand the wants and tastes of 9,000,000 of people, I have no doubt that in a short time they would be strong competitors of the English. Who would profit by this competition? Undoubtedly the Brazilians."

Hon. Edward S. Tobey rose at the conclusion of Mr. Fletcher's remarks, and after commending in the warmest manner the address just delivered, moved the adoption of the following resolutions:

Resolved, That in view of the growing commerce between the United States and Brazil, we deem it

for the highest interest of both countries to have direct steam communication, instead of being, for passengers, mails, &c., subject to the uncertainty of sailing vessels, or dependent upon the long and indirect steam route *via* England, France and Portugal.

Resolved, That we appreciate the endeavors of the Hon. A. C. Tavares Bastos and his coadjutors, who last year, in the Brazilian Chamber of Deputies, brought forward two liberal propositions—first to open the Amazon and its tributaries, and so much of the La Plata and its affluents, as are within the Empire, to the flags of all nations, and thus attracting to those fertile valleys (so capable of producing cotton, coffee, sugar and other staples) emigration necessary to the development of Brazil; and second, that the Brazilian government shall subsidize an American steamship line from the United States to Rio de Janeiro, touching at Para and Pernambuco.

Resolved, That we recognize in these propositions, and in the large vote in their favor, (wanting but six to make them laws,) a spirit of liberality and enlarged views that demand perseverance on the part of their projectors in Brazil, with cordial co-operation by the United States.

Resolved, That under the constitutional rule of the enlightened Emperor of Brazil, Don Pedro II, we rejoice to see progress in the Empire; that we appreciate the arduous efforts of the Baron of Mowan; of his Majesty's Counsellor, Senor C. Ottoni; and of Senor Sinimbre, the Brazilian Minister of Public Works, believing that these distinguished gentlemen have done much to cement the two leading nations of the Western continent.

Remarks were made in favor of the resolves by Mr. Tobey, Mr. Joseph S. Fay and A. Foster, severally in earnest advocacy of the plan contemplated therein.

On motion of Mr. Edward Whitney it was voted that the thanks of the government of the Board of Trade be presented to Rev. J. C. Fletcher for the interesting and instructive address this day given before them.

Public Debt of Missouri.

The public debt of Missouri, on the 1st of Jan'y last, as given in the Report of the Auditor, is as follows:

State bonds proper*	$602,000
Revenue bonds	431,000
Railroad bonds issue	23,800,000
Defense warrants	1,246,000
School fund borrowed by State	900,000
Bills payable to sundry banks	1,278,000
Total	$38,257,000

* The interest upon $99,000 of these bonds has been paid up to Jan. 1, 1863.

Included in the above is the debt incurred for railway encouragement, secured by a first mortgage lien upon the roads and their equipment, viz:

To roads not now paying the interest upon the bonds of the State	$20,800,000
To Hannibal and St. Joseph Co.	3,000,000
Total	$23,800,000

The unpaid interest, for which the State is bound, upon the first sum now amounts to 15 per per cent., and is included in the market price of Missouri 6s as called at the Stock Exchange. The amount of the legitimate, or loyal floating debt incurred by the State since the beginning of the war, and mainly for war purposes, as given above, is as follows:

On revenue bonds	$431,000
Of the State school fund	900,000
On Defence warrants	1,246,000
And of the State Banks	1,278,000
Together	$3,855,000

The following statement of the amount of State credit loaned the various railroads, and other indebtedness of the State, was obtained from the Auditor of the State of Missouri on the 10th of December, 1862:

	Act.	Amount.	Am't of State bonds issued.
Pacific R. R.:			
Approved	Feb. 22, 1851	$2,000,000	
"	Dec. 25, 1852	1,000,000	
"	Dec. 10, 1855	1,000,000	
"	Dec. 10, 1855	2,000,000	
"	Mar. 3, 1857	1,000,000	$7,000,000
Pacific R. R. Southwest Branch:			
Approved	Dec. 10, 1855 }	4,500,000	4,500,000
"	Mar. 3, 1857 }		

Total amount granted to and drawn by the Pacific Railroad, $11,500,000 at six per cent., the annual interest is $690,000.

2,093 bonds of the issue to the Southwest Branch bear six per cent. interest and the balance, 1139, are guarantied by the State and bear 7 per cent. interest.

Hannibal and St. Joseph R. R.:			
Approved	Feb. 22, 1851	$1,500,000	
"	Dec. 10, 1855	1,500,000	$3,000,000

Total amount issued and drawn, $3,000,000.

North Missouri R. R.:			
Approved	Dec. 23, 1852	$2,000,000	$1,950,000
"	Dec. 10, 1855	2,000,000	2,000,000
"	Mar. 3, 1857	1,500,000	400,000

The total amount granted to this Company was $5,500,000. It failed to pay interest before the total amount was drawn, and consequently drew only $4,350,000, leaving $1,150,000 of the amount granted undrawn which the State still holds. The amount of interest annually due is $261,000.

St. Louis and Iron Mountain Railroad:			
Approved	Feb. 23, 1853	$750,000	$750,000
"	Mar. 3, 1855	750,000	750,000
"	Dec. 10, 1855	1,500,000	1,500,000
"	Mar. 3, 1857	600,000	276,000
"	Mar. 9, 1859	.....	324,000

Total amount granted this road and drawn is $3,600,000.

Cairo and Fulton R. R.:			
Approved	Dec. 11, 1855	$250,000	
"	Mar. 3, 1857	400,000	$650,000

Total amount granted and drawn, $650,000.

Platte County R. R.:			
Approved	Mar. 3, 1857	$700,000	$700,000

Revenue Bonds:

For relief of Bank of Missouri and others, March 18, 1861 ..... $431,000

$23,800,000 of bonds issued to the various railroad companies, leaving of authorized issue yet to be issued $1,150,000, which belongs to the North Missouri Railroad Company. These 431 bonds are dated June 1, 1861, and are due three and five years after date, drawing nine per cent. interest. They were issued to take up Revenue bonds which fell due on June 1, 1861.

Toledo and Wabash Railroad.

The improvements now in progress by the Toledo and Wabash Railway Company are of a very extensive character, and prove that President Boody and his assistants are determined to place their road in a condition equal in every respect to any in the West.

As stated some time since, the work of ballasting the track between this city and Fort Wayne, is going forward with commendable zeal, and we hear from those who frequently pass over the road, that along the entire line great activity is apparent in every department.

Two new passenger locomotives have, within a few weeks, been put upon the road—making twenty-one passenger engines owned by the company, all from the best manufactories in the country—in a word, the entire rolling stock of the road is of the very best character. The company have heretofore relied, to a considerable extent, upon outside parties for their rolling stock, but in a short time their facilities at this city and Fort Wayne will be such that they can manufacture all the stock they require at a great saving on former prices.—*Toledo Blade.*

Baltimore City Passenger Railway.

With the close of the first fiscal year of the Baltimore City Passenger Railway Company, the Board of Directors present to the stockholders the annual report:

The capital stock of the Company consists of forty thousand shares, upon which sixteen dollars and seventy-five cents per share have been paid. It is liable to calls for further instalments to the amount of eight dollars and twenty-five cents per share, the capital being limited by the charter to one million of dollars.

By the act of incorporation under which the Company is now operating it became a continuation of the Baltimore City Passenger Railway Association, being possessed of their property, responsible for their liabilities, and invested with their rights and privileges, each share of the stock of the Company representing one share of scrip of the Association.

The revenue for the year ending June 30, 1863, was as follows:

From passengers		$236,585 74
Sale of old materials		908 04
" manure		1,765 57
		$239,059 35

Expenses, viz:

General expenses	$162,975 09	
Park tax	47,277 15	
Maintenance of horses	8,902 62	
Total	$219,154 86	
Less materials on hand	1,153 40	
		$218,001 46
Net earnings		$21,057 89

Of this sum there has been appropriated:

To reduction of indebtedness	$11,469 24
" payment of interest	2,262 78
" increase of horses	1,151 26
" payment expenses last year	1,584 71
Cash on hand June 30, 1863	4,589 90
	$21,057 89

The liabilities are $31,549 59, and the assets $28,742 55.

The North Baltimore line has been constructed and fully equipped during the year, at a cost of $28,723 31.

Twelve one-horse cars have also been provided for the Pennsylvania avenue and South Baltimore line; two for the Broadway and Madison avenue line, for use at the end of Madison avenue in the winter; and three for the Canton line.

The total amount expended for construction during the year was $39,268 41.

After three months' experience with one horse cars upon the North Baltimore, and the Pennsylvania avenue and South Baltimore lines, it is conclusively demonstrated that they are fully adequate to perform the service here required, and are operated at three-sevenths less expense than two-horse cars.

The general prostration of business and the high price of horse feed and materials have operated much against favorable results during the past year.

Average No. of horses in stables during the year	340
Average No. of cars run daily (2 horse)	50
Cost of horse feed per day	40 cts.
Average distance traveled by each horse in one day	19 miles.
Total number miles run by cars during the year	1,002,176
Total number passengers carried during the year	5,909,642

Being rather less than six passengers for each mile run.

By order of the Board,

HENRY TYSON, President.

British Board of Trade Returns.

The British Board of Taade returns for the first four months of 1863, show the following results compared with the similar periods of 1861 and 1862 :—

EXPORTS TO FOREIGN COUNTRIES, JANUARY 1 TO APRIL 30.

4 mos. 1861..	£35,574,462..	equal to	$172,536,000
4 mos. 1862..	36,246,651..	equal to	175,796,000
4 mos. 1863..	39,458,381..	equal to	191,373,000
Total.....			$539,705,000

Or an average (at $4.85 per £) of about one hundred and eighty millions of dollars for four months.

The proportion of export trade to the United States during the three years is not seriously diminished. In thirty-seven enumerated articles of export to the United States for the four months of 1861-2-3, the exports are larger now than in 1861, viz :

EXPORTS TO THE UNITED STATES—FOUR MONTHS.

Four months	1861.....	£4,129,729
" "	1862.....	3,924,571
" "	1863.....	4,581,720

In the items of woolens and worsteds, tin plates, steel, iron, and others, the increase in 1863 is quite marked, and if to the above sums be added for 1863, the heavy exports to the South, *via* Matamoras, Havana, Nassua, etc., the amount will probably be doubled.

The foreign import trade of Great Britain does not suffer in comparison with former years. The results are as follows :—

Imports 4 mos.	1861..	£35,424,040	$476,958,000
" " "	1862..	27,833,166	
" " "	1863..	35,084,677	

equivalent to over five hundred millions of dollars for the whole year.

SCHENECTADY & CATSKILL R. R.

NOTICE is hereby given that books of subscription to the capital stock of the Schenectady and Catskill Railroad will be opened at the office of H. G. STEBBINS & SONS, No. 46 Exchange Place, New York, on THURSDAY, August 13, and will remain open until SATURDAY, Aug. 22. The Company is fully organized under the general law of 1850. The capital, $1,000,000. Shares, $100 each; 10 per cent to be paid at the time of subscribing. The construction of the road not to be commenced until the entire capital stock is subscribed. The amount of stock to be subscribed in the City of New York is $600,000. In case of excess of subscription in the City beyond that amount, the distribution will be pro rata among the subscribers in New York.

This road connects with the New York Central Railroad at Schenectady, and runs thence to Catskill, forty miles, in a direct or air line, with a remarkably easy grade. The saving in distance from Schenectady to Catskill, between this route and that via Albany, is twelve miles by rail and thirty by canal, and still greater saving in time and facility of transportation, by avoiding the inconvenience and detention of the overslaugh and twenty-nine locks. A line of swift and superior steamers will meet the cars at Catskill, making the passage from that place to New York in five hours. Beside a large proportion of the travel and freight of the New York Central, it will receive most of the travel and freight of the Albany and Susquehanna Railroad by its intersection ten miles below Schenectady. It will receive the accumulations of freight and passengers west from railroad lines extending to Lake Erie, north from Lake Champlain, Canada and Saratoga, and south from a cheap river travel of one hundred and ten miles, with ample depth of water, and wholly free from obstruction—all by the construction of only forty miles of track, on one of the most economical routes known in the history of American railroads. Of the speedy construction of the road, and its large profits, no doubt need be entertained. Contractors of responsibility and experience offer to complete the double-track, rolling stock, fences, etc., within the capital.

1t34 D. D. CAMPBELL, President.

PROPOSALS FOR CONSTRUCTING A BRICK TUNNEL UNDER LAKE MICHIGAN, TWO MILES LONG, FOR THE CITY OF CHICAGO.

OFFICE OF THE BOARD OF PUBLIC WORKS, CHICAGO, August 13th, 1863.

Sealed Proposals will be received at this office till Wednesday, September 9th, at 11 o'clock A. M., at which time the Board will open the same, for doing all the work and furnishing all the materials required for the construction of a brick tunnel, five feet clear diameter, and extending from the present pumping works of the city, two miles out, under the bed of Lake Michigan, and through what numerous borings invariably show to a stiff blue clay soil, together with land and lake shafts, and protecting cribs, in accordance with the plans and specifications for the doing of said work, to be found on file in the office of this Board on and after the 19th inst.

The Board would prefer to let the entire work to one contractor or company, but will receive separate proposals for the tunnel proper and land shaft, for the protecting cribs, and for the cast iron cylinders for lake shafts.

The Board reserves the right to reject any or all bids, and to accept any one bid complying with the conditions of this advertisement.

The bids must be sealed, and must be accompanied with a bond of the penal amount of $200, blanks for which will accompany the specifications, guaranteeing the execution of a contract in accordance with the bid, in case the bid is accepted.

Proposals must be directed to the Board of Public Works, and indorsed "Proposals for Lake Tunnel."

Satisfactory security for the faithful performance of the work will be required of the parties whose bids may be accepted.

J. G. GINDELE,
FRED. LETZ,
F. C. SHERMAN,
3t34 Board of Public Works.

NEW YORK CENTRAL RAILROAD CO.

TREASURER'S OFFICE, ALBANY, Aug. 14, 1863.

SEALED proposals will be received by this Company until 3 o'clock in the afternoon of the 10th day of SEPTEMBER next, for the purchase of its Coupon Bonds (of $1,000 each) to the amount of ONE MILLION OF DOLLARS, (to meet, in part, the debt of Three Millions of Dollars which will become due on the 15th day of June next) bearing interest at the rate of SIX PER CENT. per annum, payable semi-annually, in the City of New York, on the 15th day of June, and the 15th day of December in each year, and the principal payable on the 15th day of December, in the year 1887.

Proposals indorsed, "Proposals for Six Per Cent. Bonds," may be addressed to the undersigned at this office, or at the Bank of Commerce, in New York, and may be for any amount not less than $5,000.

The Directors reserve the right to reject any proposal and no conditional bid will be received.

A deposit of five per cent. on the amount must accompany each proposal. In the case of rejected bids this deposit will be returned without delay, and in the case of accepted bids, interest will be allowed thereon at the rate of six per cent. per annum from the 10th day of September until the 1st day of October next, when the Bonds will be ready for delivery, on payment of the balance of ninety-five per cent. In case of failure to pay such balance, the deposit of five per cent. will be absolutely forfeited to the Company. The first Coupon will be for the amount of interest ($12 50) to accrue from the 1st day of October to the 15th day of December next.

A sinking fund of two per cent. per annum on the amount of the loan will be applied to its reduction, or to providing means for its payment, in such manner and under such regulations as the Directors may from time to time adopt.

3t34 JOHN V. L. PRUYN, Treasurer.

WARNCKE & BROWNELL,

RENOVATORS AND DYERS OF PLUSHES ON CAR SEATS, STEAMBOATS, AND FURNITURE.

WE restore the color to plushes on car seats, steamboats and furniture, without removing the plush from the seat. Colors when put on, as bright and durable as new goods. Time of detention of car two days, or less. Orders for work solicited.

The process being patented, the public are hereby cautioned against infringement.

Territory and shop right for sale. Address

JOHN WARNCKE,
Or **M. BROWNELL,**
3m33 **Box 1157. Buffalo, N. Y.**

Platt, Johnson & Co.,

BANKERS and BROKERS,

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DEALERS IN

GOVERNMENT SECURITIES & GOLD.

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ON THE BEST TERMS.

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Chilled Railroad Car Wheel,

TYRE, AND

RAILROAD MACHINE WORKS,

WILMINGTON, DELAWARE,

GEO. G. LOBDELL, Proprietor.

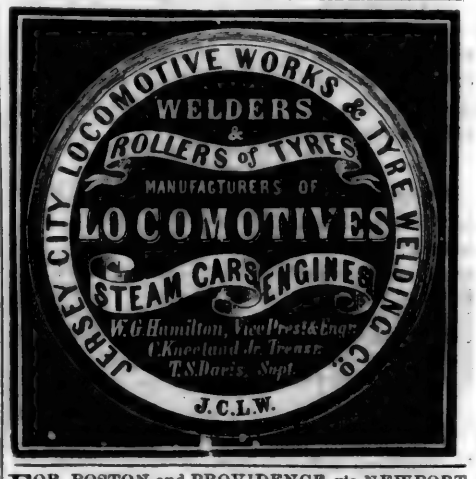
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Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.

Freight to Boston is forwarded through with great dispatch by an Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West st.

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FOR ALBANY and TROY, CONNECTING WITH TRAINS NORTH and WEST. Trains leave :

From Chambers st.	From 30th st.
Express, 7 and 10 a. m., and 3.15 and 5 p. m.	7.22, 10.27 a. m., and 3.37 and 5.22 p. m.
Troy & Albany (with sleeping car), 10.30 p. m.	10.57 p. m.
Poughkeepsie train, 7.15 a. m. and 12.30 & 6.15 p. m.	7.37 a. m., and 12.52 and 6.37 p. m.
Peekskill train, 11.30 a. m., and 4.10 p. m.	11.52 a. m., 4.32 p. m.
Sing Sing train, 5.30 p. m.	5.52 p. m.
Tarrytown, 3.45 p. m.	4.07 p. m.

On SUNDAYS at 5.22 p. m., from 30th st.

Tickets may be procured at any of the offices of Westcott's Express in New York and Brooklyn, and baggage checked at the house to all points on the road, and to Saratoga Springs.

Railway Timekeepers,

WITH HEAVY STERLING SILVER CASES.

Frank Leslie's Illustrated Newspaper, of Feb. 21, 1863, says: "HUBBARD'S TIMEKEEPERS are becoming proveroial for their accuracy and reliability. They are particularly valuable for officers in the army and travelers."

The *Army and Navy Gazette*, of Philadelphia, in its number of May 9, reviewing this watch says: —"We are pleased to see that the importations of the HUBBARD BROS. are meeting the enormous sale that such extraordinary enterprise as theirs so richly merits. These watches are novelties produced by no other house, far exceeding other manufactures in point of accuracy and elegance. Fidelity and promptness to their patrons render the house a desirable medium for traders in the army."

The *New York Weekly*, of July 23, 1863, voluntarily says:—"We have been shown by the Messrs. HUBBARD BROS., who are the exclusive Importers of the article, what they most appropriately term, the RAILWAY TIMEKEEPER, being a superbly finished watch, which is warranted to keep the most accurate time in all climates. The beauty of these Timekeepers is only equalled by their cheapness."

The RAILWAY TIMEKEEPER has *heavy solid sterling silver cases*, beautiful white enamel dial, handsome gold hands, with superior regulated movement, *warranted to run and keep excellent time!* Price, per case of half dozen, $60, by mail $1 65 for postage. If registered, 20 cents additional. A safe delivery by mail guaranteed. *Sold only by the case.*

The RAILWAY TIMEKEEPER is also furnished in handsome silver-plated case, and in all other respects the same as the silver ones, while in appearance they are fully equal. Price $48 per case of six. Postage, $1 65. Registering 20 cents. *Sold only by the case.*

MAGIC TIME OBSERVERS!

THE PERFECTION OF MECHANISM!

Being a Hunting, or Open Face, or Lady's, or Gentleman's Watch Combined, with Patent Self-Winding Improvement!!!

The *N. Y. Illustrated News*, in its issue of Jan. 10, 1863, on page 147, voluntarily says:—We have been shown a most pleasing novelty, of which the HUBBARD BROS., of New York, are the sole importers. It is called the MAGIC TIME OBSERVER, and is a Hunting and Open Face Watch combined. One of the prettiest, most convenient, and decidedly the best and cheapest timepiece for general and reliable use ever offered. It has within it and connected with its machinery its own winding attachment, rendering a key entirely unnecessary. The cases of this Watch are composed of two metals, the outer one being fine 16 carat gold. It has the improved ruby action lever movement, and is warranted an accurate timepiece." Price, superbly engraved, per case of half dozen, $204. Sample Watches in neat morocco boxes, for those proposing to buy at wholesale, $35. If sent by mail the postage is 36 cents. Registering 20c.

☞ Watches sent by express to any part of the Loyal States with bill payable to Express agent upon delivery. Persons ordering in this manner must enclose $2 as a proof of their sincerity, the amount to be credited on the bill.

Conductors, Engineers, and all others in the disloyal States, or any parts thereof, must send payment in advance, as the Express Companies peremptorily refuse making collections in such precarious localities. Money can be sent by mail or express. If by express or mail in a registered letter, at our risk. Our patrons are requested to call in person, when it is convenient for them to do so.

HUBBARD BROS.,
IMPORTERS,
4t32 **169 Broadway, New York.**

SUBSTITUTE FOR
CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

WILLIAMS & PAGE,
67 Water street,
March 1863. **Boston.**

Manhattan Oil Company,

Office, No. 16 Broadway, NEW YORK.

JAMES M. MOTLEY, Vice Pres't and Treasurer.

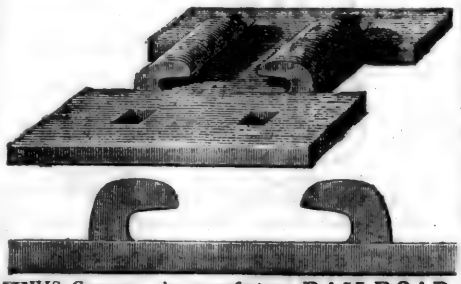
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SOLE AGENTS.



THIS Company also manufacture **RAILROAD, SHIP AND BOAT SPIKES** of a superior quality, which they are prepared to supply at the **shortest notice.**

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SUPERIOR WROUGHT IRON
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With continuous lips, made to fit exactly the flanges of the rails.

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PACIFIC RAILWAY.

THE undersigned will receive proposals to furnish four thousand (4,000) tons of railway iron (or any part thereof) for the track of the first section of the Union Pacific Railway, Eastern Division. The iron to be of American manufacture, of the best quality, and to be delivered either at Leavenworth or Kansas City. Communications for further information to be addressed to the undersigned or to SAMUEL HALLETT & Co., 58 Beaver st., New York. Terms, cash on delivery.

J. C. FREMONT,
Pres't Union Pacific Railway, E. D.
NEW YORK, June 9, 1863.

THE NEW YORK CENTRAL R. R. CO.

TREASURER'S OFFICE,
ALBANY, July 23, 1863.

TWENTIETH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of August next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of September next on stock registered at London.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; and in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.

The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Friday, the thirty-first day of July instant, and be re-opened on the morning of Monday, the twenty-fourth day of August next.

JOHN V. L. PRUYN,
6t31 Treasurer.

ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:



7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.

8.30 A. M., MILK, *daily*, for Otisville, and intermediate Stations.

10.00 A. M., MAIL, for Buffalo and intermediate Stations.

4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.

5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.

7.00 P. M., EMIGRANT, for Dunkirk, and principal Stations.

CHA'S MINOT, *Gen. Sup't.*

RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 1st, 1862. **28 Beaver st.**

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THE
RENSSELAER IRON COMPANY,
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OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
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New York Agency:
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2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England or ex-ship at ports in the United States.

M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1863.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

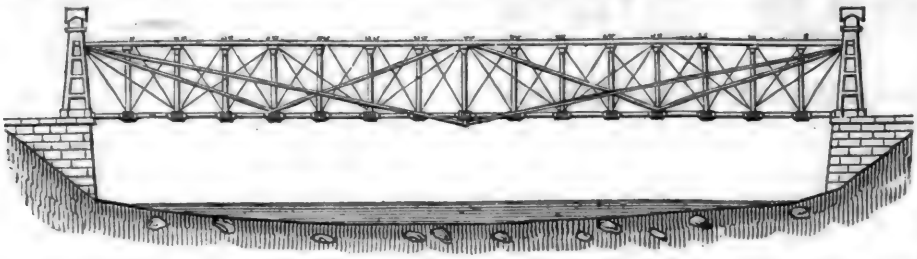
E. A. & S. W. HOPKINS.
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BRASS SWITCH LOCKS.

(In ordering, send key in letter, to have Locks made to match.)

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THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, FINK'S PATENT IRON BRIDGE in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

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160 Persons can be seated at one time.
THE COOLEST SALOON IN NEW YORK.
LADIES CAN COME UNATTENDED.
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The only place of the kind in New York.
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INTEREST ALLOWED ON DEPOSITS.
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ACCOUNTS of BANKS, BANKERS and OTHERS.
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Advances made on approved collaterals.

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Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

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☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, No. 52 WILLIAM STREET, OR AT THE MERCHANTS' EXCHANGE SALES ROOM No. 111 BROADWAY, whenever desired.

☞ Orders by mail promptly executed.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 35.] SATURDAY, AUGUST 29, 1863. [WHOLE No. 1,428, VOL. XXXVI.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 29, 1863.

Public Works of Chicago.

We have received from A. W. Tinkham, Esq., Secretary, the second annual Report of the Board of Public Works of Chicago being for fifteen months ending the 1st April 1863. This board consists of four Commissioners one of whom is the Mayor of the City and ex-officio a member, and employs a Secretary, and a City Engineer acting under its direction.

Chicago while enjoying an eminently commercial position, and advancing rapidly in consequence to the rank of a first class city, has had to overcome at the same time the most formidable difficulties of location, arising from the flat and marshy nature of the ground on which it was built, a sort of wet prairie, which extends for miles around, and across which the railway lines concentrating at the city seem like causeways rather than roads on terra firma. The traveller entering Chicago from the East for the first time, is quite astonished at the vast plains or prairie which he has to traverse, before he reaches the beautiful city on the shores of Lake Michigan, now containing about 150,000 inhabitants and increasing decennially in a ratio of more than 200 per cent.

The Chicago river, with two Branches passes through the city, and furnishes a secure harbor for the shipping which frequents the port. No vessel ever lies outside of the city in the Lake, as our shipping does in the bay of New York. Of course the river with its basins and canal cuts, furnishes all the water accommodation for the lake craft, as well as for the boats which ply upon the Illinois canal, and literally has miles of wharves, equal in linear extent to those of the harbor of the city of New York itself.

But even the greatest and most wonderful prosperity is not without some drawbacks. New York for more than two hundred years, "had water every where" but none fit to drink. And Chicago is in the same category. The well water of this city was brackish and warm, and that of Chicago procured from the Lake swarms with small fish, which strainers cannot keep out, and it assumes a milky color, whenever there is any storm to disturb its surface.

Chicago also suffers from its own prosperity in another way. The water of the river to which we have alluded, is the receptacle for a large amount of the filth of the city, especially for the wash of the breweries, factories, cattle pens, distilleries, slaughter houses, gas works and machine shops which crowd its banks for miles. At times the smell is intolerable, and as the numerous tugs, which are constantly employed in the harbor in towing the large steamers and vessels from wharf to wharf rush about, they turn up the most fearful combinations of materials which were discharged into the river. To use the words of the report before us, the bottom of the stream "seems to be covered with tarry substances which have accumulated to such an extent that its whole bed seems to be covered with it" and "*every steam tug wheeling* up the water, makes a portion of tar rise to the surface." So great has been the nuisance indeed, that several eminent chemists have recently been employed to investigate the causes of the black appearance of the river, and to analize the water. Drs. Mariner and Mahla reported as the results of their inquiries that the color and impurity were owing to the causes already stated.

The Board of Public works is chiefly occupied therefore with two subjects. Sewerage and a supply of wholesome drinking water, and the report under consideration is principally devoted to these subjects.

WATER WORKS.

The water now used in the city of Chicago is supplied from the Lake, and pumped into reservoirs of wood by steam engines, and thence distributed throughout the city, and the whole amount of distributing mains in connection with the works is 98 miles and 2643 feet over. The supply mains not included in the above are 6 miles and 2247 feet in length, and the whole amount of pipes laid in the city of all sizes is 104 miles and 4890 feet.

COST.

The works themselves have cost in all $1,118,494 97, the amount having been procured on water loan bonds, which were readily negotiated at the par of 7 per cent, except about $67,780 which was derived from water rents.

EXPENSES.

As the items give us some idea of the work we state them.

Int. on water loan bonds	$71,306 77
Expenses at pumping works for 15 months	20,471 16
Miscellaneous repairs, including new inlet house and dredging basin	9,649 26
Miscellaneous operating expenses	21,189 32
Total for the 15 months	$122,614 51
But besides there was expended by the board in laying distributing mains	$39,197 17
And for other permanent additions to the works	5,031 44

The report does not tell us how these sums were paid, nor to what account they were charged.

INCOME.

Water rents received from January 1 1862, to March 31 1863, inclusive	$188,448 28
Profits tapping pipes	846 52
Total	$189,294 80

So that there has been a surplus of $66,680 29 remaining to the credit of the Board of public works, after paying interest and working expenses; and after paying the two amounts stated, $44,228 61, there was still a surplus of $22,451 08, so that it may be readily seen that the usual financial skill and good management of the Chicago people are evident in this as in almost all other causes affecting the pecuniary interests of the city. The people of Chicago do not live on the plunder of

their neighbors, nor pile up fortunes by frauds on their treasury. We hope the day may be far distant before they will suffer as the taxpayers of this city have done from municipal dishonesty.

The condition of the drinking water having become a matter of serious concern, for the reason that the wash of the rivers, affects the water of the lake for some distance along the shore, and that it becomes turbid in certain states of the weather, the people of Chicago have determined to obtain a new supply, and for this purpose after the suggestion of various plans have resolved on constructing a tunnel into the deep water of the Lake two miles in length, as stated in the advertisement to contractors to be found in another part of this JOURNAL. An iron pipe with flexible joints was proposed, but though the first cost was less than that of the tunnel, it was deemed inexpedient, because it might be injured by anchors, by the sinking of vessels, or the action of the Lake current.

It is found that the bottom of the lake, through which the tunnel is to be constructed is clay, and easily worked. Shafts are to be sunk, composed exteriorly "by sinking octagonal cribs 80 feet in diameter, with central spaces 30 feet in diameter leaving an average of 25 feet thickness to the crib around the shafts proper, which is to be of iron, and a cylinder of 9 feet in diameter." The excavations of the tunnel will be carried on below the bottom of the lake by means of these apertures or shafts, and the particular process to be adopted is after the plans and drawings of the French Engineer Cezanne, as illustrated in late numbers of the Journal of the Franklin Institute, Philadelphia.

SEWERAGE.

The draining of Chicago is a difficult matter, so slight is the elevation of the city above the lake. It appears however, from this report, that the total length in feet of sewers on the 1st April 1863, was 302,088 feet equivalent to $57\frac{23}{333}$ miles, and of private drains the number was 365.

IMPROVEMENTS OF THE RIVER.

The condition of the river as we have already stated, has attracted considerable attention. Two artificial methods have been suggested for its improvement, the one by a deep cut through the summit level of the Illinois Canal, so as to turn the water of the lake, through the Chicago river into the Illinois river which is feasible, and will some day be accomplished, when the state of Illinois becomes able; the other by making canals from the Lake to the North and South branches.

CEMETERY AND PARK GROUNDS.—STREETS.

The subjects are treated in this report with clearness and conciseness. The part which might interest our city readers most is that in relation to pavements. There are 400 miles of streets, with different kinds of pavements, and as this subject is one which interests us of New York, we extract from the report what is said of the various kinds, noticing that the Nicholson or wooden pavement seems to be the favorite plan in Chicago.

NICHOLSON PAVEMENT.

So far as our present experience goes, the Nicholson pavement is the best adapted to our most important streets where the buildings are of a permanent character, and the traffic large. As our experience in regard to this pavement dates back no farther than 1856, we can only say, that after between six and seven years heavy wear, as at Wells street between Lake and South Water, the pavement is yet in good condition, and seems likely to last a considerable time longer. Blocks of pine taken out last year from this Wells street pavement, were worn down in height but half an inch, then measuring five and a half inches, their first height having been six inches. Pine we have thought preferable to oak, as the softness, toughness and elasticity of the same admits the impression of the fine gravel on the top of the blocks, thus making a very hard surface, and with the spreading and brooming of the blocks at their edges closing almost the whole joint between them, so that in connection with the saturation by the tar, it is completely protected. Such pine blocks taken out at the intersection of Wells and Lake streets after six years wear, had a perfectly sound appearance, as if put in but the previous month.

BOULDER STONE PAVEMENT.

The boulder stone pavement has been put on several of the most traveled streets. In Lake street the boulder pavement was ruined in five years, and *was replaced by the Nicholson pavement* in 1861. The pavement in South Water street, of the same kind, is almost ruined, and needs a thorough repair. Clark street, between Lake and South Water streets, was re-paved last year, and the same process will be required again at least in two years. Randolph street, between Michigan avenue and the bridge, was paved with boulders in the fall of 1857, and will soon need repairing from State street to Market street. In streets less traveled than the above named, this pavement shows less holes than in them, but it still has so much unevenness that teams avoid it wherever the Nicholson pavement is near to it in a parallel line. The boulder stones are very unequal in size, and therefore render an unequal resistance to impression. They are of a poor quality, as almost half of those brought to this market are very soft and marly, and cannot withstand the influence of the temperature. A selection of the best of the boulders in size and quality would make the boulder pavement cost almost as much as the Nicholson pavement. If good and sound boulder stones, nearly equal in size, could be got at a reasonable price, the Board would consider such a pavement suitable for streets not subject to heavy teaming.

BLOCK STONE PAVEMENT.

Some of the streets have been paved with block stone or limestone pavement. The blocks are of soft limestone, with many seams. If such blocks were on their bottom beds of the same size as on the top, such a pavement would resist far better the weight of heavy teams than it now does. But as the stones, as put in by the contractor, are generally of unequal size and smaller on the bottom than on the top, the pavement settles unequally, and the corners on the joints and larger pieces are broken off. Thus holes will appear more and more, and the joints will wear out, so that the felloes of wagons will be forced between the blocks, as can be seen in South Water street, between Wabash avenue and Michigan avenue. In streets without much heavy traffic, as Washington street, La Salle street and others, this pavement may last a number of years, but with more or less jar and noise, as with the boulder pavement.

MACADAMIZED AND GRAVELED STREETS.

In regard to most of our macadamized and graveled streets, much is to be done and a thorough reform is required. The city has at this time twenty-five miles of macadamized and graveled streets. Whoever has observed the improvement and construction of such streets, built since 1856, as for instance, Canal street, Milwaukee avenue, Rush street, Kinzie street, State street south of 12th, Archer road, etc., must have seen that all sizes of stones, large and small, and of different shape, have been thrown in the street without much selection, and covered with a thin course of finer stones. On those streets large stones up to the size of one-half of a cubic foot can be seen today mixed up with smaller stones. Many of the streets have been built of stones greatly differing in size and having an unequal ability of resistance, including limestone and Joliet gravel. Very much depends upon the manner in which such streets are constructed. When the large stones are put first on the ground carefully, then smaller ones above the same, and the smallest on the top, a street can be built tolerably well. A sample of such a street can be found on Old street, from State street to Old street bridge, on which many and heavy teams are passing daily. The surface consists of very small stones, equal in size, and forming a very hard and compact mass, the material used being limestone.

The Board have built up to this time two macadamized streets of bituminous limestone, namely, Monroe street, from State street to Clark, and North Wells, from Kinzie street to Green Bay road. The original manner in which macadamized streets were built, has been considerably improved during a number of years, and after many experiments by French engineers, a system has been adopted which affords great advantages, over the old method, and gives much satisfaction. Precisely the same system of construction was applied to these two streets. The average thickness of the stone body is fifteen inches, and it was put on in two different courses. The lower course consists of broken stones in size from two to three inches, and was eight inches thick. The upper course had a thickness in the centre of ten inches, and on both sides of four inches, averaging seven inches, with stones in size from one-half inch to two inches. Each of the course was rammed separately with a heavy roller. For filling up the interstices between the stones, and to effect a solid bond of the mass, a course of fine cement gravel and fine limestone screenings two inches thick was put on the top. Although the size of the stones in the top course does not fully answer to the size as put down in the specifications, on account of a defect in the machinery at the quarry, these streets are, nevertheless, good samples of their kind, and they will always remain in good condition while kept in their original shape and crown. Already these streets ought to be filled up, particularly North Wells street, about three inches for a width of ten feet in the center.

The report concludes with a statement of the financial affairs of the Board, where we find many interesting facts expressed in the form of dollars and cents, which are not alluded to in the text of the report.

On the whole, the document is worthy of Chicago and the practical business character of its citizens. We regret that it did not more fully explain the projects of the "new pumping works at Winnetka," and tell us something more of Crystal lake. Whenever Boston or Philadelphia or Chicago talk about water, we of New York open our eyes and ears to see and hear if it is possible to have any finer than the Croton, or any such aqueduct as the High Bridge.

The Oil Business.

Crude oil continues to advance steadily, and now maintains a very respectable price for producers. It may now be obtained at prices ranging from $5 50 to $6 50, according to location on the creek. Never since the breaking out of the oil excitement has the demand been as great or prices as well maintained as now. Stock in flowing or pumping wells is held at fabulous prices, and "sites" for new wells are eagerly sought after.

A new well has been struck on the Egbert place since our last issue, and by many is considered a fine thing. It flowed about eight hundred barrels per day until last evening, when the seed bag burst and it ceased flowing instantly, but will undoubtedly be resuscitated by Saturday. There are also two new wells on the Story farm, one flowing four hundred barrels and the other one hundred barrels.

Oil on the platforms in this place is now worth $11, packages included; barrels are still bringing

from $3 to $3 25. Hauling is now worth $2 per barrel, and teams are scarce at that price.—*Petroleum Reporter (Titusville) Aug.* 14.

Racine and Mississippi Railroad.

The fourth year of the operations of this road by the trustees for the first mortgage bondholders expired on the 10th of May, 1863. We have been favored with a copy of the Report of the General Manager, Superintendent and Secretary, giving a detailed account of the operations of the road during that time. The earnings were:

From freight	$254,081 71
" passengers	74,348 34
" mails, etc	16,389 15
	$344,769 20

And the expenses were:

Repairs of road	$37,836 24	
" equipment	26,694 08	
" cars	24,379 04	
" bridges, etc	9,071 35	
Fuel	43,465 66	
Oil and waste	4,917 28	
Station service	24,837 28	
Train hands	33,968 93	
Taxes—local	8,135 97	
" United States	1,454 53	
Salaries	15,208 22	
All other expenses	30,960 90	
		260,929 48
Net earnings		$83,839 72

The above includes the business of the Northern Illinois Railroad, operated by the trustees of the Racine and Mississippi Railroad, during the year, between Freeport and Lanark, 20 miles, and between Lanark and Savanna, 18 miles, since the 1st of September last, when the road was opened for traffic over its whole length, completing the connection between Lake Michigan and the Mississippi River by a line of 142 miles. The Report says:

The wheat crop of 1862 was very deficient, both in quantity and quality, along the whole line from the lake westward, and extending through Iowa as far as it is expected business will be drawn for shipment to Savanna. It is estimated to have been less than one half an average crop, and of very inferior quality. In Jackson Co., Iowa, opposite Savanna, the wheat was almost an entire failure, and it is remarkable that it is the first time there has been a deficient crop since the settlement of the country more than twenty-five years ago. The failure not only reduced the amount of business coming to the road, but the poor quality of the wheat caused it to be shipped to Chicago and Milwaukee, where it could be mixed with wheat from other sections of the country. The market in Racine was so affected, that instead of increasing in importance, as was naturally to be expected on its being connected with the river, the business of the season was much less than in previous years.

A large increase from other sources of business made up, in a great measure for the deficiency in wheat.

The passenger business shows a satisfactory increase over the previous year, and the improvement is most marked from 1st of January:

1st of January to 10th of May, 1862.. $15,637 39
1st of January to 10th of May, 1863.. 27,765 94

There is every indication of continued improvement in this department.

It is not intended to make further additions to the rolling stock at present. In the last three years, there have been added 86 box freight cars, built in the shops at Racine, which could not now be supplied except at an increased cost. Four new first class passenger cars were provided for in the past winter before materials had advanced to present prices, and three of them are now on the road, the fourth in the painters hands. Two first class freight coal burning engines were put upon the road in November. The engines were contracted for in June, and at the time of delivery could have been sold at an advance of $3,000 each on the contract price. The receipts of the road were at the time falling short of what had been expected, and it was taken into consideration whether it would not be well to dispose of the engines; but, in view of the requirements of the business, it was decided to keep them, and they have done good service since. The engines were named "Northern Illinois" and "Mississippi." The advantage of coal burning has not been fully tested yet. Illinois coal was used at first, but Ohio coal has lately been obtained, and is producing the best results. The rolling stock of the road is sufficient to earn a very large revenue, could the business be confined to the line from the lake to the river, but when a large proportion of the business draws off cars to Dunlieth, Chicago and Milwaukee, there is a constant demand for cars that cannot be supplied. The Chicago and Northwestern Company undertook to supply their proportion of cars for Chicago business but have been unable to do so, and in consequence, the business has been sustained by Racine and Mississippi cars at a sacrifice. The want of a cattle yard by the Northwestern in Chicago, has also been a great inconvenience and obstruction to business in the past season. The cattle business cannot be continued another winter, advantageously, unless the Northwestern Company guarantee to provide rolling stock and a convenient cattle yard in Chicago, which they have given assurances they will endeavor to accomplish.

The net results of the year's business, show a falling off as compared with the previous year, which is readily accounted for by the additional expenses incurred in conducting a scattering business from which a small mileage is obtained. Fuel has risen materially in cost. All materials used in operation have also largely increased. Wages are higher. Taxes are greatly increased. The character of the business of the past season has also led, unavoidably, to a great increase in the mileage of trains.

The crop prospects are at the present time most satisfactory; and, if realized, will restore a full local business, which is the most profitable. In the coming season, a large increase of business may be anticipated from the development of the river connection.

On the 1st of October, the track from Racine to Freeport, and thence on the Northern Illinois Railroad to Savanna, was divided into two divisions, the first from Racine to Beloit, 68 miles, and the second from Beloit to Savanna, 74 miles, under two road masters superintending.

During the year a construction train has been employed, opening the ditches in the excavation, raising the grades on the embankments, and turning out gravel for ballast. A large quantity of spike has been used, partly in repairs, and partly in supplying a deficiency in the original quantity put in. The chairs which have been used are of a very inferior pattern, and a change for future repairs is recommended. The materials used in repairs have been: 5,908 feet of T rail, 13,435 feet of repaired rail, 25,466 cross ties, 18,671 lbs. spike, and 2,830 chairs. The aggregate cost, including labor and material, has been $41,574 97.

Of the bridging of the road, 649 feet which required renewal, on the bank of Root River, in Racine, has been filled up and docked. A new trestle bridge has been erected at Allen's Grove. Two stone bridges have been built at Beloit and Springfield. The Howe truss bridge over Rock River has been strengthened, and many of the smaller structures repaired. The turn-table at Beloit has been rebuilt, and that at Freeport repaired. The machine shop in Racine has been completed, and the passenger buildings at Clinton and Beloit repaired. A freight house has been erected at Clinton, also coal sheds at Racine, Delavan and Beloit. A side track has been constructed at Dakotah, also at the junction of the Chicago and Milwaukee Railroad in Racine.

The present condition of the road is good. The bridges, with one or two exceptions, are in good average repair. The iron in the immediate neighborhood of the stations requires renewal, and the procuring of 125 tons of T rail for this purpose is recommended. Six hundred lineal feet of bridging will require re-construction, which includes the bridge over the Fox River at Burlington, that at Smith's Crossing, and at the O'Plain, with one or two smaller ones.

The company have 11 passenger, 6 baggage, 2 mail and express, 56 platform, and 311 house and freight cars. The number of miles run by engines with passenger trains was 103,378; with freight trains, 237,358; with other trains, 23,595—total, 364,331, an increase over the previous year of 110,107. Number of passengers carried, 101,486. Tons of freight 152,215.

TRUSTEES ACCOUNTS.

Advances on net income	$288,040 41	
Supplies	40,538 43	
Supplies of fuel	25,450 76	
Supplies of oil and waste	676 22	
Telegraph supplies	52 29	
Suspense	1,499 23	
Open accounts	15,041 99	
Cash	3,456 17	
	$374,755 50	
Farmers' Loan and Trust Co	$296,602 95	
Open accounts payable	37,517 19	
Northern Illinois Railroad	40,635 36	
	$374,755 50	

ADVANCES ON NET INCOME.

Balance from last year	$248,754 85	
Construction account	69,651 06	
Mortgages and liens on property	7,344 20	
Northern Illinois Railroad rent	39,839 92	
Miscellaneous	6,290 10	
	$371,880 13	
Operating account	$83,839 72	
Balance	288,040 41	
	$371,880 13	

The office of the company is at Racine, Wisconsin. The officers are:

General Manager.—G. A. THOMSON.
Superintendent.—JOHN C. CAMPBELL.
Engineer.—NATHANIEL BAILLIE.
Secretary.—WM. V. BAKER.

☞ The Directors of the Sacketts Harbor and N. York Railroad appointed a committee of three—John Thorn of Utica, C. W. Bishop of Henderson, and Geo. H. Phelps of Watertown—to take up the railroad track, with the intention to sell, convey and deliver the property of the road, in behalf and for the best interests of the Company. About one-half mile of the track was taken up, when another committee of four—Luther Barrows, C. A. Benjamin, George Clark and John Canfield—served an injunction, and restrained the railroad committee from disturbing the property of the road, on the ground that the Directors have no right to take up and destroy a railroad corporation. The defendants before Judge Mullin, moved to dissolve the injunction, which being refused, the trial is noticed on the 2d Tuesday in September, before his Honor, Judge Mullin—Clarke and Calvin, plaintiffs' attorneys; Kernan Quin and

Kernan of Utica, defendant's attorneys.—*Utica Observer.*

Equilibrium of the Republic.--The State of Western Virginia.

BY EX-GOVERNOR WILLIAM GILPIN.

This new State, formed of that portion of Old Virginia which lies within the Alleghany Mountains, and contributes its waters to the Mississippi Basin, has, by act of Congress, been admitted into the Union. This diminution in area of an ancient Atlantic State, occurring simultaneously with a radical change in the geographical distribution of population on our continent, draws attention to facts of more profound significance than have hitherto attracted notice.

The States and population of the Basin of the Mississippi are thus extracted from the census of 1860:

Ohio	2,339,593	Minnesota	172,022
Indiana	1,350,941	Pennsylvania, 21 counties	727,256
Illinois	1,711,753	West Virginia, 39 counties	280,691
Kentucky	1,155,113	North Carolina, 10 counties	79,077
Tennessee	1,109,341	Alabama	964,296
Mississippi	790,396	Texas	602,432
Louisiana	709,290	Nebraska	13,000
Arkansas	435,427	Colorado, 13 c'n-ties	27,000
Missouri	1,182,317	Dacotah	4,500
Kansas	107,110	Indian Territory	95,000
Iowa	674,968		
Wisconsin, 21 counties	428,158		
New York, 8 counties	430,887		
Total			15,392,548

STATES OF THE PLATEAU AND PACIFIC DECLIVITY.

California, Oregon, Nevada, Washington,	Utah, New Mexico—⅔, Colorado—½.
Population	667,980

STATES OF THE ST. LAWRENCE BASIN.

Vermont—½, New York—⅓, Michigan, Wisconsin—½,	Ohio—1-6, Indiana—1-7, Illinois—1-20.
Population	1,867,955

STATES OF THE ATLANTIC DECLIVITY.

Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, Vermont—½, New York—⅔, New Jersey,	Pennsylvania—½, Delaware, Maryland, East Virginia, North Carolina, South Carolina, Georgia, Florida.
Population	14,666,149

In its origin, the United States of America was composed exclusively of States bordering on the Atlantic Ocean, and was created under the auspices of a population and interests restricted to the longitudinal margin between the Alleghanies and the seas. Without tracing through each decennial census the gradual entrance into the Federal Congress of new geographical elements and power, the following table of population for 1860 will exhibit the relative numbers as distributed in harmony with the physical geography of nature:

States of the Mississippi Basin	15,392,548
States of the Plateau and Pacific Declivity	667,980
Total population	16,060,523
States of the St. Lawrence Basin	1,867,955
States of the Atlantic Declivity	14,666,149
Total population	16,534,104

This immense expansion in geographical area together with the prodigious growth in energy, population and power which accompanies it, has profoundly modified the domestic relations of the heretofore harmonious family of the American people. Disorder and violence have always marked the eras when, with a growing empire, the scheme of government ceasing to harmonize with the energetic temper of the people, has become antagonistic to their instincts and repressive to progress. Revolutions, modest in their origin, begin by resistance to oppression. The legislation of the Federal Government has had for sixty years from its origin a proclivity to encourage the navigation and commerce of the sea, and to restrict this encouragement to the shores of the Atlantic Ocean. The prolific growth of the population and energies of the interior has outgrown the limited demands of that ocean and its population; the restriction of sufficient outflow to the other flank upon the Pacific becomes a check to progress, and has all the consequences of an oppressive monopoly. The statistics of ocean commerce, its growth being the special favorite of the Federal Government and policy, have been pampered by all forms of partial legislation. The statistics and growth of commerce, navigation and transportation in the interior of the continent have been the object of neglect and depression. Yet in 1860 we find the aggregate value of interior relations, as expressed in dollars, to be five times in amount to the exterior relations, similarly estimated. In population, production and commerce the interior is now prodigiously in the ascendant.

It is manifest that immense modifications of the Federal power have become imperatively necessary to correct this departure between the Government and the people, and to adjust the equilibrium. One profound cause of the sanguinary discord that now tears our country is here discernible. If we suppose ourselves to have reached the coming centennial anniversary of July 4th, 1876, and take a retrospective glance, the magnitude of the modifications necessary to our continued harmonious union will display themselves at a glance. Geographical changes in the locality and administration of the Federal power, as great as those which transferred it from London to Philadelphia and Washington, reveal themselves and the necessity of such modifications dictates itself with mathematical exactness. As a fact of pre-eminent significance, occurs the accession to the States of the Mississippi basin of Western Virginia, and the addition of two Federal Senators to this geographical division of our country. This unchains the political of hide-bound spell routine and repression to add new forces to the area and energies of progress.—*Colorado Republican.*

Connecticut and Passumpsic Rivers R. R.

The earnings, expenses, etc., of this road for the years ending May 31, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From passengers	$63,794 04	$78,920 55
" freights	88,871 75	117,876 00
" mails	9,100 00	9,100 00
" express	2,000 00	2,000 00
" rents	998 61	970 50
	$164,764 40	$208,867 05
Expenses, viz:		
Maintenance of road	$20,648 63	$25,048 70
Motive power	22,428 55	25,739 90
Fuel	7,893 19	12,030 60
Oil and waste	1,893 59	1,929 46
Passenger department	7,442 39	7,623 70
Freight "	12,925 84	14,153 03
Losses	436 47	1,250 29
Repairs of buildings	4,993 05	4,042 21
Insurance	1,048 89	1,072 67
Miscellaneous expenses	6,304 18	7,879 39
	$86,014 78	$100,769 95
Net balance	$78,749 62	$108,097 10

The balance of earnings after paying interest on bonds, and $16,000 to Trustees of Sinking Fund, have been appropriated to the payment of the floating debt and the extension of the road. The amount of sinking fund at this date in the hands of the trustees is $111,140, which is invested in the bonds of the corporation.

The following statement will show the receipts, expenses and net earnings for 14 years ending May 31, 1868:

	Total Receipts.	Total Expenses.	Net Earnings.
1850	$112,634 75	$50,930 28	$61,714 37
1851	149,583 11	65,458 19	84,124 92
1852	151,995 45	77,009 07	74,986 38
1853	164,722 12	90,636 51	74,085 61
1854	162,687 65	107,114 58	55,573 07
1855	182,396 73	108,782 81	73,663 92
1856	174,308 21	98,125 41	76,182 80
1857	175,836 95	104,530 09	71,306 86
1858	171,625 62	102,153 24	69,472 38
1859	192,122 51	110,121 75	82,000 76
1860	187,646 53	123,027 13	64,619 40
1861	183,750 27	91,067 36	92,682 91
1862	164,764 40	86,014 78	78,749 62
1863	208,867 05	100,794 95	108,072 10

This company was chartered November 10th, 1855, with an authorized capital of $2,000,000, and power to increase the same to $3,000,000. In 1843, the charter was revived, and the company organized January 15, 1846, and the road opened for use from White River Junction to Bradford, 28 miles, October 10, 1848; and to Wells River Village, 40 miles, November 9, 1848. In November, 1850, an additional section of 20⅔ miles, to St. Johnsbury, was opened; and on the 21st of October, 1858, the road was extended to Barton, its present terminus—making the whole length of completed road from White River Junction to Barton, 90 miles. The Northern section, 20 miles in length, is now in course of construction, by which it is proposed to connect with the Stanstead, Shefford and Chambly railroad, now completed to Stukely Line, about 15 miles from Magog Village, at the outlet of Memphremagog Lake. In 1861–'62, a company was chartered by the Canadian Parliament, called the "Massawippi Valley Railroad Company," with authority to construct a railroad "from some point on the Grand Trunk railway between Lenoxville and Crompton Centre, to the Benson Place, and thence to the Province Line in Stanstead," being about 20 miles; and when this road is completed, the Stanstead, Shefford and Chambly railroad can form a connection with it by building some nine miles of road easterly from Magog Village. Thus by building some 64 miles of railway, viz: the Massawippi Valley railroad, 20, the extension of the Stanstead, Shefford and Chambly railroad from its present terminus to the point of connection with the Massawippi railroad, say 24 miles, and the extension of the Connecticut and Passumpsic Rivers railroad to the Canada Line, 20 miles, a rich fertile agricultural section will be accommodated, and an air line railroad route opened from New York to Quebec via the valley of the Connecticut river, about 67 miles shorter than any other, and a saving of distance between Montreal and Boston, as compared with the Grand Trunk route, via Portland, of about 49 miles, by leaving the Grand Trunk at Waterville; or 78 miles via the Stanstead, Shefford and Chambly, and Passumpsic railroads. The report says:

The importance of extending the road to the Canada line, has at all times been apparent to the Directors, and they have labored diligently to effect that object, and by great exertions among the people of Orleans and Stanstead Counties in the summer of last year, a sufficient amount was raised to justify them in resuming work between Barton and Newport in September last. The work has so far progressed that the Directors feel warranted in assuring the stockholders that it will be completed to Newport in September, and to the

Province line before winter, at which point we expect soon to be met by Canadian roads. The Stanstead, Shefford and Chambly Railroad is now built to Stukely, some fifteen miles from the outlet of Memphremagog Lake, passing through a fertile country which must furnish a large remunerative business when a junction is made.

The "Massawippi Valley Railway Company," whose charter extends from our northern terminus to some point on the Grand Trunk Railway between Lenoxville and Compton, has been recently organized by the election of a board of officers whose reputation as railway managers and financiers should be a guarantee (if properly aided by those interested) of its early completion. A survey has been made showing the route to be feasible, and can be built at less than the average cost of roads in New England. It passes through a rich agricultural country, and near some of the best mineral districts of Canada, and cannot fail when completed to greatly increase the traffic over the Passmpsic road.

The amount of share capital paid is $1,280,500, viz., $308,200 common, $49,300 guaranteed and $833,000 preferred stock. The funded debt is $800,000, consisting of 1st mortgage 6 per cent sinking fund coupon bonds, dated December 1, 1856, and payable December 1, 1876. Interest payable June 1 and December 1, at Boston. These bonds are secured by a first and only mortgage on the road and property of the company. For their redemption at maturity an amount equal to two per cent of the whole funded debt, or $16,000, is annually set aside from the net earnings of the road, and placed in the hands of trustees to be invested in these bonds, or other undoubted productive securities. The interest on the bonds, and the appropriations to the sinking fund, have been regularly paid.

The equipment of the road consists of 8 locomotives, 8 passenger, 5 baggage and mail, 1 drovers', 109 box, 41 platform, 25 rack, 13 coal, and 10 gravel cars.

The cash value of equipments and materials on hand May 31, 1863, was as follows:

Locomotives	$53,600 00
Cars	83,025 00
Machinery and tools	9,566 32
Materials	38,236 12
	$184,427 44

	1862.	1863.
Miles run by engines	99,639	118,420
No. of passengers	53,978	62,730
Do. carried one mile	.....	1,892,225
Pounds of freight	44,940,280	62,162,216
Feet of lumber	5,156,056	7,689,901

The Valuation of Boston.

The aggregate amount of all the real and personal estate and polls, estimated by the assessors of the city of Boston, in the several wards, for the years 1862 and 1863, is as follows:

1862.

Ward.	Real Estate.	Personal Estate.	No. of Polls.
1	$6,859,700	$2,831,200	3,045
2	4,838,600	947,400	3,526
3	7,254,600	2,843,800	2,283
4	37,261,600	33,541,500	2,755
5	5,321,600	2,182,700	2,240
6	26,342,000	23,617,800	2,328
7	15,347,000	24,905,700	2,241
8	11,163,600	4,546,100	2,149
9	12,348,800	4,384,000	1,921
10	7,365,500	3,038,800	2,203
11	20,700,400	7,184,800	4,309
12	8,709,000	2,421,100	5,032
	$163,512,400	$112,444,900	34,038

Total amount of real and personal estate, $275,957,300.

1863.

Ward.	Real Estate.	Personal Estate.	No. of Polls.
1	$6,575,900	$2,974,700	2,535
2	5,403,000	929,900	3,961
3	6,863,500	2,913,900	2,381
4	39,324,300	40,240,300	2,760
5	5,083,200	2,441,400	2,325
6	28,616,200	28,948,200	2,359
7	15,255,400	29,057,000	2,138
8	11,232,000	5,119,700	2,243
9	12,685,200	5,108,000	1,857
10	7,593,900	3,212,700	2,031
11	22,209,100	9,919,700	4,392
12	8,817,600	2,002,200	4,508
	$169,659,300	$132,867,700	33,490

Total amount of real and personal estate, $302,527,000.

The rate of tax per $1,000, for the year 1862, was as follows: City and county tax, $8 41; State tax, $2 09—$10 50 per $1,000. The rate of tax for the year 1863 is $11 50 per $1,000.

By the above it will be seen that there is a gain on real estate this year of $6,146,900; gain on personal estate, $20,422,800. Total gain, $26,569,700. Less polls this year, 548.

Nashua and Lowell Railroad.

The receipts and expenses of this road for the years ending March 31, 1862, and 1863, have been as follows:

Receipts:	1862.	1863.
From freight	$98,971 27	$110,271 50
" passengers	77,108 41	83,419 76
" express	2,932 67	2,843 92
" mail	2,957 62	2,914 53
" interest	3,867 40	1,985 56
" contingent fund	4,890 80	.....
Total	$190,548 17	$201,435 27
Disbursements:		
Repairs of road	$24,221 84	$22,792 06
" engines	6,106 10	7,258 89
" cars	8,612 68	8,004 59
" bridges, b'ildings, etc.	3,059 63	6,644 83
Fuel	16,309 05	17,429 33
Rent	31,872 48	31,859 44
Mdz. and depot exp.	12,259 88	11,957 50
Conductors, etc.	21,718 50	21,273 42
Miscellaneous	18,388 01	18,958 29
Dividends 8 per cent.	48,000 00	48,000 00
Contingent fund	.....	7,246 92
Total	$190,548 17	$201,435 27

The following is a comparative statement of the receipts, expense and net earnings of the road for the years ending March 31, 1860, 1861, 1862 and 1863:

	Receipts.	Expenses.	Net.
1860	$235,950 16	$164,506 46	$71,443 70
1861	246,905 80	180,666 87	66,238 93
1862	185,657 37	142,548 17	43,109 20
1863	201,435 27	146,188 35	55,246 92

The dividends each year have been equal, viz: $48,000, or 8 per cent. on a capital stock of $600,000. The company has no bonded debt. The appropriation to contingent fund in 1860 was $21,749 82; in 1861, $18,238 93. In 1862, owing th the depressed condition of the cotton manufacturing interest from which much of the income of the road is derived, the earnings show a falling of some $61,000, or 25 per cent. The reduction in expenses amounted to $38,000 or about 21 per cent.; leaving a balance of net earnings of only $43,109 20. Recourse was had to the contingent fund, and $4,890 80 drawn therefrom to make out the two semi-annual dividends of 4 per cent. each. In 1863, $7,246 92 was again credited to that fund, which now amounts to $106,589 22.

The financial condition of the company April 1, 1863, is exhibited in the annexed balance sheet:

Construction	$486,593 84
Equipment	92,870 00
Fixtures and stock in shop	20,536 16
Real estate	17,748 54
Materials charged other roads	33,994 85
Notes receivable	37,000 00
Cash on deposit	62,005 29
Sundry accounts	400 54
	$751,149 22
Capital stock	$600,000 00
Unclaimed dividends	4,710 00
Wilton Railroad	7,000 00
Stony Brook Railroad	8,850 00
Dividend No. 49	24,000 00
Contingent fund	106,589 22
	$751,149 22

European Locomotives.

In a paper lately given to the public by D. K. Clark—Superintendent of machinery at the London International Exhibition of last year—it is stated that there were twenty locomotives altogether exhibited, of which eleven were English, and nine foreign. Fourteen had outside cylinders and six inside cylinders. Most of the engines were specially constructed for burning coal, a feature which has been introduced entirely since the former exhibition of 1851.

The English engines were mainly examples of the standard classes in general use on the principal English railways. Of the eleven exhibited, seven had outside cylinders, and four had inside cylinders. The foreign locomotives showed greater variety and originality of design; and were mainly constructed for lines with very heavy gradient and sharp curves, which are generally associated together on railways in mountainous districts, causing special mechanical difficulties which do not occur in the case of English railways. The most satisfactory of the plan for surmounting these difficulties is considered to be that of an articulated or bogie engine, having a single long boiler of large dimensions, mounted on separate carriages, with a swivelling connection, each having its own separate pair of cylinders, working six coupled wheels placed near together; so that the engine, although of great total length, could readily pass round very sharp curves, while the whole of the weight is made available for driving adhesiou. A marked feature of the foreign engines is the position of the valve gear outside the cylinders; but this is considered objectionable in respect of good working and durability.

In the large foreign engines as well as in some of the English, the boiler tubes have been crowded too close together, with the object of obtaining a larger extent of surface, from a mistaken idea that heating surface is mechanically the equivalent of evaporative power, without regard to the equally important consideration of the circulation of the water amongst the tubes. Another marked difference between the engines exhibited in 1851 and those shown in this exhibition is that, in the latter, Giffard's injectors have been extensively employed as a substitute for the feed pumps universally used at the former period.

Cape May Railroad.

The railroad to Cape May, via Camden, has been completed, and trains commence running through to Cape Island this morning without change. The great objection to this route to the Capes, this season, has been changing the cars for stages over several miles of swampy country, when the track was not finished. This is now obviated. —*Phila. Inq. Aug.* 22.

Commerce of New York.

Value of imports at New York from foreign ports for the month of July:

	1861.	1862.	1863.
Entered for consumption	$3,200,663	$13,799,505	$9,080,210
Withdrawn from warehouse	6,622,454	4,227,265	4,227,265
Free goods	2,972,054	1,831,932	683,880
Specie and bullion	6,996,498	219,001	182,245
Total entered at the port	$19,791,669	$21,952,471	$14,173,600
Entered for warehouse	1,769,636	4,502,764	6,057,342

Value of imports at New York from foreign ports, for seven months from January 1st:

	1861.	1862.	1863.
Entered for consumption	$35,191,920	$60,445,034	$60,458,240
Withdrawn from warehouse	25,996,550	30,154,241	24,822,196
Free goods	20,257,965	16,041,969	8,029,096
Specie and bullion	32,906,166	731,556	1,036,013
Total entered at the port	$114,352,601	$107,372,790	$94,345,545
Entered for warehouse	30,441,676	28,185,086	37,486,309

Duties received at New York for seven months ending with July:

	1861.	1862.	1863.
	$10,585,334 95	$25,063,389 08	$51,033,806 61
6 mos. ending June 30	2,069,590 86	7,211,817 68	4,912,718 49
In July			
Total 7 months	$12,654,925 81	$32,275,205 76	$55,946,525 10

Value of exports from New York to foreign ports for July:

	1861.	1862.	1863.
Domestic produce	$9,552,789	$14,050,437	$15,296,073
Foreign merchandise (free)	203,325	1,117,193	77,232
Foreign do. (dutiable)	260,866	440,948	449,601
Specie and bullion	11,020	8,067,337	5,266,981
Total exports	$10,028,000	$23,681,915	$21,092,787
Total exclusive of specie	10,016,980	15,617,578	15,823,906

Value of exports from New York to foreign ports for the seven months from January 1st:

	1861.	1862.	1863.
Domestic produce	$71,030,228	$73,055,910	$103,091,261
Foreign merchandise (free)	1,889,654	1,435,529	633,583
Foreign do. (dutiable)	3,699,329	3,000,151	3,760,696
Specie and bullion	3,260,468	36,043,688	25,900,848
Total exports	$79,878,669	$113,535,178	$133,386,388
Exclusive of specie	76,618,211	77,491,490	107,488,540

Great Destruction of Rebel Railroad Property.

Memphis, Tenn., Aug. 20, via Louisville, Aug. 23.—About two weeks since Major General Hurlbut ascertained that there was a large amount of railroad stock at Grenada, which the rebels were endeavoring to get off South by making temporary repairs on the railroad. With his usual energy and promptness Gen. Hurlbut arranged an expedition to destroy this stock, first sending a request to Gen. Grant to make a diversion from the South to aid the enterprise. The expedition started from Lagrange, Tenn., on the 13th, under command of Lieut. Col. Phillips, of the 19th Illinois regiment mounted infantry, and reached Grenada on the 17th, driving Gen. Slimmer with 2000 men and three pieces of artillery from the place. They then destroyed fifty-seven locomotives, upwards of 400 cars, the depot buildings, machine and blacksmith shops, and a large quantity of ordnance and commissary stores. They captured a number of railroad employes and other prisoners. After Col. Phillips had thoroughly accomplished his work, Col. Winslow, from Gen. Grant's army, arrived with a force from below. The expedition returned from Lagrange to-day. Great praise is due to Col Phillips and his gallant command forever, during the hardships of such a march through Central Mississippi in mid August, and for so crippling the remaining energy of the rebellion in the Southwest.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending August 14, 1863, was as follows:

Passengers	$19,230 56
Freight and live stock	18,023 17
Mails and sundries	1,205 18
Total	$38,450 91
Corresponding week of 1862	38,378 61
Increase	$80 30

The earnings of the Grand Trunk Railway for the week ending August 15, 1863, were:

Passengers	$31,626 88
Freight and live stock	34,999 78
Mails and sundries	2,800 00
Total	$69,426 66
Corresponding week, 1862	56,811 40
Increase	$12,615 26

The earnings of the Chicago and Alton Railroad for the 2d week of August, 1863, were:

Passengers	$14,300 90
Freight	26,860 63
Sundries	1,135 34
Total	$42,296 87
Same week last year	31,417 18
Increase	$10,879 69

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week in August have been $13,709 16
Same week, 1862 12,750 51

Increase	$958 65
Total for first 2 weeks in August, 1863	$26,443 91
" " " " 1862	27,827 65
Decrease	$883 74

The earnings of the Terre Haute and Alton R. R. for the 1st week of August, were $26,953 39
Same week, 1862 18,187 24

Increase	$8,766 15

Exports from New York to Foreign Ports of Certain Leading Articles of Domestic Produce for the first seven months of the year:

	1861.	1862.	1863.
Ashes—Pots, bbls	8,724	5,869	5,755
" Pearls, bbls	1,786	1,263	716
Beeswax, lb	183,368	89,549	129,468
Breadstuffs—			
Wheat flour, bbls	1,494,599	1,780,733	1,441,220
Rye flour, bbls	6,557	5,591	4,079
Corn meal, bbls	64,304	97,720	79,894
Wheat, bush	11,990,578	9,906,370	9,835,633
Rye, bush	257,842	938,457	368,537
Oats, bush	142,464	23,433	105,785
Barley, bush	1,000	22,128	52,189
Peas, bush	95,065	96,079	67,287
Corn, bush	5,178,335	7,222,475	6,411,593
Candles, boxes	50,500	87,153	79,508
Coal, tons	15,868	61,318	30,700
Cotton, bales	149,360	6,961	9,579
Hay, bales	21,408	14,259	18,617
Hops, bales	12,513	10,299	
Naval Stores—			
Crude Turpentine, bbls	21,565		
Spirits Turpentine	18,613	387	778
Rosin	174,618	10,029	4,012
Tar	25,118	1,367	6,635
Pitch	2,244	619	1,115
Oil, Whale, gallons	214,836	825,462	253,048
Oil, Sperm, "	718,149	379,432	449,710
Oil, Lard "	68,100	225,722	754,788
Oil, Linseed, "	20,222	24,222	10,915
Provisions—			
Pork, bbls	61,516	121,414	116,673
Beef	18,955	18,091	25,117
Cut meats, lb	23,918	33,763	33,658
Butter, lb	40,224,821	114,628,174	159,029,563
Cheese	14,276,884	10,803,947	7,795,694
Lard	25,927,691	14,287,010	16,029,115
Rice, tcs	14,900	84,678,691	87,434,966
Rice, bbls	13,275	377	166
Tallow, lb	14,160,912	4,726	5,887
Tobacco, Crude, pkgs	58,185	22,662,616	25,796,581
Tobacco, Manufactured, lb	2,572,597	58,547	48,533
Whalebone	613,746	435,933	1,678,019
		573,180	44,563

Receipts of certain articles of Domestic Produce at New York during the first seven months of the year.

	1861.	1862.	1863.
Ashes, bbls	12,966	11,618	10,846
Breadstuffs—			
Wheat flour, bbls	1,996,902	2,844,366	2,488,806
Corn meal	49,162	172,909	146,031
Wheat, bush	10,389,672	10,852,103	7,202,754
Rye	382,365	663,712	243,674
Oats	1,770,914	1,852,697	4,495,441
Barley	581,650	744,236	409,966
Peas	97,050	77,884	38,287
Corn	6,372,488	6,284,302	8,005,325
Cotton, bales	240,155	35,997	64,173
Naval Stores—			
Crude Turpentine, bbls	32,252	981	1,397
Spirits Turpentine, bbls	44,333	6,988	3,222
Rosin, bbls	190,765	20,402	6,963
Tar, bbls	48,392	1,771	9,115
Pitch, bbls	1,707	984	1,015
Provisions—			
Pork, pkgs	72,403	269,567	376,919
Beef	19,871	122,327	58,992
Cut Meats	66,408	262,446	424,079
Butter	204,278	245,910	175,290
Cheese	177,837	156,774	207,932
Lard, tcs. and bbls	64,072	238,565	359,584
Lard, kegs	26,168	60,746	33,280
Whiskey, bbls	165,332	264,448	152,985

Exports of Breadstuffs from the United States.

The Exports of Breadstuffs from the United States to Great Britain and Ireland since 1st September, 1862:

	Flour, bbls.	Meal, bbls.	Wheat, bu.	Corn, bu.
New York, Aug. 11	1,060,881	1,064	18,494,097	9,638,789
Philadelphia, " 8	108,963	33	1,084,486	197,225
Boston " 8	43,407	....	272,525	270,574
Baltimore, " 8	51,658	50	....	16,087
Other ports " 7	100,691	....	1,255,307	10,000
Total, 1862-1863	1,365,600	1,147	21,106,415	10,132,676
" 1861-1862	2,475,895	1,240	23,524,276	13,276,734
Decrease	1,110,295	93	2,417,861	3,144,058
Total, 1860-1861	2,181,020	3,431	24,776,810	10,499,349
" 1859-1860	618,740	944	3,911,580	2,208,743

The earnings of the Terre Haute and Alton R. R. for the 2d week of August were $28,896 59
Same week, 1862 ..... 19,602 69

Increase $9,293 90

The earnings of the Chicago and Northwestern Railway for the 2d week in August, 1863, were $22,653 35
Do., 1862 ..... 13,579 96

Increase $9,073 39

The earnings of the Galena and Chicago Union Railroad for the 2d week of August, 1863, were:

Freight	$22,897 29
Passengers	9,708 27
Mails	1,300 00
Total	$33,905 56
Same week, 1862	25,230 40
Increase	$8,675 16

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad in July was:

LAND DEPARTMENT.

Acres construction lands sold	8,794.23	for	$96,519 47
Acres interest fund lands sold	1,723.05	"	14,770 81
Acres free land sold	4,307.63	"	41,984 21
Total sales during the month of July, 1863	14,824.91	"	$153,274 49
To which add town lot sales			1,099 55
Total of all			$154,374 04
Acres sold since Jan'y 1, 1863	116,197.18	for	$1,245,470 13
Acres sold previously, net sales	1,198,326.00	"	15,139,473 89
Total	1,314,523 18	"	$16,384,944.02
Construction bonds cancelled previous to July 30, 1863			$2,473,500 00
Cash collected in July			77,752 34

TRAFFIC DEPARTMENT.

Receipts from passengers	$116,820 40
" freight	197,253 05
" mails	6,358 33
" rent of road	4,000 00
" other sources	7,000 00
Total receipts in July, 1863	$331,431 78
" " 1862	261,078 55

The earnings of the St. Louis, Alton and Terre Haute Railroad for July, 1863, were:

Passengers	$37,662 44
Freight	74,654 74
Mail	1,789 00
Miscellaneous	3,970 63
Total	$118,076 81
July, 1862	67,720 65
Increase	$50,356 16

The earnings of the European and North American Railway for July, 1862 and 1863, have been as follows:

	1863.	1862.
Passengers	$6,437 48	$7,750 33
Freight	4,947 19	4,657 03
Mails & sundries	1,376 67	592 51
Total	$12,761 34	$12,999 87
Decrease, 1863		$238 53

The earnings of the Grand Trunk Railway of Canada for July, 1863, were $352,121
July, 1862 309,035

Increase $43,096

The business of the Cleveland and Mahoning Railroad for July was as follows:

	1862.	1863.
Gross earnings	$34,745 96	$47,688 10
Expenses	12,686 26	19,122 56
Net earnings	$22,059 70	$28,565 54
Increase		$6,505 84

From January 1st to July 31st.

	1862.	1863.
Gross earnings	$198,301 28	$257,982 43
Expenses	87,279 44	108,406 00
Net earnings	$111,021 84	$149,576 43
Increase		$38,554 59

The earnings of the Chicago and Alton Railroad for July, 1863, were:

	1863.	1862.
Passengers	$54,375 84	$34,995 61
Freight	103,469 47	61,734 46
Miscellaneous	4,380 34	5,362 67
Total	$162,225 65	$102,092 74
Increase		$60,132 91
Jan. 1 to July 31, 1863		$959,143 71
Do. do. 1862		685,897 10
Increase		$273,246 61

In consequence of a change in the contract with the Joliet road, their proportion is included for both years.

The earnings of the Galena and Chicago Union Railroad for July, 1863, were $141,251 26
July, 1862 ..... 190,456 29

Decrease $49,205 03

Corrected earnings for the previous month, $212,946 05.

The receipts of the New York and Harlem Railroad for July, 1863, were $114,090 02
July, 1862 ..... 101,857 00

Increase $12,233 02

The earnings of the Erie Railway for July, 1863, were $721,889 09
July, 1862 ..... 595,024 35

Increase $126,864 74

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of July ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From freights	$220,405 26	$155,557 96
" passengers	107,896 41	74,770 55
" express matter	2,700 00	2,700 00
" mails	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	2,093 45	1,482 17
Total	$348,003 45	$249,419 01
Increase		$98,584 44
Earnings from Jan. 1 to July 31	$2,799,842 26	$1,933,788 63
Increase for 7 months		$866,053 63

Increase for July, 39½ per cent.; increase to July 31, 44¾ per cent.

The earnings of the Michigan Southern and Northern Indiana Railroad for July were:

	1862.	1863.
Passengers	$61,843	$87,147
Freight	111,522	93,644
Mails and express	6,750	6,750
Miscellaneous	800	600
Total	$180,915	$188,141

The increase is thus $7,225 in July, while in the month of June it was $55,999.

The earnings of the Hudson River Railroad for July, 1863, were $190,363 87
" 1862 ..... 159,768 83

Increase $30,595 04

The following is a statement of the earnings of the Indianapolis and Cincinnati Railroad, for July:

Passengers	$16,908 01
Freight	18,745 31
Mail	925 00
Express	500 50
Total	$37,078 82

The earnings of the Milwaukee and Prairie du Chien Railroad for July, 1863, were ... $71,587 38
July, 1862 ..... 108,721 51

Decrease $37,134 13
Total 7 months, 1863 ..... $566,178 21
" " 1862 ..... 639,434 44

Decrease $73,256 23

The earnings of the Housatonic Railroad for July, 1863, were $26,971 55
" 1862 ..... 24,978 26

Increase $1,993 29

The earnings of the Cleveland and Toledo Railroad in July, 1863, were $91,308
July, 1862 69,938

Increase $21,370

The earnings of the Norwich and Worcester Railroad in July, 1863, were $41,012 46
Do., 1862 ..... 32,495 54

Increase $8,516 92

The earnings of the Toledo and Wabash Railway for July, 1863, were $115,214 03
July, 1862 ..... 105,753 97

Increase $9,460 06

The earnings of the Cleveland and Pittsburg Railroad for July, 1863, are estimated as follows:

From Freight	$105,000 00
" Passengers	71,000 00
" Mails	1,798 00
" Express	2,850 00
Total	$180,648 00
July, 1862	129,055 00
Increase	$51,593 00

The earnings of the Long Island Railroad Company for July, 1863, were:

	1862.	1863.
Passengers	$20,506 79	$29,316 23
Freight	8,436 54	10,400 00
Total	$28,943 33	$39,716 23
Increase		$10,772 90

The business of the Philadelphia and Reading Railroad Company for the month of July, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal	$340,089 24	$306,900 72
Do. merchandise	45,674 80	39,675 11
Do. travel, etc.	66,120 53	42,148 86
	$451,884 57	$388,724 69
Transport'tion, roadway, dumpage, renewal fund, and all charges	232,405 04	176,732 65
Net profit for the m'th	$219,479 53	$211,992 04
Do. previous 7 mos.	1,360,750 84	826,572 14
Total net profit for 8 months	$1,580,230 37	$1,038,564 18

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	106
		6	1868	103
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	105
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	96
		5	1874	99½
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1871	98½
		5	1871	99
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	106
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	106½
		6	1881	107½
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	107½
		7.3	1864	107½
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	6	1882	101½
		6	1882	101½
Treasury Notes—				
Under Acts 30 June, '60, and 3 Feb. and 2 March, '61	2,760,350	6	2 y'rs	----
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju. & 5 Au. '61 & 17 Ma. '62 — convert. into 20 y'r b'ds due '81	14,913,315	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	101⅛
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	114
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112
Georgia—Coupon Bonds	525,000	7	'62-'74	112
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	108
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1860	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	99
" —War Fund Bonds of 1861	2,000,000	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " " "	2,054,298	2½	18...	65
" —Canal Preferred Certificates	4,079,500	5	18...	----
" — " " (special) Certificates	1,216,737	5	18...	----
" —Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	105
" — " " (banks)	600,000	5	18...	----
" —War Debt (loan from banks)	1,515,000	5	1863	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,298,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	64
Maine—Coupon Bonds	669,000	6	'63-'77	112½
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	115
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	116½
" — " " of 1861 "	247,000	6	'68-'72	117
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	121½
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	71
" — " "	100,000	6	1862	70½
" — " " (loans to Railroads)	25,800,000	6	'72-'86	87
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — " State Loan	$6,756,654	6	65-'66	112
" — " Railroad Loan	339,000	6	'72-'76	121½
" — " Canal Debt—(old)	9,739,025	6	1874	115
" — " " " —(new)	13,200,000	5½	1865	----
" — " " " —(misc.)	642,585	5	'66-'74	110
" — " " " —(floating)	2,500,000	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18...	66
Ohio—Inscribed Certificates	4,095,309	6	1881	109
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	109½
" — " "	2,400,000	6	1886	106
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	105
" —War Loan (1861)	1,212,089	6	1868	----

Description.	Amount.	Interest	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates (1st January, 1862	37,687,760	5	'61-'82	103½
" — " "		5	'61-'82	100½
" — " "	400,630	6	1879	108
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,706,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,083,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	66
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	105½
" —War Loan (1861)	----------	---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	62
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	350,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	109
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108½
" — " " (Bank Stock)	553,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	109
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	113½
" —Coupon Bonds (Water)	6,228,787	5	Var.	113½
Chicago—Coupon Bonds (Municipal)	860,000	6	18...	100
" — " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1884	114
" — " " (Water Works)	1,133,000	7	1882	104
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	----
" — " " " "	720,000	5	1898	118
" — " " Improvement Fund Stock	3,000,000	6	1876	----
" — " " " " "	2,140,000	5	1887	110
" —Public Education Stock	150,000	5	1873	118
" —Floating Debt Fund Stock	2,320,000	5	1878	109
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	109
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	100
" — " " (Municipal)	1,136,200	6	'61-'80	95
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	90
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	119,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	96½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	103
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63 '65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	109
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	110
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100½
" " 2d " "	3,980,670	6	1882	82½
" " Improvement " "	586,500	6	1876	67
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	65
" " Preferred Interest Bonds	227,569	6	1864	25
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	26½
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	94
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,000,000	---	------	24½
Chicago and Alton, Preferred	2,464,336	7	------	93
Elmira & Williamsport, Preferred	600,000	---	------	53½
Erie Preferred	8,535,700	---	------	110
Housatonic Preferred	1,180,000	8	------	74
Marietta & Cincinnati, 1st preferred	4,198,462	---	------	50
" " 2d "	3,123,914	---	------	26
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	125
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	103
" " 2d "	1,014,000	7	------	89½
New York & Harlem, Preferred	1,500,000	---	------	158
Philadelphia & Reading, Preferred	1,551,800	7	------	----
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	35
Toledo & Wabash, Preferred	926,200	---	------	35

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	220,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	73,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	78,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,400	115,201	111,955	1,226,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,283	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,389	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	73,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	122,255	144,995	166,603	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,881	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,381	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	80,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,887	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	78,673	76,304	82,220	780,230
1860	78,170	67,210	86,280	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,289	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,095	91,308	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	485,235	495,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,842	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	774,211	6,214,182
1862	599,097	601,595	638,006	626,070	587,416	528,842	595,021	615,962	756,421	885,136	902,406	963,859	8,400,334
1863	835,453	829,784	946,041	988,453	838,867	760,868	721,889	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,269,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,850	101,600	103,795	165,707	162,823	145,389	150,359	200,276	241,326	172,760	122,309	1,742,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	263,775	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	141,251	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,805	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,592	250,742	192,222	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,132	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,955	54,786	43,912	48,766	125,999	111,766	91,450	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	75,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,437	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,980	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,256	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	253,851	273,722	203,492	134,972	2,048,806
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	167,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,084	279,539	2,647,893
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,849	301,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,955	322,369	307,475	258,693	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	206,221	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	748,599	709,671	637,792	520,396	6,303,703
1860	337,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,858	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,980	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,686	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,681	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	294,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,857
1863	385,683	361,834	396,771	429,929	505,517	464,809	451,884	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,954
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364,534	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,109	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,068	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,764	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	'857	
Albany and West Stookbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec						
Million Dollar Loan	468,600	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	536,100	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850	700,000	6	Jan. & July.	"	1880	102½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1887	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	100½
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1868	
American Loan	762,000	6	"	New York.	1864	104
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	
" " $300,000	790,600	6	"	"	1870	104
" " $675,000	675,000	6	"	"	1875	104
" " $1,700,000	1,700,000	6	"	"	1883	102½
" " $2,500,000	867,000	6	"	"	1889	108
Consolid. Mort. Loan $5,000,000			"	"		108
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	103½
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	103½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	116
" " " inconvertible	3,034,000	8	" "	" "	1883	115
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	97
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	106
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	101½
General 1st Mortgage	3,600,000	7	" "	" "	1885	88½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	100
2d Mortgage	2,000,000	6	" "	" "	1890	70
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1890	110
*Cincinn., Wilm. and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	101
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	82
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	18?5	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	110
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	108½
2d Mortgage	2,516,500		March & Sept.	" "	1881	113
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan & July.	London.	62-'72	95
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	107
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	104
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80
Land Security	5,000,000	7	April & Oct.	" "	1881	77
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	119
3d Mortgage	1,840,000	7	May & Nov.	" "	1876	123
Convertible	1,002,000	7	" "	" "	1867	105½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	115
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	115½
Right per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "		------	110
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	112
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	------	44½
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	590,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	115
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	102
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073.000	7	May & Nov.	" "	1885	110
2d General Mortgage	2,656,500	7	" "	" "	1877	106
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.	------	103
2d Mortgage	200,000	8	" "	" "	------	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8			------	10
2d Mortgage	600,000	8			------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	104
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7			------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.	------	----
2d Mortgage (S. F.)	400,000	8		" "	------	----
Oskaloosa Division	500,000	7		" "	------	----
1st Land Grant	2,000,000	7		" "	------	58
2d Land Grant	700,000	---		" "	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6			------	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6			------	----
Tennessee State Loan	674,860	6			------	----
Alabama State Loan	389,410	6			------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7			------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			------	----
Chat. and Clev. Subsc. (endors.)	231,000	---			------	----
***New Albany and Salem:**						
Crawfordsville	175,000	7			------	----
1st Mortgage	500,000	10			------	----
1st Mortgage	2,235,000	6			------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1864	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63'4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6			------	----
New Orleans City Subscription	1,500,000	5			------	----
1st Mortgage (S. F.)	566,000	8			1880	----
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	107
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds	252,975	6	" "	" "	1883	102
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	102
Convertible Bonds	980,000	7	Feb. & Aug.	" "	1876	130
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	104½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6.000.000	7	" "	" "	1883	114½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	109
5th Mortgage	1,791.500	7	June & Dec.	" "	1888	108
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	111
2d Mortgage	1,000.000	7	Feb. & Aug.	" "	1884	101
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" " " "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	102
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100
2d Mortgage	3,077,000	7†	" "	" "	1861	28½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	95
Chattel Mortgage	360,000	10	" "	"	1887	129
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64–'74	106½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	------	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7·	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	109
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	800,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	250,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	385,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106½
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	107
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	123
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
2d "	2,000,000	7	April.	" "	1912	87
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	237,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	71
2d Mortgage	937,500	7	" "	"	1863	19
3d Mortgage	440,000	7	" "	"	1863	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----------	----------	1856	----
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	90
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	120,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1868	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	105
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	36
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	101
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	101
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	99
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	99
Interest Bonds	246,700	7	----------	----------	------	94
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	83
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	23½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	82½
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Uterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	—	50.6	—	—	—	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	37,866	—	—
28 Feb. '59	30.3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	—	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	—	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	505,156	260,269	6	—
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	—	—	—	—	—	—	—	—	—	—	—	—	—
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,594	—	—
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	—
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	—
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11¼	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	—	284,485	70,187	4	—
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	—	206,420	97,700	6	—
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	750,000	156 429	1,644,967	62.0	127,390	135,072	—	—	—
31 Dec. '62	75.9	8.8	7.2	—	8	8	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	—
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,096	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	89
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,486	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	—	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	—	150	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,495	195,000	75,894	619,112	32.0	—	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	—	—	—	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,285	86.7	—	418,036	266,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	—	168,988	95,612	—	—
30 Apr. '60	43.5	—	—	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	—	—	—	—	—
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,660	4,156,000	312,500	—	8,123,343	232.0	—	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,588	50.0	—	202,714	110,516	8	—
1 May, '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	—	—	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	—	—	388,863	13	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	—	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '62	220.0	—	—	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	84
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	125
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	—	29.0	86	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,336,000	226,641	13,147,13	242.0	—	1 093,054	448,503	—	36½
31 Mar. '63	181.8	—	—	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	116½
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	—	—	—	—	—
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	114
31 May, '62	174.5	5.5	14.3	—	20	21	472	Great Western	2,054,890	*	—	1,600,000	2,391,000	—	—	180.0	404,700	591,409	237,605	—	—
31 Dec. '62	454.8	252.5	—	—	112	94	2,335	*Illinois Central*	27,676,671	*	—	16,524,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	124½
— — —	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	—
— — —	148.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	—	148.0	—	—	—	—	—
— — —	46.6	—	—	—	—	—	—	Peoria and Bureau Valley	—	—	—	—	600,000	—	—	oper. by Chic. & R. Is.		125,000	—	—	—
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	186.0	—	—	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	—	186.0	—	—	—	—	—
31 Dec. '62	100.0	—	—	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by Bur. & Quincy.			—	—
— — —	1.0	—	—	—	—	—	—	Rock Island Bridge	—	—	—	—	—	—	—	oper	by Chic. & R. Is.	—	—	—	—
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	—	—	3,700,000	6,700,000	—	10,400,000	203.0	—	1,117,693	568,020	—	66
								INDIANA.													
— — —	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	—	108.0	—	—	—	—	—
— — —	29.0	—	—	73.0	—	—	—	Cincinnati, Peru and Chicago	—	—	—	—	—	—	—	29 0	—	—	—	—	—
31 Aug. '57	109.0	—	—	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	—	249,867	119,342	—	—
31 Dec. '62	72.4	—	—	—	19	17	266	Indiana Central	1,667,039	274,061	28,641	611,050	1,254,500	15,900	2,102,761	109.0	—	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,048	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	—	448,856	230,834	9	85
31 Dec. '62	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,539	84.0	—	450,079	247,338	—	—
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
— — '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	—	—	—	—	—
31 Dec. '60	86.0	49.0	—	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,765	1,648,060	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	—
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,827	371,40	—	—
— — '58	74.0	—	—	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	—	—	—	—	—
30 Nov. '62	73.0	—	—	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	—	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,765	50.0	—	—	—	—	—
31 Dec. '59	86.0	—	—	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	389,084	—	86 0	7 mo's.	85,239	46,771	—	—
31 Dec. '62	111.0	—	—	260.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	—	228,560	122,931	—	—
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	—	—	—	—	—	—	—	—
1 Jun. '58	38.5	—	—	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	—	38.5	11 mo's.	458,821	21,356	—	—
1 Jun. '59	11.2	—	—	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	30,452	1,022,608	11.2	—	—	—	—	—
— — '62	135.0	95.0	—	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	—	230.0	—	—	—	—	30
								KENTUCKY.													
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.6	—	426,408	227,534	—	85
30 Jun. '57	20.0	—	—	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859, for $26,000.			—	20.0	—	—	—	—	—
— — '58	13.0	—	—	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	—	13 0	oper. by	Cov. &	Lex.	—	—
30 Jun. '62	29.0	—	—	—	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	180,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	—	—				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.9	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	3,293,200	198,785	9,840,067	269 0	374,997	822,998	508,591	—	—
— — '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	—	—	—	—	—	—	—	18.8	oper. by	Cov. &	Lex.	—	—
								LOUISIANA.													
— — —	22.0	—	—	—	—	—	—	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22 0	—	—	—	—	—
— — —	27.0	—	—	—	—	—	—	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	—	—	—	—	—
31 Dec. '60	80.0	—	—	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	2,342,218	566,000	339,297	5,555,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206 0	—	—	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	—	2,665,000	1,150,717	—	206.0	—	1,232,624	555 484	—	—
) Aug '60	53.7	—	—	135.2	—	—	—	*Vicsburgh, Shreveport & Texas*	1,062,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	36.5	—	.....	—	6	4	71	Androscoggin	1,060,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,506	94,068	—	6
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,330	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	129	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,457	—	—
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	110½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	—	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,205,788	6	89
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402 054	9,838,621	165.0	940,558	1,920,641	927,341	—	41½
								MASSACHUSETTS.													
								Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	25.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,566	421,969	136,191	9½	105
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	125
30 Nov. '62	47.0	7.0	32.5	—	25	40	20	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	130½
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	131½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	105
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,529	315,734	—	106
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	8	114½
30 Nov. '62	14.0	—	2.8	—	4	4	86	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,953	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,238	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	117½
30 Nov. '62	30.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	602,760	54,214	14,000	600,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.6	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	184,058	4,187,740	102.1	388,585	580,150	312,031	6	141
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150 000	1,456	531,715	11.5	22,218	64,425	20,484	—	15
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,800	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	61,210	134,018	23,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40
30 Nov. '62	69.3	3.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	41½
30 Nov. '62	166.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	145½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	8½	77
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	23.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	125
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	107
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,351,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	350,047	121,650	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,801	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	45
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,010	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,962	506,000	ope	r. by Con	n. River	1,660	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	44½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	45½
30 Nov. '62	23.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	23.1	.....	84,045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	62
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	4	106
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	28,120	12,867	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,886	7	116
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	84,916	12,398	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	68
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,266	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,900	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	68.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,238	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,143	1,728,548	10	165
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	8
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687.204	1,397,587	774,341	10	177
31 Dec. '62	58.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	58.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,696,704	33.8	512,349	1,111,087	662,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	58,400	3	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	36,500	5½	—
31 Dec '62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	—	—	25
31 Dec '62	24 0	—	.....	—	—	—	—	Warren	1,907,750	.....	—	1,307,750	600,000	—	1,907,750	24.0	.....	259,889	124,742	6½	111
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,992	212,500	31,748	821,984	—	82,962	90,122	46,322	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.	—	—	—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper.	by Tioga.	44,100	—	—	—
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	15.4	454,073	52,327	16,231	3	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	—
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,625	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,769	—	—
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	90
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	—
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	.....	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,'92	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,582,369	7,863,973	2,993,542	—	119½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,162,545	2,637,529	1,269,954	—	146
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,187	2½	45½
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,835	654.9	5,368,772	9,386,828	3,749,077	6½	136½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	170
30 Sep. '62	93.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	—	6	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	—
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	386,340	208,500	16,375	615,161	38.1	76,623	140,634	77,550	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,845	6½	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	90
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren. & Sar.	.....	—	—	—
30 Sep. '62	40.9	6.6	3.9	—	5	11	84	Saratoga and Whitehall	824,622	77,585	—	600,000	376,000	6,337	882,337	51.3	111,256	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	85
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	358,033	88,285	10	—
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	84.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.9	247,898	271,158	134,958	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462 500	.....	o; er. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comp'a.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,563	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	25	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	284,320	—	25
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,510,432	141.0	.....	699,716	230,561	—	17
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	.....	.....	—	26
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,698	1,724,917	1,033,687	20	155
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	28,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	60
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	.....	.....	96.7	484,.97	1,551,628	975,928	33½	180
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,093	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	104½
31 May '63	109.2	79.4	.....	—	32	40	498	Cleveland and Toledo	6,709,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,787	747,562	4	120
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	8	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,747	339,553	4,800	2,452,217	2,904,190	810,424	6,509,826	144.0	414,779	t 63,705	427,072	—	.....
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	3,566	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	.....
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,858	152,694	.....	45.0	.....	128,170	33,412	—	.....
— — '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	76,000	.....	47.0	.....	69,352	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '62	33.5	—	37.8	—	25	22	437	Little Miami	3,544,168	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	6	125
1 Feb. '63	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	*	9,172,376	289,410	84,133	9,874,894	226.6	31 mos.	1,179,202	329,974	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '62	153.9	52.0	.....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	195,500	8,785,373	250.0	1,614,932	1,938,202	950,462	—	84½
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	.....	—	—	—	—	Atlantic and Great Western	5,500,(00	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	72
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	276,880	.....	—	0½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	108,427	8	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	180
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	175,393	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	707	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	183,499	—	35
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	33,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	65
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	.....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	198,0•4	164,134	—	22½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	654,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	867,230	822,927	460,516	8	77
31 Oct. '62	28.8	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	126,316	68,801	—	48
31 Oct. '62	24.8	106.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	8½	63½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 334	397,186	218,960	—	19
31 Dec. '62	355.6	55.8	318.0	—	263	157	3,871	Pennsylvania	19,306,347	2,582,304	—	13,274,100	9,527,400	—	28,324,213	441.4	.....	10,304,291	4,873,218	8	65½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	488,900	—	1,862,696	24.0	239,938	262,833	129,742	6	60½
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,557	*	—	4,822,459	6,881,000	167,739	12,129,887	190.0	218,574	413,474	180,909	—	27½
30 Nov. '62	147.4	5.5	137.8	—	143	67	7,300	Philadelphia and Reading	21,768,890	1,765,774	657,180	11,548,929	12,026,100	94,466	28,528,164	886.0	2,085,186	3,911,880	2,066,778	—	61½
31 Oct. '62	81.0	—	6.8	49.0	9	2	17	Phila. and Baltimore Central	902,432	27,419	—	219,000	675,000	175,000	890,000	81.0	59,218	97,419	30,861	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)														
31 Oct. '62	28.2	—	1 9	—				Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200		28.2	102,364	432,351	228,844	8	----
31 Oct. '62	96.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6.9 9 924	744,425	3+1,129	5,820,500	2,579,000	—	9,508,408	200.5	582,615	2,250,862	1,080,995	9	68½	
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,883	72.0	194,000	129,918	50,379	—	----	
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,692	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,795	—	94	
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----	
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----	
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,928	169,534	99,060	—	40	
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,399	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43	
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644 639	26.4	105,800	141,101	79,544	—	4	
								RHODE ISLAND.														
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,900	—	----------	62.0	302,600	311,370	140,707	6	55	
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	4.7, 17	8,500	—	----------	13.6	23,954	25,504	6,739	—	----	
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----	
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----	
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----	
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----	
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	126,871	—	----	
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----	
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,408	*	—	400,000	106,218	----------	675,729	32.0	----------	27,568	8,527	—	----	
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----	
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,648,833	----------	----------	----------	----------	1,499,636	701,943	7	----	
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----	
								TENNESSEE.														
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----	
1859	----------	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----	
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----	
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----	
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,384	3,809,949	2,659,000	260,112	7,027,797	291.0	----------	1,635,096	873,597	—	----	
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----	
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----	
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	819,518	----------	59.4	60,870	177,256	60,029	—	----	
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----	
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,594	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----	
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----	
1859	----------	—	----	—	----	----	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----	
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	----------	45.8	57,960	127,953	87,243	—	----	
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----	
								TEXAS, (*all aided by State*).														
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----	
— — '58	58.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----	
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,560	----------	60.0	31,300	32,670	----------	—	----	
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----	
— — '59	25.0	—	----	110 0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----	
— — '59	28.0	—	----	756 0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----	
								VERMONT.														
31 May, '62	90.7	—	6.6	19.3	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,608	----------	90.7	99,639	164,764	78,749	—	80	
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----	
31 Aug. '62	62.5	—	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----	
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713 418	191,466	—	----	
30 Jun '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----------	4	163	
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----	
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,352	—	----	
								VIRGINIA.														
1 Aug. '59	41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----------	----------	----------	—	----	
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----	
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,373	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----	
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	11½	
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,617,500	590,056	----------	167.7	270,846	450,427	222,214	—	----	
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----	
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----	
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,555	143.2	224,014	560,904	282,328	—	57	
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77	
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60	
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----	
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,928	1,639,648	80.0	----------	240,446	121,053	7	----	
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½	
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,238,271	214.9	480,193	740,489	347,957	—	----	
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----	
								WISCONSIN.														
1 Dec. '61	50.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----	
31 Dec. '61	199.0	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----------	199.9	----------	756,476	329,580	—	----	
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	800,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----	
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----	
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,252	7,978,841	234.4	----------	1,163,734	414,741	—	80	
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----	
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	229,850	68,438	—	----	
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----	
								CANADA.														
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938 000	*	—	11.750,000	188,000	—	11,938,000	16.10	----------	236 798	67,652	—	----	
31 Dec '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,811	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----	
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----	
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,480	54,750,510	7,336,405	77,210,345	1,096	----------	2,196,810	533,990	—	----	
31 July, '62	229.0	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	26,104,725	357.0	----------	1,221,145	585,885	1½	----	
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----	
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----	
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----	
31 Dec. 62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----	
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.5	12 0	—	14	15	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	----	
1 July, '63	80.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,350,000	13,100	136,000	1,779,282	80 0	----------	132,555	36,670	—	----	
								NOVA SCOTIA.														
31 Dec. '62	61.5	30.5	----	—	20	18	180	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	-	----	
								NEW GRANADA.														
31 Dec. '62	48.	—	----	—	11	22	120	Panama	8,000,000	*	615,553	5 000,000	3,375,000	—	10,763,728	48.7	----------	1,743,294	1,013,444	12	189	

New York Stock Exchange.

Actual Sale Prices for the week ending August 26.

	Th 20	F.21.	Sat 22	M.24	Tu.25	W 26.
American Coal Co.	....	....	70	....	....	
Buffalo & State Line	....	....	....	....	....	
Buff., N.Y.&Erie 1 M.	....	105	....	....	....	
California 7s	....	114	....	....	....	
Canton Co.	32	32½	33½	32½	33½	33
Central Amer. Transit.	35	....	35	35	35	35
Chicago & Alton	84	82½	82	85½	84	84
" " pref.	94	....	93	94½	93	....
" " 1 M.	....	....	....	....	....	....
" " Inc.b'ds	....	....	....	97	....	....
Chicago, Burl. & Q.	125	125	....	124	....	125
" " " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n.	36½	36	35	37	38½	36½
" " 1st M.	89½	89	89	89	88½	88½
" " 2d M.	67	67½	68	69	70	70
" " S. F.	....	....	....	....	101½	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
" "Ap.Ext'n.	....	....	....	....	....	....
" " G.B.Ext.	....	....	....	....	....	....
Chicago & Rock Isl.	113½	115	113½	115	117	115½
" " 1st M. '70.	....	....	....	....	....	....
Clev., Col. and Cin.	155	....	....	....	....	....
Clev. and Pittsburg	104	104	103	103½	105	104½
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	101	101
" " 4 M.	....	82	82	....	82	....
Clev. and Toledo	115½	123	122½	121	123	120
" " S.F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref.	28	28	29	29	28½	28
Del. & Hudson Canal	161	161	....	161	....	162
Del., Lack. & West.	....	....	....	....	....	160
" "1M.8p.c.'71-6.	....	....	....	....	....	....
" "2M.8p.c.'81	....	....	113	....	....	....
Erie	122	121	121	120½	121	119½
" pref.	....	110	110½	110½	111½	110
" 1 M. 7 p.c. '67.	....	....	....	....	....	....
" 2 M. 7 p.c. '79.	....	....	....	....	....	....
" 3 M. 7 p.c. '83.	114	114½	....	....	....	....
" 4 M. 7 p.c. '80.	....	....	109	109	109	....
" 5 M. 7 p.c. '88.	....	....	108	....	....	108
Galena and Chicago.	112	112	111½	114	117	114
" 1M.7p.c.'65	....	....	....	....	....	....
" 2M.7p.c.'75	....	....	....	....	....	....
" 1M. Ex.'82.	110	....	....	....	....	....
Hann. & St.J. bonds	....	77½	....	80	80	....
Hudson River	150	148	148½	147	147	146
" 1M.7p.c.'69.	115	....	....	....	115	....
" 2M. S F.	....	....	....	....	119	....
" 3M. 7p.c.'75	....	123	....	....	....	....
" conv. bonds	....	....	....	....	....	105½
Illinois War Loan	....	....	....	....	....	....
Illinois Centr. (scrip)	124	125	147	134½	138½	134½
" bonds	117	....	....	....	....	114½
Indiana War Loan	....	....	....	....	....	....
Kentucky 6s	....	....	....	....	....	....
La Crosse & Mil. L.G.	....	....	....	....	....	....
Louisiana 6s	....	....	....	....	....	....
Michigan 6s, 1878	....	....	....	....	....	....
Michigan Central	117½	120	117½	120	128	125
" S.F.8p.c.'82	....	....	....	....	....	....
" conv.8p.c.'69	....	....	....	....	....	....
M. S. and N. I.	110	108	108½	108½	108½	107
" " guar'd.	134	140	139	138½	137	135
" " 1M.S.F.	....	....	110	....	....	....
" " 2 M.	105	....	....	....	105	....
Mil. and P. du Chien	90	88	78	86½	85	80
" " 1st pref.	....	....	....	....	....	108
" " 2d pref.	88	....	....	....	....	....
" " 1st M.	....	....	104½	....	104	....
Minnesota 8s	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	92
Missouri 6s	71½	71½	70½	71	71	71
" iss. to H.&St.J.R.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	103½	....	....	....
" 2d M.	....	....	....	....	....	....
New York Central	131½	131	131½	135½	135¾	136½
" 7s, 1864.	....	....	....	....	....	....
" 7s,S.F.'76.	....	....	....	....	....	....
" 7s,conv.'76.	130	....	....	....	....	....
" 6s, S.F.'83.	107	....	107	107½	....	107
N. York & Harlem	162½	168½	175	179	179	170
" "pref."	....	152½	153	158	....	....
" 1M.7p.c.'73	....	....	....	....	....	....
" 2M.7p.c.'64	....	....	....	....	....	....
" 3M.7p.c.'67	....	....	....	....	....	....
North Carolina 6s.	66	66	....	66½	66	....
Norwich & Worcester.	89	....	....	....	....	....
Ohio 6s, 1886	....	....	....	....	....	....
Pacific Mail c.S.Co.	231	....	....	235	230	231
Panama	....	....	....	....	....	....
Penn'a Coal Co.	....	140	....	145	....	....
Phila. and Reading.	122	121	119½	120½	124	123
Pitts. Ft. W.&Chicago.	92½	91½	91½	93½	96	94
" " 1M.	106	....	....	....	....	....
" " 2M.	....	....	....	....	....	....
" " 3M.	....	87	87	87	87	87
Quicksilver Mining Co	47½	47½	47	49½	52	52
St.L. Alton & T. H.	66	....	62½	65½	67½	66
" " pref.	86½	86½	87	87	88	85
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	92½	....	....	....	....	....
" " Inc.b'ds.	....	....	88	....	....	....
Tennessee 6s, 1890.	....	....	66	66	67	66
Toledo & Wabash	84	81	81	82	86	84½
" " Pref.	....	....	....	....	87	85
" " 1M.	....	....	....	103	....	....
" " 2M.	....	94	....	....	94	....
" " Int.b'ds.	....	....	....	....	....	....
Virginia 6s	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending August 26.

	Th 20.	F.21	Sat.22	M.24.	Tu.25.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	99½	....	....	....
U. S. 5s, 1865	....	....	....	....	....	....
U. S. 6s, 1881, reg.	106	106½	....	....	....	106½
U. S. 6s, 1881, cou.	107	107½	107	107½	107½	107½
U. S. 6s, '81, O.W.Ly.	....	....	....	....	....	....
U. S. 6s, 1881, " ly.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	103
U. S. 6s, 1867, coup.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	103
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	....	101⅛	....	....	101½	101½
U. S. 6s, " new	....	....	99½	99½	99½	99¼
U. S. 6s, 5-20s, coupon	....	....	....	....	....	....
Treasury 7 3-10 Notes	107	107	107	107	107½	107½
U. S. Demand Notes	....	....	....	....	....	....
American Gold	124½	125½	124	124	122½	122½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending August 25.

	W. 19.	Th 20.	F.21.	Sat.22.	M.24.	Tu.25.
Beaver Meadow	....	....	....	....	....	....
Cattawissa	8½	8½	....	....	....	8½
" preferred	25	24½	....	....	....	....
Camden & Amboy	....	....	....	....	155	....
" " 6s,'67.	....	....	....	....	....	....
" " 6s,'70.	....	....	....	....	....	....
" " 6s,'75.	....	....	....	....	....	....
" " 6s,'83.	....	102½	....	....	....	102½
" " 6s,'89.	....	108	....	....	....	....
Ches.& Del.Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	42½	42½	....
Elmira & W'msport	....	35	35	....	....	....
" " pref.	....	....	53½	....	....	....
" " 7s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	....	58½	58	....	....	....
" " 6s	....	....	....	....	....	....
" " scrip.	44	....	....	....	....	....
Lehigh Valley R. R.	....	....	....	....	....	....
" " scrip.	....	....	....	....	....	....
" " 6s.	....	....	....	....	....	....
Little Schuylkill R. R.	....	48	47½	48	48	....
" " 7s.	....	....	....	....	....	....
Long Island	43½	44	45	48½	....	45½
" " 6s.	....	....	102	....	....	....
Minehill	....	....	....	....	63	63½
Morris Canal	....	68½	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76.	....	....	....	110	....	....
North Pennsylvania	19½	....	19½	19	....	....
" " 6s. 96	....	....	95	....	....	....
" " 10s.	....	....	....	....	....	....
Pennsylvania R. R.	64½	65	65½	65½	65½	65½
" 1st m.	....	....	....	....	....	....
" 2d m.	106½	....	....	....	100½	100½
Penn. State, 5s	100½	....	....	....	....	....
" " 5s, coupon	....	....	....	....	108	....
" " 6s, "	....	....	....	....	101	101
Philadelphia City, 6s	....	....	....	....	....	....
" " new.	105½	106½	106½	106½	106½	....
Philad., Germ. & Nor.	....	59	....	....	60½	....
Phila. & Reading	61½	60½	60½	60	60	61½
" " 6s, '86.	122	120½	120	120	....	123
" " 6s, '70.	....	....	....	....	....	....
Philadelphia & Erie	27½	27½	27½	27	27	27½
" " 6s.	....	....	104½	....	....	105
Philad. & Sunbury, 7s.	....	....	....	....	....	....
Schuylkill Navigation	13	....	12½	....	....	12½
" " pref.	24½	24½	....	25½	25½	25½
" " 6s '82	82	....	....	....	82½	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s.	107	....	....	....	....	....
Susq. Canal	15½	....	15½	....	....	15½
" " 6s '78.	65	....	....	65	....	....
" " scrip.	....	....	....	....	....	....
Union Canal, pref.	5	5½	....	4½	....	....
" " 6s '83	25	27	....	....	26½	....
West Br. Canal 6s '78.	....	....	....	....	....	....
Wyoming Canal	....	....	....	....	....	....
Arch street, (Horse)	....	23½	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Girard College, "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
Race and Vine, "	....	....	....	....	10½	....
2d and 3d streets, "	....	....	80	....	....	....
Spruce & Pine, "	15½	15½	....	15½	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending August 24.

	Tu.18	W.19.	Th.20.	F.21.	Sat.22.	M.24
Baltimore City 6s, 1875.	....	....	....	....	....	....
" " 1886.	....	....	....	....	....	....
" " 1870.	....	....	....	....	....	....
" " 1890.	....	....	....	....	....	....
Balt. and Ohio	90½	....	91	91½	89½	89
" " b'ds,'62.	....	....	....	....	....	....
" " " '67.	....	....	....	....	....	....
" " " '75.	....	....	....	....	....	....
" " " '80.	....	....	....	....	....	102½
" " " '85.	101½	....	....	....	....	....
Northern Central	....	....	....	....	....	....
" " b'ds,'85.	....	....	....	....	....	....
" " " '95.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending August 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W. 26.
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	125	....
Boston and Providence	130	....	....	....	....	130½
Boston and Worcest	....	....	....	....	....	131½
Cheshire, pref.	....	....	44½	....	....	45½
Concord	62	....	....	....	....	....
Connecticut River	105	....	....	....	106	....
Eastern, Mass.	105½	....	105½	....	106	105
Eastern, N. H.	....	....	....	....	106	....
Fitchburg	....	....	....	....	....	114½
Manchester & Lawr'co	....	....	....	....	....	....
Michigan Central	119	118½	....	....	121	....
Northern, N. H.	68½	....	....	....	68	....
Old Colony and Fall R.	140	140	140½	140½	140½	141
Ph., Wil. & Baltimore	69½	68½	68½	68½	68½	68½
Portl'd, Saco & Porta.	....	....	....	110½	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	39½	39½	40	40½	40½	41½
Western	....	....	145½	145½	....	....
Broadway (Horse)	65½	65½	....	....	65½	65½
Cambridge "	125½	....	....	....	125½	125½
Metropolitan "	80	80	....	....	80	....
Middlesex "	108	107½	....	....	....	108
Central Copper Co.	48½	48½	50½	....	....	49
Franklin Copper Co.	53½	53½	53½	53½	54	54½
Isle Royale "	....	....	....	22	23	23½
National "	....	30	30½	....	....	....
Minnesota "	90	....	....	....	93½	....
Pewabic "	....	62½	63	62½	63	63
Pittsburg "	....	....	75	....	....	....
Quincy "	....	85	....	85	85½	....
Rockland "	....	18½	18½	19	....	191½

London Stock Exchange.

The following were the closing prices for American Securities on the 14th August:

Maryland 6s	72	to	73
United States 5s, 1874	68	"	70
Virginia State 6s	48	"	50
Do. 6 per cent.	41	"	42
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do., Pennsylvania do. do	75	"	77
Erie shares, $100 (all paid)	74	"	76
Do., 7s, preference	72	"	74
Do., 7s, 1st mort., 1867	75	"	78
Do., 7s, 2d mort., 1859	76	"	80
Do., 7s 3d mort., 1883	74	"	78
Do., 7s, 4th mort. x. c.	70	"	75
Do., 7s, 5th mort.	70	"	75
Illinois Central 6s, 1875	83	"	86
Illinois Central 7s, 1875	78	"	80
Do. do. $100 shares, $90 paid, dis.	16	"	15
Do. do. $100 shares, all paid.	75½	"	76½
Marietta and Cincinnati Railroad Bonds.	71	"	73
Michigan Central 8s, Convertible, 1869.	75	"	80
Do. do. S. F. 1st mort., do., '52. x. c.	80	"	84
Michigan S. and N. Indiana 7s, S. F., 1885.	70	"	75
Do. do. do. $100 shares.	..	"	..
New York Central 6s, S. F., 1883	73	"	78
Do do. 7s, 1864	66	"	68
Do. do. 7s, S. F., 1876	85	"	90
Do. do. 7s, Convertible, 1876	85	"	90
Do. do. $100 shares	84	"	87
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	70	"	75
Do. 2d mort., 6s, do.	56	"	58
Do. $50 shares	42	"	44
Philadelphia and Reading, $50 shares	33	"	36

American Railroad Journal.

Saturday, August 29, 1863.

Stock Exchange and Money Market.

It is a singular fact that while our own money and stock market has been growing more in favor with purchasers for the last two months, there has been quite a panic on the London Bourse, and the leading journals of that city on the 1st of August inst., were all engaged in endeavoring to explain the causes of what they called "the little panic." The confederate loan tumbled a good many per cent, Greek coupons went down 20 per cent, so much for the new Hellenic Kingdom; Mexican, Spanish and Turkish securities fell from 5 to 12 per cent, while American stocks went up.

It is not our purpose to follow the explanations given abroad for these results, but merely to record the fact. And when we record it, we do so with the proud consciousness that this Country is fully able to respond to its engagements in peace or in war, in consequence of the general industry

and enterprise of our people; their vast power of production; their unlimited and illimitable internal commerce unshackled by any restrictions on its movements, and practically as well as theoretically free; to our millions of virgin agricultural lands; to our inexhaustible mineral lands teeming with silver and gold, and above all for the prevailing opinions among us, that here beyond all other regions in the world, there is "ample room and verge enough" for all that man can wish, or attain. Our present troubles in no way affect the general principles by which American brotherhood has attained not only success but wealth; and when we settle down again to our accustomed pursuits, we shall spring forward to a still loftier position in all the arts, and all the comforts, which give power to nations, security to their population, and render life a blessing. We trust this happy day is near at hand.

Among the subjects which attract attention just now is that of our currency, and what is to be its value on the return of peace. It is one on which the ablest minds exercise themselves in vain; for while on the one hand, a paper currency of vast extent, when suddenly reduced to a specie standard, according to experience, must produce a collapse, on the other it may be said, that our condition from first to last has been abnormal, and it is quite possible, the dreaded change may pass off without disastrous consequences. Everything we do in this country is done in a way peculiar to ourselves. Dr. Elder shows in his valuable psmphlet, that our total circulation in 1862, was only equal to that of England in 1815, though our wealth is 3-10ths greater than hers, and our per capita circulation is actually 1-5th less than hers at that period. The products of the loyal states for the year ending 1863 were $3,522,921,174, and those of the whole United States in 1860 were but $3,786,000,000. So far as the Banks of issue are concerned, the circulation beyond that of specie paying times is but about 15 per cent greater than it was then, or in round numbers twenty two millions; less than one dollar per capita of the present population. In addition to this, our commerce has kept up to within a fractional per centage of what it was when Cotton was enthroned as King and the whole Union worshipped it. In addition to this, we have another element coming to our aid, which a few years ago did not exist, we mean our gold bearing mountains, with their Pactolian streams; a vision of antiquity, but with us a reality. Take the wonderful region of Colorado, to which we have from time to time called the attention of our readers. We have now from Dr. Willing, a resident and explorer of that territory, some new statements in relation to its mineral wealth, which almost surpass belief, and yet to which we are bound not only to give attention but acceptance. He says in his recent able and thoroughly scientific report, which we propose to publish at the first convenient opportunity, that in the first place four fifths of all the gold in the world has been derived from "the drift or freed gold," and next in Colorado the number of ravines within the area set down and known as metalliferous, and across which veins of auriferous rocks are ranged, cannot fall short of 5000. Estimating, to be safe, that the acclivities of the majority of them are over 30° and the depth 1000 feet, though he prefers to consider the average acclivity 25°, and the depth 800 feet, the process of washing out this great number of ravines complete, (from the calculations made at the rate of only 1 cent to the pound of the original vein stone of one yard thick *and only one* vein,) would result in producing *thirty five billions of dollars.* When in most of the best known ravines the following results have been and are obtained, we can scarcely compute the enormous amount which is yet to be obtained from them. For example, if instead of one cent to the pound of ore, or $20 per ton of 2000 lbs, we find that the ton at the Elkhorn head produces 57 oz. and upwards of gold; at the Compadre 81 oz. per ton of gold and of silver 909 oz. to the ton, we may form some idea of what this Country is to gain from Colorado, in spite of the indifferent opinion of a certain dignitary at Washington at the commencement of the war, when urged to defend this territory, that we could do without Colorado. It will be remembered also, that this wealth is to be exhumed in the centre of the American Union, that it must inevitably flow thence to the nearest point, viz., to our Atlantic marts, and not dispersed over the world as at San Francisco to all comers, and we can therefore plainly see that whatever be our currency, we shall have a fund for its redemption near at hand and obtainable by ordinary labor. Twenty millions the present year, will assuredly be the product of Colorado, against twelve millions the previous year, and all that is now wanting is the Pacific Railroad to carry emigrant laborers, mining machinery and our Eastern manufactures to this Ophir, to bring about in a very short period, the brilliant results promised by Dr. Willing, not only, but by others equally well informed and reliable.

While speaking of the future of our Government currency, which even now is by no means as large as it was feared it might be, and distributed among a population in the loyal States now estimated at 24 millions, we have to remember that its legal character at one time questioned, is no longer so, and this has been determined by the highest tribunal of the State of New York, the Court of Appeals, a fortunate circumstance that we have so learned and stable a barrier against the ignorance or bad political tendencies of minor courts. Apropos of this, we have to acknowledge the receipt of the argument of John K. Porter, Esq., of Albany, on this very question raised by the Metropolitan Bank against the superintendent of the bank department of this State, where it assumed the shape of an inquiry whether Treasury notes were a legal tender. We had intended to have made many extracts from this gentleman's argument, as it is one of the most profound, scholarly, constitutional, and we will add Websterian productions of the day. Its breadth, soundness, learning and research are worthy of all praise, and the legal profession may take comfort in the reflection that the New York bar has in its ranks a member who reminds us of its palmiest days.

The subscriptions to the 5-20's continue on a large scale. The temporary falling off which we alluded to last week was exceptional. More than a million of these was converted on Monday and Tuesday of this week in this city, and it is a curious fact that a large amount came from Vicksburg, Louisville and Lexington, where but a few months since the spirit of opposition to the Union was rampant. It is a sure sign of the tendency of the convictions of Southern capitalists as to the result of the present contest. Gold has again fallen under the influence of our operations at Charleston. The destruction of Sumter, and the shelling of the city are certain to end in its capture if not destruction, and we believe this will be a satisfactory result to many of the confederate States, who have always attributed this war to the headlong counsels of the Junta which has ruled the South from this imperious place. It also appears that the armies of Rosecranz and Burnside are operating with great effect near Chattanooga, and that the heart of the Gulf States is to be pierced with a deadly arrow which will stick where it penetrates.

Sterling exchange has fallen to 135 and the transactions are light, for it is perfectly well understood that it does not pay to ship specie at present quotations.

Messrs. R. W. Howes, and C. A. Macy, recently President and cashier of the Park Bank, one of our most flourishing institutions, have established themselves as private bankers at No. 30 Wall street, the office being the same as that recently occupied by Mr. Cisco, and have introduced a new feature in their business, namely, to allow 3 per cent. to depositors, subject nevertheless to their checks at any time without notice. This movement indicates capital, and ability to handle it, and must have the effect to interfere largely with the old system of banking, when depositors get nothing for their funds, while the banks loan it out and make money by the operation. We wish these gentlemen every possible success.

We also observe that additional capital has been introduced into this city, in the form of the British and American Exchange Banking Corporation, limited, with a capital of five millions of dollars. The institution is to be under the management of William Wood, Esq., a well-known banker of this city, of the firm, we believe, of Wood & Dennistoun, and a thoroughly accomplished financier. He is to be assisted by two other gentlemen, John Gallop and J. W. Cross, Esquires. The commercial agents, those who are to have immediate charge of ist consignments, and the details of the disposal of them, are the well-known house of Howland & Aspinwall. The connections of this new institution are of the highest order and widest range, and its establishment is of decided advantage to the city of New York.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois Central full stock, 115@126; Second Avenue R. R., 85; Miss. and Mo., 29@30; do., L. G. bonds, 56½@58; Milwaukee and St. Paul, 56; Little Miami, 125; Peninsular R. R., 30; City 6s, 1887, 109.

Philadelphia.—Allegheny Co. 6s, 82@83; Camden and Atlantic pref., 19½@20; do., 2d mort., 60½@65; Union Canal, 1¾@2; New Creek, 1; Wyoming Valley, 52; 5th and 6th streets, 56; 10th and 11th streets, 42. The latest quotations are: City 6s int. off, 101½@102; do., new, do., 106¼@106½; State 5s, 100½@101; Reading, 61⅛@61⅜; do., 6s, 1843-'80, 107; do., 1870, 106½; do., 1886, 123; Camden and Amboy, 164@165; Pennsylvania R. R. div. off, 65@65½; do., 1st mort., 109; do., 2d mort., 106; Little Schuyl-

kill R. R., 47⅜@48; Morris Canal, 68@70; do., pref., 133@134; Susquehanna Canal, 15½@15¾; do., 6s, 65; Sch. Nav., 12¾@12⅞; do., pref., 25¼@25⅜; do., 6s, 1882, 82½; Union Canal bonds, 25@26½; Delaware Div. Canal, 42@42½; do., bonds, 103; Elmira and Williamsport, 35; do., pref., 52½@53; do., 7s, 1873, 110; Beaver Meadow, 72¼@74; Harrisburg, 64; Long Island R. R., 45@46; do., bonds, 102; Lehigh Coal and Navigation, 58½; do., scrip, 44@46; North Pennsylvania, 19½@20; do., 6s, 95; do., 10s, 120; Philadelphia and Erie, 27¼@27¾; do., 6s, 104¾@105; Minehill, 63⅛; Catawissa, 8@8¾; do., pref., 24@24¼; Lehigh Valley, 77; do., bonds, 106@112; Frankfort and Southwark (horse,) 56; Second and Third, 80; Race and Vine, 10½@12; West Philadelphia, 65@67½; Spruce and Pine, 15½@16; Green and Coates, 45@46½; Chestnut and Walnut, 55; Arch, 23½; Thirteenth and Fifteenth, 28; Seventeenth and Nineteenth, 13; Girard College, 22; Tenth and Eleventh, 41½@42; Philadelphia, Germantown and Norristown, 61.

Boston.—Northern (Ogdensburg) 1st mort., 100; do., 2d mort., 23½@28½; Rutland and Burlington 1st mort., 71½; do., 2d mort., 19; Vermont Central 1st mort, 80½@83; do., 2d mort., 22@23½; Vermont and Mass. 6s, 104; Michigan Central 8s, 1882, 120; Western R. R. 6s, 1875, 105¾; Eastern R. R. 6s, 1874, 107; South Shore, 16; do., 6s, 1880, 98; Boston 5s, 1882, 113½; Bangor 6s, 1873 and 1874, 106¾; Hartford 6s Water Loan, 109¼; Bath 6s, 104; Chicago 7s, Water Loan, 1882, 104; Vermont 6s, 1871, 105⅞@106¼; Rhode Island 6s, 1883, 109; Maine 6s, 1883, 108½; New Hampshire 6s, 1874, 106¾; Union Steam Ship Co., 186; Chelsea, horse, 53; Boston Water Power Co., 45; Acton Mining Co., 4¾; Albany and Boston, 13⅝; Bedford, 48c.; Black River, 50c.; Bay State, 10; Copper Falls, 15; Dana, 1¾; Hancock, 13⅜; Hanover, 1; Manhattan, 6; Mesnard, 13; Huron, 23½; North Cliff, 8; Petherick, 9; Pontiac, 7; South Side, 4¾; Star, 5⅜; Superior, 9; Winthrop, 4¾; Wickam, 68¾c.; Ottawa, 10; North Western, 7¾; Excelsior gold, 6½; Flint Steel, 6.

Baltimore.—N. W. Va. 1st mort., 26½; Santa Clara Mining Co., 8⅛; Canton Co., 32⅜; Springfield Mining Co., 2.40. The latest quotations are: Balt. and Ohio, 89@89¼; do., 6s, 1867, 101; do., 1875, 104@105; do., 1880, 104; do., 1885, 104@105; Northern Central, 40@41¾; do., bonds, 1885, 101@102; N. W. Va., 6@11¼; do., 1st mort., 103¼@104; do., 2d mort., 102; do., 3d mort., 96@100; do,, 4th mort., 25½@25¾; Central Ohio 2d mort., 103⅛; do., 4th mort., 87@40; do., income 1857-'60, 20@28; Western Md. bonds, 83; do., guar., 103½; Maryland 6s, coupon, 1870, 112; do., Ins., 112; do., 1890, 112; Baltimore 6s, 1875, 19¾; do., 1886, 109; do., 1890, new, 108½@109⅛; do., coupon, 110; do., 5s, 1838-'70,90.

Railway Register.

We have received from E. B. Ivatts, Esq., London, three numbers of the Railway Register, a new journal printed for private circulation among the large numbers of persons who are employees of the British Railway Companies, forming in fact a staff of many thousands. Its object appears to be to offer to all who desire the information, a knowledge of the routine of Railway work, and to introduce improvements into the system as fast as they can be discovered. We beg to acknowledge also the receipt of Mr. Ivatt's accompanying letter, and shall endeavor to co-operate with him as far as practicable in his well intended designs.

Scientific American Patent Office.

We call the attention of our readers to the advertisement of Messrs. Munn and Co., in another column, which is a readable and instructive article of itself. The inventors of this Country are under the greatest obligations to these gentlemen for the valuable services they have rendered for the last twenty years, and continue to render; and the public, for the immense improvements in the practical arts and sciences which have been brought forward and perfected under their care.

Vermont and Massachusetts Railroad.

The plan of the Vermont and Massachusetts Railroad Company for the extension of their Bonds, which become due July 1, 1865, for the term of eighteen years thereafter, and of furnishing interest coupons therefor, has been successfully carried out. The stockholders at a meeting in the spring advised the Directors to do this if they should deem it expedient.

The Directors adopted a plan, and in June advertised to extend all presented before August 1, and which period was extended to August 16. $507,300 of the Bonds have been presented and extended, receiving the new coupons. By the terms of the agreement between the Trustees, the Bondholders and Directors, the Company were at liberty to extend $700,000. As the assets on hand and the earnings will exceed the amount of unextended Bonds, it is doubtful whether the Company will extend any more. Whether the subject has been before the Directors we are not aware, but we see by their advertisement in the Boston *Journal* that the Company expressly reserve "the right to pay at maturity, and not to extend any Bonds not presented for extension" within the time limited, which has now expired. Par is offered at the Board for the unextended and 103 for the extended Bonds.

The Boston Brokers' Board.

The author of "Revelations of a Stock Broker" in the *Commercial Bulletin* pays the following compliment to the Boston Brokers' Board:—

"The membership of the Stock Exchange is a patent of integrity, honor and high credit that is not lightly to be won, and is justly considered in State street as carrying with it a certificate of character such as is worn by none but the most worthy. It stamps a man with the assurance of that full confidence which is the basis and life of all commercial transactions.

The Board examines each broker, and when it puts its seal upon him, it says to the world that it may entrust thousands and millions of dollars with him upon his mere word—that it may place in his hands untold money without security or acknowledgement—that it may transfer to him any quantity of stock to be sold "at market price," without fear of being cut into even for a sixteenth of one per cent.—that it may do (and it every day does) a hundred acts of such extreme confidence that in any other line of business would be considered as sheer madness. It throws its agis of unsullied probity over its member, not only for the present period, but keeps watch and ward over him for the future, and visits upon him the slightest dereliction of faith or duty with unrelenting and vigorous judgment. And for this reason is it that the community place their trusts unreservedly in the hands of men whom they know not to be "responsible" in property, but "responsible" in character, simply because they are "members of the Brokers' Board."

Sewing Machines.

In 1853, there were 2,509 sewing machines sold in America. In 1859, the sales reached 46,243. The annual saving to the United States in labor alone is computed at £29,000,000; that is to say, this extra amount must have been paid, if the same amount of clothing had been produced by manual work.

Oswego Railroad Extension.

The Oswego *Times* says that the Oswego and Syracuse Railroad Company have determined to arrange their road to admit cars of the wide gauge, and also that they intend to appropriate West Second street in Oswego to the purpose of running their cars down to the harbor to deposit their coal, etc.

Atlantic and Great Western Railroad.

The office of the Auditor and Treasurer of this Company has been removed to Meadville, Pa. All letters, reports and communications of every kind intended for the Auditor and Treasurer will be addressed to them at that place.

Railroad Employees--Their Legal Rights.

BRAKEMEN—THEIR RELATIONS TO THE COMPANY AND TO THEIR FELLOW WORKMEN. DUTY OF COMPANIES IN THE USE OF PROPER BRAKES—THEIR RESPONSIBILITY FOR THE SAFETY OF THEIR SERVANTS.

This was an action brought by the administratrix of one Samuel Webb against the Columbus and Xenia Railroad Company and the Little Miami Railroad Company, to recover damages for injuries received by Webb while in the employment of the defendants as brakeman. The action was brought in the Superior Court of Franklin County, Ohio, under the act of March 25, 1851, "requiring compensation for causing death by wrongful act, neglect or default."

The petition stated the cause of action to be in substance, this—that while Webb was in the service of the defendants, in the capacity of brakeman on one of their trains of cars, *en route* from Cincinnati to Columbus, on the 4th of July, 1858, as the train was nearing the Branch Creek station where it was to stop, he, at the usual signal of the engineer for that purpose, attempted to wind up one of the brakes on the cars to check the speed of the train, and that in doing so the brake chain parted and the brake gave way, and he was thereby thrown between the cars and run over by the train, and so injured that he died the same day. That all this was the result of the carelessness of the defendants in providing and using a defective brake and chain, and in no wise attributable to any fault or want of care on the part of Webb.

The defence was, in substance, that Webb assumed the position of brakeman, well knowing its dangers'; that the defendants provided for him the best safe guards against accidents in the management of brakes, that scientific knowledge on the subject afforded; that the brake and chain which gave way were perfect and sufficient, so far as human foresight and examination could determine; and that the parting of the chain was an unavoidable occurrence incident to the business; that Webb's death was the result of his own careless and reckless way of working his brake.

At the trial, evidence was given showing that Webb was, at the time of the accident, in the discharge of his duty and worked his brake in the usual manner; that the brake itself and the

brake chain had been tested and examined and pronounced good before leaving the car shop.

A verdict was rendered for the plaintiff for $5,000. The defendant then appealed to the Ohio Supreme Court, and asked a reversal of the judgment, on the ground of error in the charge of the judge, and in refusing to charge as requested. The Supreme Court now reverse the judgment. The following is the closing remarks of the Court, in the opinion delivered at the decision of the case:

SUTLIFF, C. J.—But it is insisted, for reasons peculiar to the case itself, that in the case at bar there was the same extraordinary care due the employee, the brakeman, in regard to the perfection of the machinery on the train, that was due from the company to the passengers on the train.

The company it is admitted, are as common carriers, bound to furnish the most perfect machinery and cars for the safety of the passengers; and from this fact the conclusion is sought to be gained, by argument, that quite a different rule should be applicable to the employee in this case from that where the machinery, scaffold or ladder was only for the purpose of facilitating the labors of the employee. The brakeman it is said, engaged to the company as an employee in the particular business of brakeman on a passenger train. And the contract being in relation to service in that particular place, and each party being presumed in law to know the law, it must be supposed that both the parties knew that it was the legal duty of the company, as common carrier, to furnish as perfect machinery and brakes upon the passenger cars as practicable; or in other words, to use the highest degree of care in that regard to insure the safety of the passengers, of which the company were in law to be regarded to some extent warrantors. And, therefore, when the employee entered the service as brakeman, to work one of the brakes on such passenger cars, it was reasonably to be implied that the company would furnish such brake to be by him worked as the law made it the duty of the company to furnish upon a passenger car for the safety of the passengers. It is not easy to see at first view the fallacy of this argument; and if admitted to be strictly logical, the conclusion would seem inevitably to follow that the employee was entitled, in his capacity of brakeman, to as perfect a brake as a passenger, to whom the general rule required of the company extraordinary care, instead of merely that ordinary care which was due to an employee.

But this argument and the conclusion to which it tends must necessarily be qualified by the duty of the employee himself, to bring to the discharge of his office as brakeman that high degree of vigilance, prudence, care and promptitude, correspondent to the undertaking of the company as common carrier, which he as one of the operatives had undertaken with the others to discharge.

There is still another consideration which must necessarily qualify the right of such employee to claim as due from the company a perfect brake. It appears from the record that the service of the intestate was rendered in common with many other servants, in the business of operating the trains upon the road; and it also appears that it was the duty of certain of the servants so engaged in the common service to inspect the chains of the brakes and see to the condition of the machinery, etc., and take care that the train should in all respects be in a road worthy condition. If, then, the defect of the chain was owing to the neglect of the co-servant of the deceased, whose duty it was to inspect the chain at the time; for such neglect the railroad company could not be held chargeable.

It is not necessary here to determine, by strict reference to attempted classification, what degree of negligence, whether slight, ordinary or gross, must be shown on the part of the defendants below, in order to constitute in this case a legal liability against them. However ingenious the argument, the conclusion cannot be logically arrived at, that the employee upon a railroad passenger train, engaged in operating the train is entitled to the same care for his safety from his employer that is due to a passenger upon the train. A person who seeks and engages in any employment, thereby assumes upon himself the ordinary risk, hazard, and danger incident to the place and the duties which, for the consideration agreed upon, he has so agreed to fill and discharge. And this is equally true of employees upon railroad trains as well as elsewhere, and in all other kinds of business and positions. Whether the employee seek employment in a machine shop, or on board a steamboat, upon a railroad train, or to pilot rafts over dangerous rapids, to labor in a powder mill, or to serve upon a whale ship, or upon a voyage of discovery in the Arctic regions; in each and all of the several employments and positions chosen, the employee, by entering the service voluntarily, takes upon himself the hazards and dangers properly incident to the service in which he engages; and the employer is in no sense, from the relation they so sustain to each other a warrantor of the safety of the employee. There is neither authority nor reason for holding the employer responsible for the safety of his servant or employee, in the same sense that a common carrier is, by law and public policy, regarded as having guaranteed. * * *

Indeed, negligence is a term depending so entirely upon the facts and circumstances of each particular case, that very little practical advantage is derived from the common classification, slight, ordinary and gross. The same degree of care that would have been highly creditable to common carriers, in seeing to a common stage coach being in suitable repair and road worthiness, for the safety of the passengers and that of their employee, the driver, before the introduction of railroad facilities, might doubtless be regarded as most culpable negligence of duty, on the part of a railroad company in regard to the condition of their passenger trains; not only toward passengers, but even toward their employees who operate the train. And so, too, it may safely be affirmed, a reasonable care for the safety of the employee, which requires of the employer always an attention, in a measure, commensurate to his exposure to danger, for the reasonable protection and safety of the employee, would evidently require of the employer greater vigilance and care in regard to the road worthiness of an express train, or even a common passenger train, than of a freight train. Indeed, the care that the law requires for the safety of the employee, is that care which is regarded by the good common sense of mankind, as reasonably due under all the circumstances of the case.

It is hardly necessary or practicable, to state the degree of care due from the company in this case to the brakeman. It can only be correctly expressed by saying, that it was incumbent upon the company to use all that care and precaution for the safety of the brakeman, that might reasonably be expected of a railroad company on the part of an intelligent brakeman acquainted with the care and precaution used by other well conducted railroad companies in like cases.

Judgment reversed.

Naugatuck Railroad.

This road is 57 miles in length, extending from Winsted, Conn., to Naugatuck Junction, from which point to Bridgeport, about 5 miles, the trains are run over the New York and New Haven Railroad. The Naugatuck Railroad Company was chartered in May, 1845, and organized in February, 1848. The road was completed as follhws: from the Junction to Seymour, 15 miles, on the 15th of May; to Waterbury, 28 miles, on the 11th of June, and to Winsted, 57 miles, on the 24th of September, 1849. Capital stock authorized, $1,500,000; paid in, $1,031,800. Funded debt, $358,050, viz: mortgage 7 per cent. coupon bonds, $350,000 dated July 10, 1856, and payable July 10, 1876, interest January 10th, and July 10th, at Bridgeport. State Law 7 per cent. bonds, $8,000, issued in 1853–'54, and payable in 1863–'64, interest semi-annually. Mortgage 7 per cent. bond of 1848, past due, $50.

The receipts and expenses of the road for the years ending December 31, 1861 and 1862, have been as follows:

Receipts:	1861.	1862.
From freight	$102,866 49	$123,845 81
" passengers	65,057 18	73,362 94
" mails	4,051 00	4,429 17
" express	2,599 94	2,600 00
" interest etc	3,736 05	2,181 78
Total	$178,710 66	$206,419 70
Expenses, viz:		
Repairs of road	$30,168 63	$27,439 55
" engines	6,575 94	7,440 71
" cars	10,377 14	7,677 06
" bridges, etc.	3,561 73	2,824 59
Rent of depot grounds, etc	5,599 97	4,999 94
Wood	8,896 90	10,703 86
Oil, waste, etc	1,528 03	1,824 03
Passenger expenses	10,180 78	9,776 78
Freight "	22,737 56	22,748 40
General "	3,991 65	3,750 00
All other "	2,858 90	3,060 64
Total	$105,971 23	$102,245 56
Balance	$72,739 43	$104,174 14
Taxes and interest	22,475 71	25,426 66
Net gain	$50,263 72	$78,747 48
Dividend, Aug. 15	.....	20,636 00
	$50,263 72	$58,111 48
Add balance from previous year	162,373 90	171,365 62
	$212,637 62	$229,477 10
Dividends, Feb. 15	41,272 00	51,590 00
Balance Dec. 31	$171,365 62	$177,887 10

The following statement will show the gross receipts, operating expenses, net earnings, etc., from commencement to date of the last annual report December 31, 1862:

	Gross earnings.	Operating expenses.	Net earnings.	Dividend.	Per cent.
1849	$54,473	$25,170	$29,303	nil.	nil.
1850	230,862	136,273	94,589	$60,006	6
1851	190,227	85,285	104,940	nil.	nil.
1852	210,984	95,203	115,781	70,007	7
1853	246,687	122,059	124,628	80,008	8
1854	238,266	231,948	6,318	40,004	4
1855	220,459	126,691	93,768	nil.	nil.
1856	237,416	126,134	111,282	"	"
1857	209,555	121,372	88,183	"	"
1858	199,536	106,623	92,913	"	"
1859	241,330	113,825	127,505	30,954	3
1860	268,209	148,275	114,934	82,544	8
1861	178,711	108,258	70,453	51,590	5
1862	206,420	107,792	98,628	61,908	6

The financial condition of the company December 31, 1862, is shown in the annexed Balance Sheet:

Cost of road	$1,181,800	00
" equipment	200,000	00
" real estate	29,088	99
Bonds of 1856	74,000	00
Notes receivable	14,845	19
Cash	19,253	57
U. S. 7-3 Treasury notes	5,000	00
Materials on hand	37,678	45
Sundry balances	20,874	60
Naugatuck R. R. stock	4,250	00
Stockbridge & Pittsfield R. R. stock	7,600	00
	$1,594,660	80
Capital stock	$1,031,800	00
Mortgage bonds of 1848, past due	50	00
" " 1856	350,000	00
State Law bonds	8,000	00
Coupon interest	9,535	77
December expenses	5,945	68
Housatonic R. R. Co.	3,933	26
N. Y. & N. H. R. R. Co.	2,196	25
Dividends	1,671	00
General Post office department	900	00
Sundry balances	2,741	74
Profit and loss	177,887	10
	$1,594,660	80

The office of the company is at Bridgeport, Conn. The officers and directors for 1863 are as follows:

President.—Wm. D. Bishop.

Vice President.—A. L. Dennis.

Directors.—A. Heaton, A. L. Dennis, E. F. Bishop, Green Kendrick, P. C. Calhoun, R. Tomlinson, W. D. Bishop.

Treasurer.—Horace Nichols.

Secretary.—Ira Sherman.

Superintendent.—Charles Waterbury.

The Pennsylvania Canal.

Winding its way along the strand, where the laughing Juniata sings with merry voice, to the glens of inland Pennsylvania, and where the broader Susquehanna rolls its sluggish current to the sea, is the greatest artery of the internal commerce of the State of coal and iron—the Pennsylvania Canal. Commencing in the mountain gorges of Hollidaysburg, for one hundred and twenty-seven miles the canal bed follows the Juniata river, and turns into the Susquehanna, where the two streams meet at Junction. For forty-six miles the canal then follows the Susquehanna, and terminates at the village of Columbia, where large and costly granite outlet locks are constructed to permit the passage of boats into the river, and to admit them into the canal.

The advantages of this great business channel are great. Its arterial branches penetrate the entire northern central portion of the State, and affords the country bordering on the Chesapeake a constant and sure supply of coal and lumber. From the unbroken pine forests of the West Branch of the Susquehanna, the canal stations at Lock Haven, Pine Creek, and Williamsport, send immense quantities of boards down the canal, to be delivered at Columbia, Baltimore, Port Deposit, or to be brought through the Peninsula Canal to the Delaware River, and thence to Wilmington and Chester. Nor is Philadelphia entirely independent of the great lumber regions of the West Susquehanna. Large cargoes are daily arriving there from the localities already referred to, by the way of the Union Canal, to which egress is given at Middletown, ten miles below Harrisburg, and which connects with the Schuylkill Navigation Canal at Reading, from which place the boats pass to the city. Further east, on the Eastern Branch of the Susquehanna, lie the coal-fields of Wilkesbarre, Pittston, Plymouth and Nanticoke. Nearer the Juniata are the coal veins of Danville and Northumberland, and nearer yet, the fertile leads of Sunbury and Millersburg. What a wealth of treasured richness do their depths contain—whither the darkened caverns of the hollow mines are jewels far surpassing those that opened to Aladdin's vision when he paced the flowery meads of the enchanted garden—and the shaping hands of the morling miners bring them forth and send them down the freighted waters, to carry gladness and cheer to many a hundred household. The North and West Branch and the Susquehanna canals all bear their boats to Junction, where they enter the main line of the Pennsylvania Canal, and are then conducted to Columbia. From this point the Tidewater Canal commences, on the western side of the Susquehanna, and thence the coal is transported to the cities and villages on the upper shores of the Chesapeake to Port Deposit, Havre de Grace and Baltimore.

Little grain is derived from the canals communicating with the Pennsylvania. The agricultural freightage is procured on its Juniata Division. The canal passes through the richest portion of the State, originating in the coal fields of the Alleghenies; descending through the eastern ridges of that range it reaches Huntingdon, where the bituminous resources of the Broad Top section are poured upon its waters; then through the picturesque scenery of the Juniata the canal passes until it reaches the termination of the Ksshicoquillas Valley, at Mill Creek, where the products of the adjacent grain fields are shipped to market; then past the granaries of McVeytown and Lewistown, and the luxuriant pasture plains of Newport, the Juniata Division of the Pennsylvania Canal sweeps onward to the bosom of the Susquehanna. Collection offices are established at the two termini, Columbia and Hollidaysburg, and at intermediate stations, at Middletown, Harrisburg, Clark's Ferry, Junction, Lewistown and Huntingdon. The largest and most important office is at Harrisburg, where about fifteen hundred boats are cleared monthly, and the next in importance is Columbia, which passes almost as many boats as Harrisburg.

The boats used on the Susquehanna carry about two hundred and twenty-five thousand pounds of lading. Those on the Juniata rarely reach one hundred and fifty thousand. The Pennsylvania Railroad, however, in whose hands the canal is at present, are extending the locks along the Juniata and doubling them on the Susquehanna, so as to allow of the passage of boats with heavier cargoes.

The canal on the western side of the Alleghenies is insignificant and unprofitable. It formerly extended one hundred and three miles from Johnstown to Pittsburg, but on the first of May the upper western division of thirty miles, from Johnstown to Blairsville, was abandoned. There are now but seventy-three miles of communication from Blairsville to Pittsburg. There are three collection offices, one at each terminus, and at Freeport, forty-five miles below Blairsville. The depth of this canal is but shallow, and the trade is merely local. Thomas T. Warner, Esq., is the General Canal Superintendent, having the management of the entire line, with A. J. Whitney, William T. Burns and John Runk, Jr., as assistants on the Eastern Division, and D. C. Salsbury on the Western.

New York City Railroads.

We subjoin the following interesting particulars in regard to the railroads of New York now in operation and in course of construction:

HARLEM RAILROAD.

The city track of this road extends from the lower end of the Park to the tunnel, the upper depot being at Twenty-seventh street, and passes through Chatham, Centre, Broome, and Grand streets, Bowery and Fourth avenue. According to the report of the State Engineer and Surveyor for the year ending Sept. 30, 1862, this road has 42 city cars. The number of passengers carried therein was 3,530,227. The city track is about two miles and a half in length.

SECOND AVENUE RAILROAD.

Length of road (double tracks), 8 miles; number of passengers carried, 4,771,119; number of cars not stated. This road passes through South, Oliver, Pearl and Chatham streets, Bowery, Christie street, First and Second avenues to Harlem River.

THIRD AVENUE RAILROAD.

Length of road 8 miles; number of first class passenger cars 109; number of miles run by passenger cars about 2,000,000; number of passengers (all classes) carried in cars, 11,432,392; average rate of speed adopted by ordinary passenger cars, including stops, 5½ miles per hour; rate of speed of same when in motion, 6 miles an hour; average weight, in tons, of cars, 2¾; rate of fare for passengers beyond Sixty-fifth street, 6 cents; below Sixty-fifth street, 5 cents; route, Chatham street, Bowery, and Third avenue to Harlem River.

SIXTH AVENUE RAILROAD.

Length of road, 4 miles; number of two-horse cars, 59; number of one-horse cars, 30; number of horses, 503; number of miles run by regular passenger cars, 1,891,960; number of passengers (all classes) carried in cars, 6,955,647; average rate of speed, including stops, 4½ miles per hour; average weight of large cars, 4,500 pounds; small cars, 2,000 pounds; rate of fare, 5 cents, and for children 3 cents; route Vesey, Church, and Chambers streets, College Place, West Broadway, Canal, Varick and Carmine streets, and Sixth avenue to Central Park.

EIGHTH AVENUE RAILROAD.

Length of road, 10 miles; number of passengers (all classes) carried in cars, 7,899,696; number of cars and horses not stated; route, Vesey, Church and Chambers streets, College place, West Broadway, Canal and Houston streets, and Eighth avenue to Central Park.

NINTH AVENUE RAILROAD.

Length of road, 13 miles; length of road laid, 5 miles; number of first class passenger cars, 42; average rate of speed, 5 miles; number of miles run, 779,880; number of passengers (all classes) carried in cars, 1,789,963. On the 30th of July, 1859, the interest of this road, which was then built and in operation from Canal street to 54th street (and which had been constructed by private enterprise,) together with cars, horses, stations, stables, and all the property grants, licenses and privileges appertaining thereto, was acquired from the ten proprietors at the rate of $712,445 85 for the whole, including, however, in such estimate of the whole property, real estate deemed worth $328,485 85. This company has expended $75,000 in extending the road. Route, 54th street, Ninth avenue, Greenwich street, Canal street, West Broadway, College place, and Barclay street.

BELT RAILROAD.

This immense road is in operation on the west side of the town, and partially built on the east side. When fully completed it will girdle the city. The route, commencing at the intersection of Tenth avenue and Fifty-ninth street, lies through the Tenth avenue, West Twelfth street, Greenwich street, West street, Battery place, State street, Whitehall street, Bowling Green, Chambers street, Hudson street, on the West side; and on the east side, from the intersection of the Tenth

avenue and Fifty-ninth street, through Fifty-ninth street, First avenue, Twenty-third street, Avenue A, Fourteenth street, Avenue D, Houston street, Goerck street, Mangin street, Corlaers street, Grand street, Monroe street, Jackson street, South street, Montgomery street, Front street, Old slip, Water street, Coenties slip, Old slip and Front street to Whitehall street.

AVENUE D RAILROAD.

The route of this road when completed, will be through the following streets and avenues: commencing on Avenue D at the northern extremity of the same, through Avenue D, Eighth street, Lewis street, Grand street, East Broadway, Chatham square, Chatham street, Park Row to Broadway; also, from the corner of Avenue D and Eighth street to and through Houston street, Goerck street, Grand street ferry, Clinton street, Avenue B, Tenth and Eleventh streets to Avenue D; also connecting with double track in Canal street, at Broadway, thence through Lispenard street, West Broadway, Beach street, Greenwich street, North Moore street, Walker street, Washington street to Battery place; also connecting with the double track in Avenue D, through Fourteenth street and First avenue to Thirty-fourth street, thence to Avenue A. This road has been commenced, and a portion of it is completed; yet, some time will elapse before it will begin active operations.

SEVENTH AVENUE RAILROAD.

The route of this road lies through Seventh avenue from the southern extremity of the Central Park, old Bloomingdale Road or Broadway, University-place, Clinton-place, Varick street, Wooster street, Canal street, West Broadway, Franklin street, Duane street, College-place, Barclay street, Church street, Greene street, Macdougal street, Fourth street, Thompson street, and Broome street. At Fourteenth street and other points the track will be extended to Broadway. This road is entirely completed, and is in operation above Broome street, but below that point the company have been restrained by the Sixth Avenue Railroad Company from running over any portion of their track. The Seventh avenue Company have put in a statutory plea, and the proceedings have advanced so far that commissioners will be appointed by the Court to assess the value or rent to be paid by the Seventh Avenue Company for the use of the track of the Sixth Avenue.

FOURTEENTH STREET RAILROAD.

The route of this road lies through the following streets, commencing at the Eleventh avenue: Fourteenth street, Hudson street, Troy street, Fourth street, Macdougal street, Bleecker street, Crosby street, Howard street, Elm street, Leonard street, Reade street, Centre street, Chatham street, Park Row, Beekman street, Ann street, William street, Fulton street, South street, Fulton Ferry, Water street, Peck slip; also from Fourteenth street through and along the Eleventh and Twelfth avenues to Thirty-second street. The construction of this road has just been commenced, and on Sunday morning last ground was broken in Fulton street. It is doubtful whether it will be operated, however, before next Spring.

TENTH AVENUE AND THIRTY-SECOND STREET RAILROAD.

The route of this road lies through the following streets, commencing at the ferry at the Western extremity of Forty-second street: thence through Forty-second street, with a double track to Tenth avenue; thence through Tenth avenue, with a double track to Thirty-fourth street; thence through Thirty-fourth street, with a double track to Broadway; thence through Broadway to Twenty-third street; thence through Twenty-third street to Fourth avenue; thence through Fourth avenue and Union-place, with double track to Fourteenth street; thence through Fourteenth street, Avenue A, Second street, and First street, Houston street, Cannon street, Grand street, Goerck street; thence returning to Goerck street, Houston street, Second street, and to connect with double track in Avenue A; and thence along the aforesaid route to the place of beginning.

The road is all built, excepting on the Fourth avenue, the Harlem Railroad Company claiming the right of way on said avenue, and having enjoined the Seventh Avenue Company from laying their track. The Seventh Avenue Company has its cars in readiness and other arrangements made for commencing operations as soon as the suit brought by the Harlem Company is disposed of. They are about building stables at the foot of Forty-second street, N. R.

RAILROAD IRON.

300 TONS now on the voyage to this port. For sale by

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351f

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ON THE BEST TERMS.

PROPOSALS FOR CONSTRUCTING A BRICK TUNNEL UNDER LAKE MICHIGAN, TWO MILES LONG, FOR THE CITY OF CHICAGO.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, August 13th, 1863.

Sealed Proposals will be received at this office till Wednesday, September 9th, at 11 o'clock A. M., at which time the Board will open the same, for doing all the work and furnishing all the materials required for the construction of a brick tunnel, five feet clear diameter, and extending from the present pumping works of the city, two miles out, under the bed of Lake Michigan, and through what numerous borings invariably show to a stiff blue clay soil, together with land and lake shafts, and protecting cribs, in accordance with the plans and specifications for the doing of said work, to be found on file in the office of this Board on and after the 19th inst.

The Board would prefer to let the entire work to one contractor or company, but will receive separate proposals for the tunnel proper and land shaft, for the protecting cribs, and for the cast iron cylinders for lake shafts.

The Board reserves the right to reject any or all bids, and to accept any one bid complying with the conditions of this advertisement.

The bids must be sealed, and must be accompanied with a bond of the penal amount of $200, blanks for which will accompany the specifications, guaranteeing the execution of a contract in accordance with the bid, in case the bid is accepted.

Proposals must be directed to the Board of Public Works, and indorsed "Proposals for Lake Tunnel."

Satisfactory security for the faithful performance of the work will be required of the parties whose bids may be accepted.

J. G. GINDELE,
FRED. LETZ,
F. C. SHERMAN,
Board of Public Works.

3t34

NEW YORK CENTRAL RAILROAD CO.

TREASURER'S OFFICE, ALBANY, Aug. 14, 1863.

SEALED proposals will be received by this Company until 3 o'clock in the afternoon of the 10th day of SEPTEMBER next, for the purchase of its Coupon Bonds (of $1,000 each) to the amount of ONE MILLION OF DOLLARS, (to meet, in part, the debt of Three Millions of Dollars which will become due on the 15th day of June next) bearing interest at the rate of SIX PER CENT. per annum, payable semi-annually, in the City of New York, on the 15th day of June, and the 15th day of December in each year, and the principal payable on the 15th day of December, in the year 1887.

Proposals indorsed, "Proposals for Six Per Cent. Bonds," may be addressed to the undersigned at this office, or at the Bank of Commerce, in New York, and may be for any amount not less than $5,000.

The Directors reserve the right to reject any proposal and no conditional bid will be received.

A deposit of five per cent. on the amount must accompany each proposal. In the case of rejected bids this deposit will be returned without delay, and in the case of accepted bids, interest will be allowed thereon at the rate of six per cent. per annum from the 10th day of September until the 1st day of October next, when the Bonds will be ready for delivery, on payment of the balance of ninety-five per cent. In case of failure to pay such balance, the deposit of five per cent. will be absolutely forfeited to the Company. The first Coupon will be for the amount of interest ($12 50) to accrue from the 1st day of October to the 15th day of December next.

A sinking fund of two per cent. per annum on the amount of the loan will be applied to its reduction, or to providing means for its payment, in such manner and under such regulations as the Directors may from time to time adopt.

3t34 JOHN V. L. PRUYN, Treasurer.

WARNCKE & BROWNELL,

RENOVATORS AND DYERS OF PLUSHES ON
CAR SEATS, STEAMBOATS, AND FURNITURE.

WE restore the color to plushes on car seats, steamboats and furniture, without removing the plush from the seat. Colors when put on, as bright and durable as new goods. Time of detention of car two days, or less. Orders for work solicited.

The process being patented, the public are hereby cautioned against infringement.

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Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.

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Express, 7 and 10 a. m., and 3 15 and 5 p. m.	7.22, 10 27 a. m., and 3.37 and 5.22 p. m.
Troy & Albany (with sleeping car), 10 30 p. m.	10 57 p. m.
Poughkeepsie train, 7.15 a. m. and 12 30 & 6.15 p m	7.37 a. m., and 12.52 and 6.37 p. m.
Peekskill train, 11.30 a m, and 4 10 p m.	11.52 a. m., 4.32 p. m.
Sing Sing train, 5.30 p. m.	5.52 p. m.
Tarrytown, 3.45 p. m.	4.07 p m.

On SUNDAYS at 5.22 p. m., from 30th st.

Tickets may be procured at any of the offices of Westcott's Express in New York and Brooklyn, and baggage checked at the house to all points on the road, and to Saratoga Springs.

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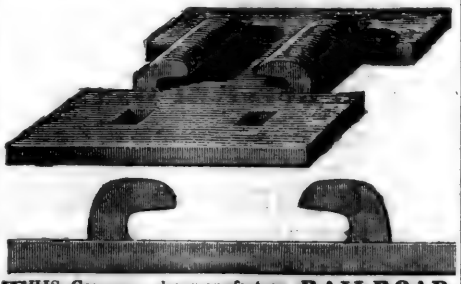
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TREASURER'S OFFICE, ALBANY, July 23, 1863.

TWENTIETH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of August next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of September next on stock registered at London.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; and in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.

The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Friday, the thirty-first day of July instant, and be re-opened on the morning of Monday, the twenty-fourth day of August next.

JOHN V. L. PRUYN,
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4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.

5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.

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32 Cliff st.

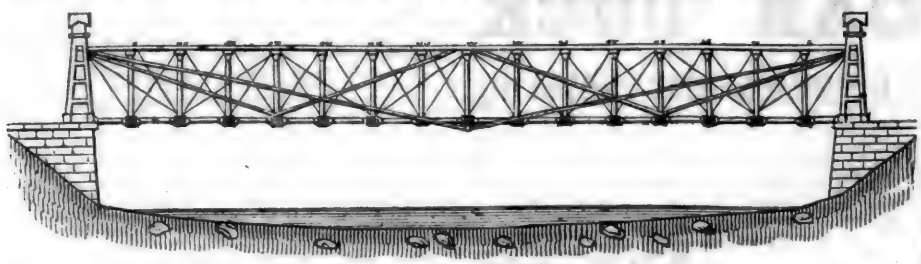
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 36.] SATURDAY, SEPTEMBER 5, 1863. [WHOLE No. 1,429, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 5, 1863.

☞ T. M. TYNG, Esq., 61 Cedar st., has for sale two Locomotives, one 16 and the other 12 tons, each of the ordinary gauge. They are in first-rate order, will be sold low, and are ready for immediate delivery. Also a new first class Passenger Engine, 28 tons, finished in the very best style.

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Messrs. WILLIAMS & PAGE, 67 Water st., Boston, advertise in another column, Lamps for Passenger Cars, adapted to the use of Kerosene or Coal Oils. The lamps are neat, ornamental and durable; the light strong and brilliant; defects which attend the use of other lamps are avoided; and they are as easily taken care of as any in use. They are furnished to suit high roofs, as well as those cars of the old construction. They are already in use on a large number of roads. For further information, and a full-sized drawing, address Messrs. WILLIAMS & PAGE, Boston, Mass.

Atlantic and Great Western Railway.

The Springfield (Ohio) *Republican* states that the engineers of this road are now operating in that vicinity.

Ship Canal between the St. Lawrence and the Hudson.

As is well known to our readers, the most persistent efforts have been made within the last year to turn the Erie Canal into a ship canal; applications to our own state Legislature, and to Congress, have been made, and a still more powerful attempt to bring the project to a successful termination attempted at Chicago, in a convention, at which the co-operation of the North Western and Western States was expected to be secured. It is not our purpose at this time, to show what were the real objects of those who set this scheme on foot, covered up by a desire to secure our naval supremacy on the lakes in case of a war with England, nor what amount of money was paid to the agitators of this project for their invaluable services. We have again and again shown in the columns of this JOURNAL, as others have done elsewhere, that the gunboats which could pass through the enlarged canal would be unfit for service on the Lakes.

Next that the destruction of a single aqueduct by a secret enemy, either across the Mohawk, below Schenectady, or on the Schoharie creek, would completely prevent the proposed Monitors from reaching their destination. Also that there are numerous convenient points in proximity with all our lakes, where the largest class of Monitors might be advantageously and economically constructed, without any violation of the supplementary treaty of Cyhent.

We have also shown that to reconstruct the Erie Canal would be to interrupt, if not destroy its navigation for several years; and deprive our State of the revenue of from four to five millions it is now receiving from it; that the cost of construction would be from fifteen to twenty millions, a burthen the people are not at present able to bear, nor is it likely they will be for a long time to come. We have also demonstrated that long ship canals have been proved to be failures, since they are not adapted to the use of square rigged vessels or steamers for many obvious reasons; that five canal boats moving at the rate of three miles per hour, of 200 tons burthen each, can transport more cheaply and rapidly through a canal than a single vessel of 1000 tons, and above all, the proposed Erie Ship Canal would leave Lake Ontario, and the American shores of the St. Lawrence entirely out of all chance of competition with the upper lakes, although the country washed by these waters would be compelled to contribute their full share to a measure which might be their ruin; and finally we have shown, that distances being the same or not the same, an unshackled lake and river navigation is cheaper and better for the producer and consumer than an artifical navigation subject to lockage, tolls and breakages. Is there a sane person who believes that a canal along side of the Hudson, would take away the business of that river? Or that it could compete with it for its traffic.

On the same principle, a canal from Chicago to Buffalo could not sustain itself, against the free navigation of the upper Lakes, Michigan, Huron and Erie.

Short Ship Canals connecting navigable streams or lakes may have merit, though not always found equal to the expectations of their projectors. The Russian Canals, the French, and the English are but barge canals at the best, and even the great Caledonian, originally designed to avoid a ship navigation around the North of Scotland, and adapted to the size of a 32 gun frigate, has been almost entirely abandoned, and its revenue does not exceed $15,000 per annum, a sum totally inadequate even to its repairs. Experience as well as theory is against the construction of long and deep artificial channels of navigation, and especially are these unnecessary when Nature has given us splendid rivers and lakes, that can be connected with short cuts, and which create but moderate interruptions to a larger and free navigation. With these views, and fully estimating the vast productive powers of the Western and North Western States, admitting the necessity of having further cheap outlets for their surplus cereals, and other natural products, recognizing that insatiable spirit of progress and improvement which pervades this country, and which is to be cherished to the utmost point of practicability, we have the opinion, by no means original with us, that to meet all these requirements of trade and commerce on the one hand, and of public opinion on the other, a ship canal may be easily constructed which shall unite the waters of the Lakes with those of the Hudson, and open a route of navigation which no pressure of

Western production can ever choke up or overflow. If the capacity of the Erie Canal is equal practically to fifteen railways like the Central, it is certainly very apparent that the lakes, the St. Lawrence river and Lake Champlain, united by short ship canals, will be more than equal to a thousand railways, in the capacity for transportation. And on this noble route of more than one thousand miles in extent, the canals necessary to make it perfect, would not be one-tenth of the whole length, and on this alone would any tolls be chargeable. On the Erie enlarged, tolls would be paid for 352 miles. This statement assumes the shape of demonstration, as to which is the best route, and which it should be our immediate policy to select. To bring a steamer or brig from Lake Superior or Michigan to the city of New York, of the tonnage now most usually preferred on the lakes, say from four to five hundred tons for steamers, and about half that for sailing vessels of the best class, there is nothing now necessary to be executed but the widening of two canals, with a very few locks, of small lifts; to wit the Chamblee and the Champlain. And this has been the opinion of the wisest men in the Canadas, as well as the United States for many years past.

In 1849 a convention was held at Saratoga to consider this very subject, and if we are not mistaken met principally at the suggestion of the Montreal Board of Works of which Thomas Ryan, Esq., was then President. In a report made by him and read and considered at that convention, it was stated that besides avoiding the transhipment between the lakes and New York, it would open a large reciprocal trade between it and the Canadas, Newfoundland and Labrador.

In 1852 the subject was brought to the notice of Congress by the then Secretary of the Treasury Thos. Corwin, and at the same it was receiving the attention of the Canadian Government, and the particular care of the Hon. John Young, one of the greatest benefactors of Canada, and still living as we are happy to learn, in a green old age. The Canadians at that time seemed anxious to get ship navigation into Lake Champlain if no farther, in which case Whitehall in this State instead of being an inconsiderable village, would have been at the head of the great Lake navigation, and might have rivalled Cleveland, Buffalo or Oswego. Mr. Young was anxious that Canada should enlarge her Chamblee Canal also, because it would lead to a corresponding improvement in the Champlain Canal, and he asserted that in such a case, the voyage between tide water in the Hudson and Lake Erie at Buffalo could easily be made upwards in five days, and downward in four.

Within the last year, the leading minds of Canada, both in Parliament, and the Montreal Board of Trade, have recurred to this subject with a marked interest, as is evident from various reports of Committees which have been given to the press, and commented upon by this JOURNAL, though without awakening the attention it deserved, but which they will be sure to excite at a favorable moment.

Much additional light has been thrown upon it by the recent reports of our late Engineer on the Canals of the State, and the estimates of enlarging them for the military purpose of defense of the Lakes. We are again indebted to S. H. Sweet, Esq., Deputy State Engineer and Surveyor, for sundry valuable documents emanating from the Canal department, illustrated by new, correct, and well executed maps, and accompanied by legislative reports. It is very evident that our State Engineers are men competent not only to take good care of our present canals, but are equal to any future work of which these are to be a component part.

The first step and the least one to be taken is to improve the navigation of the Canal of Chamblee, which connects the St. Lawrence near Montreal with the Richelieu river below St. Johns at a place called the Chambly basin. It is 11½ miles in length by 24 feet in width; the depth of water is 8 feet, and the lockage is 74 feet.

The Champlain Canal, which as the second step, would require enlargement, is 66 miles in length, with 20 locks of moderate lift. Seven locks lift the boats 54 feet from the lake to the summit level, and thirteen let them down 125 to the Hudson.

In 1862 a committee of the Senate of this State being appointed for that purpose, reported favorably on a bill to provide among other things, for the enlargement of the Champlain Canal, so as to admit the passage of gunboats and vessels of war. It was based upon a report of W. B. Taylor, State Engineer and Surveyor, in which the following facts were stated. We quote them substantially as follows:

"The original size of the Champlain Canal prism, was 28 feet bottom and 4 feet depth. In 1860 the Legislature authorized the canal to be widened to 35 feet on the bottom, and the depth of water to be increased to five feet. Lake Champlain is 125 miles long from Whitehall to St. Johns, and from one to fourteen miles wide. Its waters flow into and join the St. Lawrence at Sorel 57 miles from St. John's. The Chamblee Canal 12 miles long intersects the Richelieu river 33 miles above its outlet, admitting the passage of vessels of 350 to 400 tons drawing 6½ feet water. From Montreal by improvements around the rapids of the St. Lawrence there is an unbroken navigation to the upper lakes, so that certain kinds of vessels not over 120 feet long and 23 wide, may even now load at Chicago and unload at Whitehall. The Canadian Canals along the St. Lawrence from Montreal to Ogdensburgh are about 41 miles in length, and will pass vessels of from 500 to 600 tons drawing 8 feet of water. All the locks are 200 feet long, 50 wide and 9 feet deep."

The Welland Canal uniting the waters of Lakes Erie and Ontario is 28 miles long, with 31 locks, 150 feet in length by 62½ feet wide, and will readily pass vessels of 500 tons burthen.

The cost of enlarging the Champlain Canal, or rather enlarging the locks so as to pass a boat 150 feet long and 25 wide, as estimated by Mr. Taylor, and appended to this report is $3,770,190.

We thus may safely calculate that to alter the Chamblee locks to the same size would be in the proportion of 12 to 66 miles. If then the cost of reconstruction of the Champlain would be in round numbers $58,000 per mile, the whole cost of the reconstruction of the Chamblee might be safely estimated at about $700,000. For this sum therefore the propellers of Chicago could without shifting a barrel of freight unload their cargoes at Whitehall, and if the State of New York would expend four millions, they might unload at the wharves in the City of New York.

We must confess, however, that we do not coincide with Mr. Taylor in his estimates of the expense of enlarging the locks of the Champlain Canal to the capacity stated.

This canal as appears from the official documents, cost but $1,746,062, and is so stated as ascertained in 1863, the prism of the canal having been enlarged from 40×26 .4 to 50×35 .3. We therefore cannot see how the enlargement can be fairly estimated at double the original cost, when so much of the old work will become a part of the new.

We leave this, however, to be decided by the engineers at a future day.

We then sum up the whole subject as one eminently worthy of the attention of the public, worthy of a combined movement in its favor by the cities of New York, Montreal, Albany and Troy. It has been long and thoroughly examined and understood. The State of New York is fully able to meet the expense of that portion of the enlargement which she may undertake. Canada is equally able for the small expenditure she will be called on to make.

It will satisfy all the advocates of ship canals from the lakes, furnish an almost free navigation for large vessels from Chicago to New York, and from all the lake ports eastward, including those on Lake Ontario and the St. Lawrence River. It will also ensure a large portion of the Canadian trade, and that to arise from the construction of the Ottawa Canal, and create a friendly feeling in that quarter which will one day help the *gravitation* alluded to on both sides the St. Lawrence, and add great reciprocal advantages to those already enjoyed by the United States and the Canadas.

The great West will also have an unshackled outlet for their enormous products, and a choice of two routes to market, instead of one. In short, if we must have a ship canal to please our western friends let us give them this, about which there never can be any opposing interests, since it embraces all.

Nor should it be forgotten that by means of this ship canal, a large portion of the vessels employed in navigating the lakes, and now laid up in winter, could pass through to the Atlantic at the end of the season, and be employed in the coasting or West India trade, or even in European voyages, thus adding to the profits of their owners and the general wealth of the country.

Census of Ireland.

The census of Ireland for 1861, which has just been published in the form of a voluminous blue book of 1196 pages, gives the total number of inhabitants as being 5,798,967, in addition to 26,080 officers and soldiers, 1174 men belonging to the navy, and 2282 in connection with the merchant service. The number are thus apportioned to the provinces:—Leinster, 1,457,635; Munster, 1,513,-558; Ulster, 1,914,236; and Connaught, 913,135. Out of these figures, 2,105,958 can read and write, 1,022,787 read only, and 2,667,090 are incapable of doing either.

Valuation of Providence.

The valuation of the city of Providence is as follows: Real estate, $37,701,000; personal property, $28,714,800; total, $66,415,800—an increase of $5,382,800, since last year. The rate of tax is $6.80 on $1,000.

Dayton and Michigan Railroad.

The earnings and expenses of this road for the years ending March 31, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From passengers	$131,912 36	$190,180 58
" freight	217,293 02	430,212 38
" mails	22,350 00	22,350 00
" express	11,706 59	16,844 20
" other sources	16,906 41	4,118 39
Total	$400,168 38	$663,705 55
Expenses, viz:		
Repairs of road	$ 31,197 62	$41,596 07
" bridges	1,560 38	2,755 49
" engines	15,827 21	16,405 61
" cars	16,144 42	24,382 82
Fuel	19,666 13	17,739 16
Oil, waste, etc.	4,483 58	8,313 78
Train expenses	28,066 11	35,051 10
Agencies, salaries, etc.	37,053 98	40,041 80
State taxes	8,086 30	7,728 68
Passenger taxes	.....	3,488 53
General expenses	10,933 58	8,455 19
Freight refunded	.....	3,046 77
Fuel and tools for shops	1,846 27	2,023 19
State fair subscription	1,100 00	.....
Telegr'h exp. & repairs	1,251 95	1,136 83
Total	$177,217 53	$212,165 02
Balance of earnings	$222,950 85	$451,540 53
From which deduct—		
Rent paid other roads	$9,213 00	
Renewal account	15,255 27	
Interest on iron, construction and equipment debt	49,048 95	
Interest on bonds	29,785 52	
General interest & exchange	5,302 41	
	108,605 15	
Leaving a surplus of	$342,935 38	

—or about 51.67 per cent of the gross earnings.

A comparison of the earnings of the past with those of the preceding year show an increase of $263,537 17. The transportation expenses, including renewal account, but exclusive of taxes, have increased only $37,707 32. The net earnings, therefore, show an increase of $225,829 85.

The net revenue has all been applied to paying the debts of the company, for construction, iron, rolling stock, etc., and the reduction of the unpaid interest on its securities; and the company is now, for the first time in its history, in a condition to apply the future earnings of its road to their legitimate purposes, viz: the payment of interest on the money invested in the enterprise.

The entire expenses, including taxes, rent and renewal account, have been $236,633 29, and the actual net revenue of the road for the year, $427,072 26, which is sufficient to pay 7 per cent interest on $3,790,000—the entire debt of the company—and 6 per cent dividend on the capital stock, and leave a handsome surplus. The report says:

In compliance with the terms of contract of lease between this Company and the Cincinnati, Hamilton and Dayton Railroad Company, as approved by the Stockholders of this Company, at a special meeting held on the 14th day of April last, the Directors did, from the first day of May last, transfer the Road with all its Rolling Stock, Depots, Machinery, and fixtures of every kind, to the Cincinnati, Hamilton and Dayton Railroad Company, to work as contemplated in the lease—a copy of which is appended for the convenience of future reference.

The advantages to be derived by this Company in making the lease, were then fully discussed, and need not be recapitulated here. All the sacrifices made to consumate this long projected union of your Road with the Cincinnati, Hamilton and Dayton Railroad, making a line managed by one company, have been borne by the large individual Stock and Bond holders of this Company, who, by the surrender of their stock and the past due coupons on their Bonds, procured the endorsement of the Bonds of this Company by the Cincinnati, Hamilton and Dayton Railroad Company for the prompt payment of the Interest Warrants as they become due in New York City. That endorsement is guaranteed by the Little Miami and Columbus and Xenia Railroad Companies, making the Bonds of this Company a first class security, equal to any Bonds in the country. The permanent union of the two roads, practically into one, makes it the shortest route between Cincinnati and Lake Erie, and the cheapest Freight line to and from Northern and Eastern points, without danger of future rivals.

Now, in transferring the management of the affairs of this Company to their successors, the Directors are gratified, that after years of unremitting attention, under embarrassing circumstances, with limited means, they, by assuming responsibility personally, to a large amount, and by energy and economy in the management, have succeeded in the enterprize which was, at the time they entered upon it, but just commenced, and have finished the Road and placed it among the first class Railroads in the State.

The entire business of the road since it was completed and in full operation is exhibited in the annexed statement.

	Earnings.	Expenses.	Balance.
1861	$375,002 59	$162,895 12	$212,107 47
1862	400,168 37	177,217 53	222,950 84
1863	663,705 55	212,165 02	451,540 53
Total	$1,438,876 51	$552,277 67	$886,598 84

The receipts of the road during the past year, because of the very limited amount of rolling stock were much less than they would otherwise have been. There were in use on the road only 16 engines, four of which were constantly employed in yard duty and on wood trains; 8 passenger cars, and 226 box, stock, and flat cars—which is only about two-thirds of the equipment usually kept upon roads of like length and traffic. The other equipment in use during the year was 5 baggage, 65 gravel, and 31 hand cars. It is difficult to estimate which would have been the earnings of the road during the year had the line been properly equipped: certainly not less than one million of dollars. The engines were taxed entirely beyond their capacity; and yet, by close attention and good management, they were all kept in good working order; and while the mileage of the engines was much greater than the previous year, the cost of repairs was much less. During the past winter there were built in the company's shops at Lima, 44 new freight cars, making the rolling stock now on the road: 16 locomotives; 185 box, 55 stock, 30 flat, 8 passenger, 5 baggage, 65 gravel, 1 boarding, and 23 hand cars, and 9 trucks, all of which, except the gravel cars, are in good order for use. The dock improvements at Toledo were completed during the year. The amount expended upon that work up to the date of the report has been $35,741 59. Want of engines prevented any additional ballasting during the year. It is presumed, under the new management, having ample means, it will be done without loss of time.

When the road was taken off the contractors' hands, in the fall of 1859, $35,000 was deducted from their pay, with which to complete the ballasting north of Lima—of which amount there has been expended in that work, $24,343 04, leaving $10,656 96 yet applicable to ballasting that division.

The road bed and track has been maintained in good working order. 179 new rails have been used, and 34,000 ties purchased. The bridges have all been kept in a safe and reliable condition. The road has therefore been transferred to the new managers, as contemplated in the lease, in good order, and in the free enjoyment of a large and profitable traffic, and friendly relations with all connecting roads; and at the same time possessing the confidence and good will of the community, and of its business patrons generally.

The number of miles run by engines during the year was 414,779—an increase over the previous year of 69,309. Miles run by freight cars, 2,420,781—increase, 732,329. Number of passengers carried, 154,961, viz: through, 24,655½; way, 130,305½. Tons of through freight, 92,585; do., way, 87,416—total 179,951.

The financial condition of the company, March 31, 1862 and 1863, is exhibited in the annexed Balance Sheet:

	1862.	1863.
Construction	$4,622,672 48	$4,663,675 00
Lima shop equip.	7,981 72	12,145 31
Toledo depot real estate imp.	100,910 91	109,581 59
Telegraph line	1,382 55	1,469 55
Right of way	93,356 82	93,506 82
Rolling stock	127,386 72	339,553 34
Stock interest, paid and estimated	509,749 88	512,255 39
Real estate & trustee	61,599 06	60,639 91
Engineering, etc.	1,275 00	1,275 00
D. & M. R. R. stock	700 00	700 00
D., X. & B. "	4,800 00	4,800 00
Bills receivable	7,935 24	7,750 19
Due from former agents	12,748 77	12,976 65
Due from station agents, etc.	10,314 44	28,905 59
Due from individuals	11,040 84	16,037 85
" P. O. depart.	5,587 50	9,582 79
" U. States	1,515 33	515 00
Cash	5,797 53	21,986 36
Lessee, renewal and new car account	.....	23,058 65
Profit and loss	.....	589,211 29
	$5,586,704 69	$6,509,826 28
Capital stock—new	$1,795,249 86	$1,860,543 57
" old	462,638 75	410,413 55
Estimated interest on same, due Sept. 1, 1859	172,858 00	164,263 00
Capital stock paid in, not issued	18,218 66	16,996 70
First mort. bonds	300,000 00	300,000 00
Second "	2,258,000 00	2,503,000 00
Toledo "	56,000 00	56,000 00
First mort. funded interest bonds	.....	35,490 00
Income bonds	9,700 00	9,700 00
Bills payable	221,784 94	64,300 57
Call loans	4,392 29	.....
Due on pay rolls	16,965 19	12,164 94
" individuals	43,288 75	38,761 06
" agents, etc.	3,717 13	7,253 28
" Toledo dep't real estate	11,167 75	11,107 75
Interest due on—		
First mort. bonds	.....	23,450 00
Second "	.....	650,230 00
Toledo "	.....	1,850 28
Funded int. "	.....	1,306 20
Surplus earnings	212,723 37	342,935 38
	$5,586,704 69	$6,509,826 28

According to the above statement, the increase in construction account has been $41,002 62; in

Toledo depot property $8,870 68; and in rolling stock account $212,166 62. By reference to the last report it will be seen that a large amount of the rolling stock was owned by A. Gross & Co. Since that time, the company has purchased all their interest in the stock used in operating the road, which consisted of 12 locomotives, 131 box and stock, 28 platform, 7 passenger and 2 baggage cars, for which they paid $184,666 12; to which add $27,500 for 44 new freight cars—together $212,166 62, making the entire cost of the rolling stock $339,553 34.

There has been $52,225 20 of the old issue of the capital stock returned to be reissued. There has also been $1,221 96 issued for stock paid in—making, together with interest on the old issue, $65,293 71, the increase in the capital stock of the new issue.

Bills payable shows amount still due $64,300 57, against $221,784 94 last year, a decrease of $161,876 66. Since the close of the fiscal year there have been paid on this account $59,162 77—leaving a balance of only $5,137 80 due.

In August, 1861, the company made a proposition to holders of the first 300 mortgage bonds, to fund for five years six coupons, being those due July 1, 1861, to January 1, 1864, inclusive, with 7 per cent. interest, to be paid semi-annually in New York, to issue scrip therefor in due form. The funded coupons to be placed in the hands of a trustee, in order to hold the same covered by the mortgage until the scrip be paid off. The holders of 169 bonds only have accepted the proposition, and funded their coupons, the interest on which has been promptly paid. The coupons due on the remainder, 131 first mortgage bonds, are still unpaid from January 1, 1861, the holders refusing to surrender the coupons. The first mortgage bond debt, including funded and unfunded coupons is $358,940.

These were negotiated and sold, the past year, 79 of the second mortgage bonds of the company, to pay the interest due on grading and material furnished to complete the road. Also 160 were issued, to purchase the rolling stock; and 12 were used to purchase the depot grounds at Dayton. There were redeemed 6 bonds at 80 per cent. on their par value, leaving 245 credited as sold the past year. The whole number of this class of bonds disposed of to April 1, 1863, is 2,503. In 1859, the parties holding this class of bonds, to enable the company to procure the iron, chairs and spike to complete the road from Lima to Toledo, agreed to deposit their bonds in the hands of a trustee, and the coupons on the same to be retained by said trustee, and not presented for payment; in order that the income of the road applicable to the payment of these coupons, should be applied in payment of the iron rails, etc. In consequence of the embarrassed condition of the railroad interests in the country for the first two years after the completion of the road to Toledo, the iron debt was not liquidated until within the last six months; consequently the bonds remained in the hands of the trustee, and no interest was paid. While the bonds remained in that condition, it was not deemed necessary to make up the interest account, as it was impossible to give the correct amount, as the contractors had not completed the road, and the interest on their contract had not been adjusted, which has been done the last year. This company entered into an agreement in February, 1859, with the C. H. & D. R. R. Co., to purchase 300 of this class of bonds, from a certain portion of the earnings of this road over their road, at 80 per cent. on their par value. Of this number, 149 have been sold, on which the interest has been promptly paid, and charged into the current interest account of each year. There were also 50 additional bonds of this class sold in 1859—the punctual payment of the interest being guaranteed by individuals—which has also been paid. The number of coupons past due and unpaid on the above class of bonds from July 1858, to January 1, 1863, is 18,578, and the amount due $650,-230, which has been charged to profit and loss. There has also been charged to this account the coupons funded on the 169 first mortgage bonds, $35,490; the coupons not funded, less the amount charged against the earnings of the year, $14,-280; also, the coupons on the second mortgage bonds, for interest on grading contract $63,595; commissions paid, etc., $38,339 66—making a total of $801,934 66. From which deduct the surplus earnings of previous years, which were credited to profit and loss, $212,723 37, leaving a balance to debit of profit and loss account of $589,211 29. The surplus earnings of this year, when credited to that account, will make it $246,-275 91. The entire debt of the company, as now shown on the books, is $3,593,870. The amount due for pay rolls in mostly for March labor, which has since all been paid off; and the company is now free from all debts incurred for labor and materials used in working its road.

The officers elected for 1863 are as follows:

President.—S. S. L'Hommedieu.

Vice President.—R. M. Shoemaker.

Directors.—M. R. Waite, H. S. Conklin, P. Smith, George H. Hill, John Young, John W. Hartwell.

General Superintendent.—Daniel McLaren.

Secretary and Treasurer.—F. H. Short.

County Subscription Bonds.--Bona Fide Holders.

ACT AUTHORIZING CERTAIN COUNTIES TO SUBSCRIBE TO THE DAYTON AND MICHIGAN RAILROAD COMPANY.—BONDS REGULAR ON THEIR FACE AND IN THE HANDS OF BONA FIDE HOLDERS HELD TO BE VALID.

The general assembly of Ohio authorized the commissioners of certain counties through which the Dayton and Michigan Railroad might be located, to subscribe to the capital stock of that company, and issue negotiable bonds in payment of such subscription. The county of Hancock subscribed, and issued its bonds in payment, certain of which came into the possession of one Daniel H. Treadwell, who now asked from the Supreme Court of Ohio, a maudamus to compel the county to satisfy is bonds. The first answer of the defendants was to the effect that the road had never been located through the county, and on demurrer, this was held to be a sufficient defense, as showing that the bonds had been issued illegally. Afterwards the writ was amended, by an averment that the bonds had been issued and negotiated by the commissioners. The answer to the amended writ alleged that the relator *had notice* that the railroad was never located through or in the county; that he never paid a valuable consideration for them; that the commissioners never subscribed for the stock; and denied that the bonds were the deeds of the county of Hancock. One of the provisions of the acts of assembly was that all bonds "issued and negotiated" by the commissioners "and regular on the face thereof" should "in the hands of any bona fide holders thereof, be deemed and taken in all courts and elsewhere, as conclusive evidence of the regularity of everything required by this act preliminary to the issue and negotiation" of the bonds.

The Supreme Court now grant a premptory writ of maudamus against the county, and hold, that the bonds being regular on their face, and issued to the company ostensibly in payment of a subscription of stock and having been put in circulation and having passed into the hands of a bona fide holder, they are valid. The following is the opinion in full rendered by the Court at the decision of the case:

Gholson J.—Upon the issues of fact joined between the parties in the case, we should certainly feel bound to decide, that the bonds held by the relator are invalid, but for the considerations, that he is a *bona fide* holder of those bonds, that they are regular on their face, and that the statute has provided, that such bonds, issued and negotiated by the commissioners, shall be deemed "conclusive evidence of the regularity of everything required by this act to be done preliminary to the issuing and negotiation." We have no difficulty in finding that the relator is a *bona fide* holder, and that the bonds are regular on the face thereof. We also think that the bonds were issued and negotiated within the meaning of the statute. They were executed by the commissioners, and delivered to the agents of the Dayton and Michigan Railroad Company, to be put into circulation, and must as to a future *bona fide* holder, be regarded as "issued and negotiated." This issue of the bonds and delivering to the agents of the company, is shown by the record of the proceedings of the commissioners. In form, also, as shown by the proceedings of the directors of the railroad company and of the commissioners, there was a vote of the electors of the county, and a location, through the county, of the railroad. This location was soon abandoned and we think the evidence shows, was not made in good faith, and that the real object was to aid another railroad company. Such a purpose was in fraud of the law, and illegal, but it does not appear on the face of the transaction, and there is no evidence that the relator had any notice of the fraud and illegality. The question, then, as properly stated by the counsel for the defendant, is, whether they are estopped by the statute from showing, as against the relator, such fraud and illegality, to invalidate the bonds? It is argued with ingenuity and force, that the statute does not extend to the want of power, but only to irregularity, in the precedent steps. That the steps requisite to confer the power to issue the bonds, must be substantially taken, and only irregularities in taking them are to be overlooked in favor of a *bona fide* holder. The distinction between a want of power, and irregularity in the exercise of power, was recognized in the decision on the demurrer in this case. When a particular matter is to be regarded a condition precedent to the exercise of a statutory power, conferred on such a body as the county commissioners, will depend upon the construction of the statute. That which might otherwise be

regarded a condition, may, in view of the evident object and intent, and to give proper effect to the language employed, be placed on the footing of an irregularity, or, what would amount to the same thing, it may be apparent, that those who have to act, are authorized to decide by their action that they have the authority to act.

In taking the steps required by the acts of the general assembly to precede the issue and negotiation of the bonds, such as the vote of the electors on the question of subscription to the stock of the railroad company, and the location of the railroad in or through the county, it might become a question of some nicety, to draw the line between what would be substantial and what irregular. We cannot think that such a distinction was in view of the legislature. The object was clear, it was to facilitate the negotiation of the bonds and add to their market value. It was doubtless expected, that they would be used in places where an inquiry into the mode in which the steps required had been taken, would be inconvenient, and the object was to make any such inquiry unnecessary. If the protection to a *bona fide* holder were extended only to what might be regarded as irregularities, in view of that distinction, it is doubtful, whether any effect would be given to the enactment of the legislature—whether it would not amount to a mere superfluous declaration of what would be the rule of law on the subject. For it would be difficult to maintain if the special provision as to the effect of the bonds regular on their face were stricken from the act, that a *bona fide* holder of the bonds would be affected by mere irregularities in the taking of the precedent steps, or in the exercise of power by the commissioners. The extreme case of an issue of the bonds without any attempt to take the precedent steps was not contemplated, and we have not to deal with such a case. The steps required were ostensibly and professedly taken; the bonds were issued and negotiated by the commissioners, are regular on their face; and the relator is a *bona fide* holder and in our opinion a fair construction of the statute requires us to hold, that he was not bound to inquire whether there was any defect in the precedent steps and that his title to the bonds cannot be invalidated by showing a defect, whether proceeding from intention or neglect. The acts of the general assembly, under consideration were enacted before the adoption of the present constitution, and as has been frequently held are not inconsistent with it; and we cannot appreciate the argument, that the provision in that constitution against a loan of the credit of a county gives to the illegal acts of the commissioners and the railroad company an effect, as against a *bona fide* holder of the bonds, which they would not otherwise have. A misappropriation of the proceeds of the bonds by a secret arrangement between the commissioners and the directors of the Dayton and Michigan Railroad Company, would be none the less illegal and a fraud on the law under which they were acting, because it contravened the spirit of a provision of the present constitution; but we cannot understand how it would be any more so, or that the degree of illegality could make any difference. After all, it can only amount to this, that the precedent steps required were taken, the bonds regular in form, were issued and placed in the hands of the railroad company to be put into circulation, all in seeming compliance with the acts of the general assembly, but there was a secret understanding between the commissioners and the railroad company that the bonds and their proceeds should be diverted from the purpose for which they were authorized to be issued, and applied to another. If the secret understanding to misappropriate, cannot properly affect the rights of a *bona fide* holder, and we think that neither on principle, nor in justice, nor on a fair construction of the statute aught he to be affected thereby, then, surely, the object of the misappropriation, whether for individual benefit, for another work of internal improvement, or for any other unauthorized purpose, can make no difference.

It is to be regretted, that those acting under such authority as that vested in the present instance, do not keep themselves within its limits, and exceed them either from design or from a want of proper apprehension of the law.

But we are satisfied that it was the intention of the legislature, by a particular and special provision of the statute, to protect a *bona fide* holder of the bonds issued under the authority, from the ordinary consequences of such illegal acts, and the issues will, therefore, be found for the state, and a peremptory mandamus will be awarded.

Peremptory mandamus awarded.

The Mont Cenis Tunnel.

The following particulars respecting this interesting undertaking have been recently laid before the Lower House of the Italian Parliament by General Menabrea, Minister for Public Works:

"The lowest pass of the Alpine chain on this side is about 2,100 metres* above the sea level, and the tunnel will enable the railway trains to cross the mountain at a height of about 1,333.8—*i. e.*, 766.2 metres below the present pass. The tunnel will be 12,220 metres in length.† Its southern opening at Bardonneche, in the Valley of Susa, is 1,335.38 metres above the sea level; from this point the tunnel rises 0.5 per 1,000 metres up to a distance of 6,100 metres; that is, to about the middle of the gallery, when it again slopes down at a declivity of 22.2 per 1,000 to its northern opening near Modane in Maurienne, which lies at a height of 1,202.82 above the sea. An English engineer, Mr. Bartlett, set to work a boring machine, by which a tunnel could be pierced with a rapidity eight or ten times greater than any hitherto obtained by ordinary means; but Mr. Bartlett's contrivance was wrought by steam, and could not be applied to a tunnel where air could not be had for combustion. The Italian engineers proposed to substitute compressed air instead of steam; and, notwithstanding long opposition on the part of foreign scientific men, their method is now in full operation, and their success exceeded the most sanguine expectations.

The tunnel was begun in 1857, with ordinary means. That year and the two following were spent in preliminary operations, such as the construction of houses, workshops, &c., for in that inhospitable region there was all to be done. The first experiments with the boring machines were made in 1861, at Bardonneche, on the Italian side, but, even on this side, the regular work only proceeded uninterruptedly in 1862. The invention of the new machine was yet in its infancy; its occasional failures, and even its gradual improvements could not fail to cause considerable delays. The tunnel at Bardonneche, on the 1st of January, 1863, was 1,274 metres. In the years 1857, 1858, 1859 and 1860 724 metres had been achieved by ordinary means. By the aid of the new machines 170 metres were added in 1861, and 380 in 1862. On the Savoy side, at Modane, from 1858 to January 1, 1863, only the ordinary means were employed and the result was for the whole of that period only 925 metres. The tunnel, therefore, calculating the work achieved at both ends up to the beginning of the present year has attained a length of 2,199 metres, 550 of which have been made with the new machines. What was done at Bardonneche in 1862, in spite of the imperfection of a half-developed method—namely, 380 metres—must surely be possible in 1863; nay, it is quite certain that the result of the present year will be no less than 400 metres. On the side of Modane, again, the new method was applied on the 25th of January last, and, as there the errors which retarded the work at Bardonneche will be avoided, the result of the work on both sides for 1863 will be no less than 800 metres. The engineers are very confident that the work will proceed with even greater speed, but the Minister would base his calculation on the most certain data, and, by limiting the results of our yearly progress to 800 metres, he thought the whole undertaking would be achieved in twelve and a half years.

On the 7th of May, 1862, a convention was signed with France, by the virtue of which the latter State undertook to pay the sum necessary for the construction of 6,101 metres of the tunnel, half its length, at the rate of 3,000f. per metre, or 3,000,000f. per kilometre, on condition that this compensation should not, taken altogether, exceed 19,000,000f. The French, however, reckoned the work upon the understanding that it should be executed by ordinary means, and allowed a period of twenty-five years as necessary for its completion; but they stipulated that in the event of the tunnel being accomplished in less than twenty-five years, beginning with the 1st of January, 1862, the capital of 19,000,000f. would be increased at the rate of 500,000f. for every entire year that might be deducted from the *maximum* of twenty-five years. If the works were to last less than fifteen years the premium would be raised to 600,000f. for every entire year's reduction; so that if the work were actually achieved in twelve and a half years the Italians would gain a premium of more than 16,000,000f. Moreover, as the French Government does not reimburse the Italians immediately, but pays the interest of the sums due, and these interests may be reckoned at 6,500,000f., the Minister calculates that France will, at the end of the work, be indebted to Italy to the amount of about 31,700,000f.

The Victor Emmanuel Railway Company is obliged to pay a sum of 20,000,000f., of which 7,000,000f. falls to France; the 13,000,000f. which will be paid by the Victor Emmanuel Company is, therefore, to be added to the 31,700,000f. contributed by France. The total expense will be about 65,000,000f. Deducting the French share and that of the Victor Emmanuel Company, there will then be only about 20,000,000f. left to the charge of the Italian Government, and this will include the railway line from Susa to Bardonneche, a line forty kilometres in length, which will cost no less than 14,000,000f. or 15,000,000f.

It is important to observe that by the treaty of the 24th of March, 1860, which made Savoy over to France, it had been agreed that the Italian Government took upon itself the accomplishment of the work of the Mont Cenis tunnel. These words of the treaty were differently construed by the two States, inasmuch as Italy only reserved the power to have in her hands the whole execution of a work which reflected so high an honor upon her engineers, Grandis, Grattoni and Sommeiller, whereas France conceived herself entirely exonerated from her own share in the costs. It was the technical, not the economical, charge of the work that Italy intended to reserve exclusively to herself. The engineer Grattoni and the Deputy Pasini were, therefore, sent to Paris for some explanations with the French Government, when, after long discussions, and upon the production of documents irrefragably proving what was Count Cavour's real mind at the time of the conclusion of the treaty of 1860, France handsomely acknowledged the reasonableness of the Italian claims, and entered into that new convention of May, 1862, to which the Minister referred, and by which France engaged not only to bear her own share of the

expense, but even to allow the Italians a premium, should the skill of their engineers, succeed in hastening the consummation of that undertaking by which the Alps shall cease to be a barrier to the intercourse between the two neigboring countries.

The Minister added some important facts which will give an idea of the magnitude of the work in hand. In 1862, he said, in order to pierce 380 metres of the tunnel on the side of Bardonneche, the men were employed 582 times, each time seven hours and thirty-nine minutes for boring, and six hours and two minutes for loading and exploding the mines and clearing away the rubbish. In these 582 operations, 45,751 holes were bored, from seventy-five to eighty centimetres in depth; 72,538 chisels were set to work; there were 54,785 blasts, 18,622 kilogrammes of gunpowder were fired, 76,000 metres of match-line were burnt, and 1,334,000 cubic metres of compressed air were consumed, equal to 8,004,000 cubic metres of atmospheric air. The workmen on the 1st of January, 1863, were 720 at Modane and 900 at Bardonneche; altogether, 1,620. The grants for the work were as follows: For 1857, 1,000,000f.; for 1858, 3,500,000f.; for 1859, 500,000f.; for 1860, 2,500,000f.; for 1861, 3,000,000f.; for 1862, 2,000,000f.; for 1863, 2,000,000f.; altogether, up to this day, 14,500,000f. The expense up to the end of February has risen to 13,182,603f. 18c., and the Minister has in hand 1,317,396f.82c. He, therefore, thought that it would be necessary to apply to the Chamber for an additional grant of 500,000f., to enable him to finish 600 to 700 metres of tunnel, which were to be completed before the end of the present year."

*A metre is 39 37-100 inches or a little over 3¼ feet. †12,220 metres is 7⅝ miles.

Michigan Southern Railroad.

It is a well understood fact in railroad circles, that from the moment when the completion of the Atlantic and Great Western Railway from Salamanca station, on the Erie Railway, to its junction with the Cleveland and Mahoning Railroad at Warren, Ohio, and the further extension of the line, by means of a third rail, into Cleveland, was announced, it has been the wish of the Erie managers to have an unbroken rail, of the six foot guage, into Chicago; and to the accomplishment of this object their best energies have been turned. The original idea was by the Pittsburg and Fort Wayne Railway, by way of Orville, but here the opposition of the Grand Trunk line east of Pittsburg was aroused, and this project was abandoned. The South Shore line, composed of the Cleveland and Toledo and Michigan Southern Roads, presented the next most feasible route, and control having been obtained of the Cleveland and Toledo stock, nothing remains for the operators, in order to give them an unbroken connection, but to obtain a controlling influence in the shares of the Michigan Southern, and to this end their undivided attention is now directed. Should the designs of the Erie managers find a successful termination, it may not be many months before the citizens of Chicago will have presented to them a six foot gauge from New York to the Garden City.—*Chicago Tribune Aug.* 20.

The Lowell Horse Railroad.

Messrs. Wm. Noxon and Nicholas Mickels, the former of Syracuse and the latter of New York city, were in town yesterday and the day before, looking our city over, with a view to get at the practicability of the horse railroad for which a charter was obtained last winter. We understand that notwithstanding the fact that scarcely a man is prepared to believe the thing can be made to pay in Lowell, these gentlemen are by no means inclined to fall in with the general opinion; on the contrary, they believe that roads in every city of the size of Lowell will yield a handsome interest on the money invested in their construction. We do not know what decision the gentlemen named above arrived at, but judge that we shall soon hear something more respecting the enterprise.—*Lowell Courier.*

The Chicago and Alton Injunction.

The history of the Chicago, Alton and St. Louis Railroad has been a varied one from the date of its opening to the present time. Many have been the vicissitudes, which in its ten years operations, have come upon it, and now just as success has rewarded its new managers for their untiring energy and practical skill, and just as the long suffering stockholders were about to enjoy the luxury of a dividend, already declared, of 3½ per cent. on their shares, a civil tribunal puts forth the authority of the law, and managers and stockholders are compelled to wait yet a little longer. The first semi-annual dividend under the new arrangement was declared a few days ago, and was payable on the 25th inst. Before, however, any payments could have been made, Judge Williams, of the Circuit Court of this county, issued an injunction restraining the company from paying this or any dividend, until a hearing could be had on a bill which had previously been filed by Corydon Weed, Esq., of this city, who alleges that he is a creditor of the road, and that his claim should be paid before any profits are divided. The facts, as stated in the bill, are briefly as follows:

Previous to August 31, 1855, this road had been chartered and nearly completed, and was at that time operated by the old corporation. Three sets of bonds had been issued, and three mortgages executed, designated as the 1st, 2d and 3d mortgage. On the 31st of that month, the company executed a lease to one Hamilton Spencer, by which it was agreed that he should pay a certain rent, and apply the same in payment of the coupons or said bonds, and in discharge of the *Illinois* debt, being debts due on the line of the road. Mr. Spencer went into possession of the road, and provided for the payment of only a part of the coupons. The trustees of the 1st, 2d and 3d mortgages, commenced process of foreclosure, but defences were interposed, claiming that the mortgages were void, and the cases proceeded no farther. The company then made an assignment to Fullerton, Brower & Keating, transferring all their interest subject to the Spencer lease, and the trusts secured therein.

By subsequent conveyances the property became vested in Mattison & Litchfield, from whom it was transferred to the present corporation. The bondholders, failing to get possession of the road under their attempted foreclosures, then brought a bill in the United States Court to carry into effect the trusts of the Spencer lease, by which the coupons on these bonds were secured. By an arrangement between them and Mattison & Litchfield, the property has been transferred to the present corporation, but without paying or securing the Illinois debt. The company now claim to be rich, and able to make their dividends, and the holders of the Illinois debt, residing on the line of the road, desire to learn how it is that the other debts, which were secured by the Spencer lease, were paid, and they cut off and foreclosed without having even been cited before a court, or received any pay.

The attorney for the complainant, Mr. Weed, is James L. Starke, Jr., and C. Beckwith is also engaged as counsel in the case.—*Chicago Tribune.*

Hartford, Providence and Fishkill Railroad.

At a recent meeting of the stockholders in this company it was decided to sell the road to the Boston, Hartford and Erie Railroad Company at the rate of $10 per share for the common stock and $20 for the preferred. The payment is to be made in cash now; or at the end of 31 months, without interest, to pay double these rates, either in stock of the Boston, Hartford and Erie Railroad Company, or in cash, as the latter may elect. This action does not in any manner interfere with the rights of the bondholders, and the road will be operated by the trustees for them as heretofore.

Valuation of Springfield.

The real estate valuation of Springfield this year is $7,211,320, an increase of $491,820 since last year, and the personal $3,750,810, an increase of $699,330, making the grand total $10,962,130, and the total increase, $1,191,150. The number of polls is 5,341, and the rate of taxation $10 on a $1,000.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending August 21, 1863, was as follows:

Passengers	$21,352 96
Freight and live stock	16,651 51
Mails and sundries	1,209 04
Total	$39,213 51
Corresponding week of 1862	38,137 86
Increase	$1,075 65

The earnings of the Chicago and Alton Railroad for the 3d week of August, 1863, were:

Passengers	$14,195 80
Freight	24,667 87
Sundries	1,074 34
Total	$39,938 01
Same week last year	31,803 05
Increase	$8,134 96

The earnings of the Toledo and Wabash Railroad Company for the 3d week of August, 1863, were | $29,728 61
Same week, 1862 | 37,004 50
Decrease | $7,275 89

The earnings of the Chicago and Northwestern Railway for the 3d week in August, 1863, were | $21,409 95
Do., 1862 | 14,668 61
Increase | $6,741 34

The earnings of the Michigan Central Railroad for the 3d week of August, 1863, were. | $47,648 57
Same period, 1862 | 48,105 48
Decrease | $366 91

The earnings of the Chicago and Rock Island Railroad for the 3d week of August, 1863, were | $37,856 00
Do., 1862 | 28,872 00
Increase | $8,984 00

The earnings of the Michigan Southern Railroad for the 3d week of August, 1863, were. | $48,534 83
Do., 1862 | 53,037 63
Decrease | $4,502 80

The earnings of the Galena and Chicago Union Railroad for the 3d week of August, 1863, were:

Freight	$30,714 52
Passengers	10,084 72
Mails	1,300 00
Total	$42,049 24
Same week, 1862	28,950 14
Increase	$13,099 10

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in August have been | $14,988 39
Same week, 1862 | 16,997 20
Decrease | $2,008 81
Total for first 3 weeks in August, 1863. | $41,432 30
" " " " 1862. | 44,324 85
Decrease | $2,892 55

Statistics of Gold and Silver Production and Coinage.

From Samuel Hallett & Company's American Circular.

ESTIMATED PRODUCTION, ETC., OF CALIFORNIA GOLD FROM 1848 TO 1862 INCL.

Years ending Dec. 31.	Estimated Production. According to "World," 8th June, 1861.	Estimated Production. According to "Hittell,"* 1861.	Exported from California to all parts.	Received per steamer at New York.
1848	$58,902	$10,000,000	$	$
1849	8,196,678	40,090,000	4,921,250	
1850	48,241,168	50,000,000	27,67,6340	
1851	84,134,355	55,000,000	45,989,000	
1852	80,150,000	60,000,000	45,779,000	
1853	99,864,753	65,000,000	54,965,000	
1854	90,000,756	60,000,000	51,429,098	
1855	79,969,603	55,000,000	45,182,631	41,682,424
1856	88,715,608	55,000,000	50,697,434	40,319,929
1857	85,556,955	55,000,000	48,976,697	34,222,903
1858	83,043,287	50,000,000	47,548,025	36,179,344
1859	83,055,757	59,000,000	47,744,462	39,975,750
1860	74,068,750	45,000,000	42,325,916	38,499,400
1861	70,000,000	41,680,000	40,676,758	34,379,547
1862	74,000,000	42,540,000	42,561,761	34,882,846
Total	$1,049,356,572	$734,220,000	$596,473,372	$

MOVEMENT OF GOLD AT SAN FRANCISCO.

	1860.	1861.	1862.
Receipts from interior	$45,211,693	$41,689,077	$42,539,799
Foreign imports	1,809,061	1,702,683	1,904,084
Receipts from north coast			4,931,579
Total receipts	$47,020,754	$43,391,760	$49,376,462
Sent to New York	$35,661,500	$32,628,010	$26,194,035
" England	2,672,936	4,061,779	12,950,140
" China	3,374,680	3,541,279	2,660,754
Total exports	$42,325,916	$40,676,758	$42,561,761

TABLE *showing the quantity of Gold of domestic production deposited at the mint and branches from* 1804 *to* 1847, *and from* 1848 *to* 1862 *inclusive—the latter period embracing the years since the discovery of gold in California:*

Years.	U. S. Mint at Philadelphia.	Branch Mints. N. Orl'ns.	Branch Mints. D'lonega.	Branch Mints. Charlotte.	Branch Mints. S. Fr'cisco.	Assay Office at N. York.	Total Quantity.
1804–1847	7,797,141	119,699	3,218,017	1,673,718			12,808,575
1848	241,544	12,593	271,753	370,785			896,675
1849	5,767,092	677,189	244,131	390,732			7,079,144
1850	31,790,306	4,580,030	247,698	320,289			36,938,323
1851	47,074,520	8,770,722	379,309	316,061			56,540,612
1852	49,821,490	3,777,784	476,789	430,900			54,566,963
1853	52,857,931	2,006,672	452,290	305,157			55,622,051
1854	35,713,358	981,511	280,225	213 606	10,842,281	9,227,177	57,258,158
1855	2,691,498	411,517	116,652	216,987	20,860,437	25,054,686	49,351,779
1856	1,528,752	283,345	101,405	173,593	29,209,218	16,682,129	47,878,442
1857	580,983	129,328	39,679	75,376	12,526,827	9,917,836	23,270,029
1858	1,428,323	450,164	95,715	176,067	19,104,370	10,722,629	40,977,168
1859	1,012,702	93,272	65,072	205,252	14,098,564	11,738,694	27,213,556
1860	1,048,180	89,567	67,085	134,491	11,319,914	6,311,804	18,971,041
1861	1,068,822	21,590	62,193	65,558	12,206,383	20,792,334	34,216,880
1862	1,435,890				15,754,263	13,786,440	30,976,593
1848–1862 Total	234,041,392	22,285,295	2,899,897	3,394,857	145,922,257	133,133,730	541,697,428
1804–1862	241,838,533	22,404,994	6,117,914	5,068,575	155,922,257	133,933,730	554,506,003

SOURCES OF DOMESTIC GOLD DEPOSITED AT THE UNITED STATES MINT AND BRANCHES.

States, etc.	Previous to 1848.	Since 1847.	Total.
Virginia (1828–1862)	$945,294	$613,511	$1,558,805
North Carolina (1804–1862)	5,528,005	3,586,989	9,113,994
South Carolina (1828–1862)	735,540	619,430	1,352,970
Georgia (1828–1861)	5,346,933	1,563,196	6,909,129
Alabama (1838–1861)	155,107	43,224	198,331
Tennessee (1838–1861)	62,846	18,561	81,407
Atlantic gold fields	$12,770,725	$6,443,911	$19,214,636
California (1848–1862)	$	$528,145,666	$528,145,666
Nevada (1861–1862)		53,846	53,846
Utah (1860–1862)		80,067	80,067
New Mexico (1848–1862)		56,929	56,929
Arizona (1860–1862)		21,500	21,500
Colorado (1860–1862)		4,753,050	4,753,050
Nebraska (1860–1862)		1,402	1,402
Washington (1862)		216	216
Oregon (1853–1862)		963,458	963,458
Western gold fields	$	$534,076,134	$534,076,134
Other sources	$37,850	$44,669	$82,519
Parted from silver† (1862)		1,132,717	1,132,717
Miscellaneous	$37,850	$1,177,386	$1,215,236
GRAND TOTAL	$12,808,575	$541,697,428	$554,808,428

* See "The Resources of California," by John S. H ttell 12mo, pp. 464, published by Windleton (late Redfield), New York, 1861.

† Probably all from the mineral of Nevada Territory; the mixed bullion of this region contains about two-thirds its value in gold.

SOURCES OF DOMESTIC SILVER DEPOSITED AT THE U. S. MINT AND BRANCHES.

Years.	Parted from Gold.	Locality of Source. L. Sup'r.	N. Carolina.	Nevada.	Arizona.	Sonora.	Calif'a.	Total Amount.
1841–1847	$64,482	$	$	$	$	$	$	$64,482
1848	6,191							6,191
1849	39,112							39,112
1850	269,253							269,253
1851	389,471							389,471
1852	404,494							404,494
1853	417,279							417,279
1854	328,199							328,199
1855	333,053							333,053
1856	331,939							321,936
1857	127,256							127,256
1858	300,849	15,623						316,472
1859	219,647	30,122	23,398					273,167
1860	138,562	25,881	12,257	102,541	13,357	1,220		293,798
1861	364,725	13,373	6,233	213,421	12,260			610,012
1862	245,122	21,366		757,446	105		8,224	1,033,263
1848–1862	$3,905,152	$106,365	$41,888	$1,073,408	$25,722	$1,220	$8,224	$5,161,959
Grand Tot.	3,869,634	106,365	41,888	1,073,408	25,722	1,220	8,224	5,226,441

COINAGE AT THE UNITED STATES MINT AND BRANCHES FROM THEIR ORGANIZATION TO THE CLOSE OF THE FISCAL YEAR ENDING 30TH JUNE, 1862:

1. *Coinage of Gold.*

Periods and Years.	Mint at Phila.	Branch Mints at N. Orleans.	Branch Mints at Dahlonega.	Branch Mints at Charlotte.	Branch Mints at S. Fran'co.	Assay Office at N. York.	Total Amount.
1793–1817	$5,610,957	$	$	$	$	$	$5,610,957
1818–1837	17,639,383						17,639,383
1838–1847	29,491,010	15,189,365	3,218,018	1,656,060			49,554,453
1848	2,780,930	358,000	271,752	364,330			3,775,012
1849	7,948,332	454,000	244,131	361.299			9,007,762
1850	27,756,445	3,619,000	258,502	347,791			31,981,738
1851	52,143,446	9,795,000	351,592	324,454			62,614,492
1852	51,505,638	4,470,000	473,815	396,734			56,846,187
1853	52,191,619	2,220,500	462,918	339,370			55,214,407
1854	37,693,070	1,274,500	292,760	214,652	9,731,574	2,888,050	52,094,615
1855	10,610,752	450,500	116,778	217,936	20,957,677	20,441,814	52.79 ,457
1856	11,074,388	292,750	102,575	162,068	28,315,538	19,396,017	59,343,336
1857 (9 m.)	3,245,854		32,906	78,965	12,490,000	9,335,414	25,133,139
1858	10,221,876	1,315,000	100,167	177,970	19,276,096	21,798,691	52,889,800
1859	2,660,646	530,000	65,582	202,735	13,906,272	13,044,718	30,409,953
1860	4,354,577	169,000	69,477	133,697	11,889,000	6,831,532	23,447,283
1861	47,963,146	244,000	60,946	70,580	12,421,000	19,948,729	80,708,401
1862	30,036,806				15,545,000	16,094,768	61,676,576
1848–1862	$352,187,528	25,192,250	2,903,901	3,392,581	144,532,157	129,779,772	657,988,190
Grand Tot.	404,928,878	40,381,615	6,121,919	5,048,641	144,532,157	129,779,772	730,792,983

2. *Coinage of Silver.*

Periods and Years.	Mint at Philadelphia.	Branch Mints at N. Orleans.	Branch Mints at S. Francisco.	Assay Office at New York.	Total Amount.
1793–1817	$8,268,296	$	$	$	$8,268,296
1818–1837	40,566,898				40,566,893
1838–1847	13,913,019	8,418,700			22,331,719
1848	420,050	1,620,000			2,040,050
1849	922,950	1,192,000			2,114,950
1850	409,600	1,456,500			1,866,100
1851	446.797	327,600			774,397
1852	847,410	152,000			909,410
1853	7,852,671	1,225,000			9,077,571
1854	5,373,270	3,246,000			8,619,270
1855	1,419,170	1,918,000	164,0 5		3,491,245
1856	3,245,268	1,744,000	200 609	6,792	5,196,669
1857 (9 months)	1,428,337		50,000	123,317	1,691,654
1858	4,971,923	2,942,000	147,593	171,992	8,233,288
1859	3,009,241	3,223,997	327,970	272,424	6,833,632
1860	857,076	1,598,422	572,911	226,226	3,250,635
1861	1,601,325	825,818	269,486	187,079	2,883,708
1862	2,172,499		642,979	415,603	3,231,081
1848–1862	$35,977,577	$21,471,337	$2,375,533	$1,399,403	$61,223,650
Grand Total	97,725,590	29,890,037	2,375,533	1,399,403	131,390,563

RECAPITULATION OF COINAGE (INCLUDING THE COINAGE OF COPPER MONEY).

Mints, etc.	Previous to 1848.	Since 1847.	Total Am't.
GOLD—Philadelphia, Pa.	$52,741,350	$352,187,528	$404,928,878
—New Orleans, La.	15,189,365	25,192,250	40,381,615
—Dahlonega, Ga.	3,218,018	2,903,901	6,121,919
—Charlotte, N. Car	1,656,060	3,392,581	5,048,641
—San Francisco, Cal.		144,532,157	144 532,157
—Assay Office, New York		129,779,772	129.779,772
Total coinage of gold	$72,801,792	$657,988,190	$730,792,983
SILVER—Philadelphia, Pa.	$61,748,213	$35,977,577	$97,725,590
—New Orleans, La.	8,418,700	21,471,337	29,890,037
—San Francisco		2,375,533	2,375,533
—Assay Office, New York		1,399,403	1,399,403
Total coinage of silver	$70,166,913	61,223,650	131,390,563
COPPER—Philadelphia, Pa.	$1,115,591	1,617,882	2,763,473
GRAND TOTAL—Philadelphia, Pa.	$115,635,154	389,731,568	505,366,722
—New Orleans, La.	25,608,065	46,663,587	70,271,652
—Dahlonega, Ga.	3,218,018	2,903,901	6,121 919
—Charlotte, N. Car.	1,656,060	3,392,581	5,048,651
—San Francisco, Cal.		146,907,690	146,907,690
—Assay Office, New York		131,179,176	131,179,176
Total gold, silver, and copper	$144,117,297	720,776,503	864,895,800

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds / Coupon Bonds... Under Act 31st December, 1848	8,908,842	6	1868	106
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	6	1868	103
Registered Bonds / Coupon Bonds... Under Act 14th June, 1858	20,000,000	5	1865	104
Registered Bonds / Coupon Bonds... Under Act 22d June, 1860	7,022,000	5	1874	95
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	5	1874	97
Registered Bonds / Coupon Bonds... Under Acts 8th Feb. and 17th July, 1861	60,417,000	5	1871	98½
Treasury Bonds (coupon) / Treasury Bonds (coupon) Under Acts 17 J'y & 5 Aug '61	139,998,000	6	1881	106
Registered Bonds / Coupon Bonds... Under Act 25th February, 1862; redeemable at pleasure after 5 years	25,050,850	6	1881	106½
Treasury Notes—		7.3	1864	107⅛
Under Acts 26 June, '60, and 3 Feb. and 2 March, '61	2,750,350	7.3	1864	107⅛
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju. & 5 Au. '61 & 17 Ma. '62 convert. into 20 / y'r b'ds due '81	14,913,315	6	2 y'rs	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	Dem.	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	"	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	10 d's	----
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]			1 year	101½
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	117½
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112
Georgia—Coupon Bonds	525,000	7	'62-'74	112
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	99
" —War Fund Bonds of 1861	2,000,000	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101
" — " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " " "	2,054,298	2½	18...	65
" —Canal Preferred Certificates	4,079,500	5	18...	----
" — " " (special) Certificates	1,216,737	5	18...	----
" —Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	103
" — " (banks)	600,000	5	18...	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,084,300	6	Var.	72
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	64
Maine—Coupon Bonds	669,000	6	'63-'77	112½
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,984,251	6	Var.	113
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,000	5	'61-'72	116½
" — " " of 1861 "	247,000	6	'68-'72	117
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	121½
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	71
" — " "	100,000	6	1862	70½
" — " " (loans to Railroads)	25,800,000	6	'72-'86	87
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,850	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	5	'64-'65	108
" — " State Loan $6,756,654	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	115
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18...	66
Ohio—Inscribed Certificates	4,095,309	6	1881	109
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	109½
" — " "	2,400,000	6	1886	106
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	105
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862	37,687,760	5	'61-'82	103
" —Inscribed Certificates		5	'61-'82	100½
" — " "	400,630	6	1879	108
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	66
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	105½
" —War Loan (1861)	----------	---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	62
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	47
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	109
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108½
" — " " (Bank Stock)	553,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	100
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	113½
" —Coupon Bonds (Water)	6,228,787	5	Var.	113½
Chicago—Coupon Bonds (Municipal)	860,000	6	18...	100
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1884	114
" — " " (Water Works)	1,133,000	7	1882	104
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	----
" — " " "	720,000	5	1898	118
" — " " Improvement Fund Stock	3,500,000	6	1876	----
" — " " " "	2,140,000	5	1887	110
" —Public Education Stock	150,000	5	1873	118
" —Floating Debt Fund Stock	2,320,000	5	1878	109
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	109
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	100
" — " " (Municipal)	1,136,200	6	'61-'80	95
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	90
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	97
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	103
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	109
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	110
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100½
" " " 2d " " "	3,980,670	6	1882	83½
" " Improvement " "	586,500	6	1876	67
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	63
" " Preferred Interest Bonds	227,569	6	1864	25
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25½
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	106
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	94
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,000,000	---	------	24½
Chicago and Alton, Preferred	2,464,336	7	------	89
Elmira & Williamsport, Preferred	500,000	---	------	53½
Erie Preferred	8,535,700	---	------	107½
Housatonic Preferred	1,180,000	8	------	74
Marietta & Cincinnati, 1st preferred	4,198,462	---	------	60
" " 2d "	3,123,914	---	------	40
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	136
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	102
" " " 2d "	1,014,000	7	------	88
New York & Harlem, Preferred	1,500,000	---	------	150
Philadelphia & Reading, Preferred	1,551,800	7	------	58
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	85
Toledo & Wabash, Preferred	926,200	---	------	85

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,785	657,070
1862	67,862	56,878	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,609	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,096,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,282	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,389	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	140,000	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	87,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,091	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	------	------	------	------	------	------	------
Cleveland ,Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,680	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	985,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	292,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	835,453	829,784	946,041	938,453	838,867	760,868	721,889	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,880	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,760	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	138,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	120,226	136,601	172,343	212,946	141,251	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	161,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,529	188,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	282,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	------	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,455	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,483	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,088	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,084	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	206,221	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,705
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,455	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,051	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	461,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,543	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850	700,000	6	Jan. & July.	"	1880	104
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	100½
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1868	
American Loan	762,000	6	"	New York.	1864	104
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $800,000	790,600	6	"	"	1870	104½
" " $675,000	675,000	6	"	"	1875	104
" " $1,700,000	1,700,000	6	"	"	1883	102½
" " $2,500,000	867,000	6	"	"	1889	108
Consolid. Mort. Loan $5,000,000			"	"		108
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	103½
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	105
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	35
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	105
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	116
" " " inconvertible	3,034,000	8	" "	" "	1883	116
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	97
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	106
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	101½
General 1st Mortgage	3,600,000	7	" "	" "	1885	88½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	100
2d Mortgage	2,000,000	6	" "	" "	1890	68½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,928	6	" "	" "	1886	83
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169.000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	18-5	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	111
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	108½
2d Mortgage	2,516,500		March & Sept.	" "	1881	113
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	95
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	108½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112½
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	104
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	119
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	103
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	82
Land Security	5,000,000	7	April & Oct.	" "	1881	77
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1966	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	119
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	129½
Convertible	1,002,000	7	" "	" "	1867	105½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	116
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	115½
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	110
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Lee County, 20 years	150,000	8	----------	----------	------	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
Henry and Louisa Company's	50,000	8	----------	----------	------	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	112
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	------	44½
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Farm Mortgage	1,087,700	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102
Extension Bonds	175,000	7	May & Nov.	" "	1890	105
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	$10,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	117½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	102
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	110
2d General Mortgage	2,656,500	7	" "	" "	1877	106½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.	------	103
2d Mortgage	200,000	8	" "	" "	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	10
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	104½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oakaloosa Division	500,000	7	----------	" "	------	----
1st Land Grant	2,000,000	7	----------	" "	------	58
2d Land Grant	700,000	---	----------	" "	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	209,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	6?8,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	107½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102
Bonds of June, 1854	3,000,000	7	June & Dec.	"	1864	102
Convertible Bonds	980,000	7	Feb. & Aug.	"	1876	137
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	"	1883	104½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	114½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	109
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	107
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	100½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	102
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100½
2d Mortgage	3,077,000	7†	" "	" "	1861	27½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96
Chattel Mortgage	360,000	10	" "	"	1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	------	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,080,000	6	Jan. & July	Philadelphia.	1880	110
2d Mortgage	2,421,000	6	April & Oct.	"	1875	107
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	800,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	250,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	158,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	385,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	108
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	120½
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	*	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'n Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	74
2d Mortgage	937,500	7	" "	"	1863	17¾
3d Mortgage	440,000	7	" "	"	1863	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----------	----------	1856	----
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	128,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1886	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	105
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	87
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	102½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	1 2½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	94½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	94½
Interest Bonds	245,700	7	----------	----------	------	94
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	84½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1890	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (-) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	409.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,858,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	....	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	391,402	126,918	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,429	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,485	38,023	—	1,010,000	650,000	—	1,812,475	operated by		N. Y. & N. H.		4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66 0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117 4	518,810	1,036,437	454,096	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,985	149,711	214,100	2,122,600	799,300	9,298	3,064,867	60.4	294,175	355,664	158,927	—	89½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	.....	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.3	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	63	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229 0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,688,976	102 5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	386,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832 343	464,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	78
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	125
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,065	2,050,065	45 0	14 mo.	245,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 083,054	448,505	—	35½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	112½
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	.....	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	60	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420.341	1,777,541	894,605	6	111
31 May, '62	174.5	5.5	14.3	—	20	21	472	Great Western	2,054,890	*	—	1,600,000	2,391,000	—	.....	180.0	404,700	591,409	267,606	—	....
31 Dec. '62	454.8	252.6	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,380	15,000,500	—	30,071,630	708.3	2,561,192	3,445,827	1,870,723	4	132½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	oper	by Chic. & R. Is.	125,000	.....	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100 0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	—	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,603	568,020	—	63
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,382,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	85
31 Dec. '62	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	25	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,949	3,060,128	135.0	201,402	230,563	99,086	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,275	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	.....	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,376	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	50
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	—	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	....	—	}			} Lexington and Frankfort	596,728	52,800	—	514,573	130,000	—	746,068	29.0	215,031	78,986	26,794	2	80
30 Jun. '62	65.1	—	....	—	13	10	230	} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.9	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	3,293,200	198,785	9,840,067	269 0	374,997	822,998	508,591	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
1 Aug '60	53.7	—	....	135.3	...	...	.....	*Vicsburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,989	108.434	1,710,519	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Siddings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	36.5	—	.....	—	6	4	74	Androscoggin	1,050,000	*		151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	...	...	.....	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	6,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	110½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	89½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,841	927,341	—	40½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,900	136,191	6½	105
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	125½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	130
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	132
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	105
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	105½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,251	184,750	764,119	21.2	56,482	55,601	15,103	—	87
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	115
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,526	64,100	5,846	289,772	26.4	33,739	38,588	4,619	9	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	.....
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	121½
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	243,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	486	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	140½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	16½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	41½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	145½
30 Nov. '62	45.7	—	9.3	—	10	12	146	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	77
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,960,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	.....	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	121½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,618,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	107½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	...	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,236	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,380	92,712	—	4½
30 Nov. '62	53.5	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	47
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	62
30 Nov. '64	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	105½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	66,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	116
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,396	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	67½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	68.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,000,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	166
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117 095	2,155,024	60.2	.....	144,386	65,128	—	8
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,680,000	2,000,000	320,433	6,322,193	64.0	697,204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,204	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583 951	397,378	1,397,974	4,397,800	678,000	400 017	5,695,704	33.8	512,349	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,247	*	.....	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	330,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	.....
31 Dec. '62	16.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2,450.417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 Dec. '62	24 0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	111
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	591,893	212,500	31,743	821,984	—	82,963	90,122	46,328	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075					—	.....
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Re	ns. & Sarat.		—	.....
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	.....
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	by Ti	oga.	44,100	—	.....
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	.....
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14 5	803,720	127,843	10,867	—	.....
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,570	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,789	—	.....
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	90
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,338	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	686,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	.....
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,125	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,955	121,565	12	.....
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	600,000	—	—	500,000	—	—	600,000	incl.	in Erie	.....	30,000	6	.....
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,792	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,582,369	7,868,973	2,993,542	—	117
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,862	1,363,931	—	3,758,466	9,363,750	208,424	15,329,640	148.0	1,152,545	2,637,529	1,269,954	—	148
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2	47
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,513	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6½	135½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,749	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,378	1,164,003	456,698	—	161½
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	5	.....
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,886	89,498	18,429	—	.....
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,755	—	.....
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,955	116,628	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	.....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	368,306	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	90
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.		—	.....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	.....
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	61,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	388,033	88,285	10	.....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,549	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	.....
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	.....
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	.....
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comp's.	—	.....
30 Sep. '62	34.9	—	2.6	51.4	4	6	89	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	.....
								NORTH CAROLINA.													
31 May,'60	94.0	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.0	.....	103,958	35,572	—	.....
-- -- '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	489,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
-- -- '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	17
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	451,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	.....	.....	—	28
1 May,'59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,118	74,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,033,637	20	155
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	89
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,145	590,344	.....	3,300,000	1,500,000	.....	.....	96.7	484,297	1,551,628	975,923	33½	186
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,693	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	101½
31 May '63	109.2	79.4	.....	—	32	40	498	Cleveland and Toledo	6,709,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	4	119½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	oper	r. w. Lit.	Miami.	229,883	8	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,747	339,553	4,800	2,452,217	2,904,190	810,424	6,509,826	144.0	414,779	663,705	427,072	—	.....
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,175	104,912	—	307,248	716,000	80,845	.....	36.6	.....	62,025	3,565	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	.....
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	.....
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,480	—	.....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,138	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	8	125
1 Feb. '63	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84,133	9,874,894	226.6	31 mos.	1,179,202	328,974	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '62	153.9	52.0	.....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,060	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	150,000	3,500	346,500	oper.	by C.	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,165	*	14,038	2,335,550	6,241,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	79
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	.....	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	.....
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	74
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115.752	3.749,762	146.0	549,045	275,880	.....	—	8½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	166,427	8	.....
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,586,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,862	753,463	6	180
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	.....
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	36
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,536	33,826	10	.....
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	65
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	6,079	—	.....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570.961	1,166,030	289,153	2,026,144	50.5	150,984	196,0-4	164,134	—	21
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205.000	2,662,833	80.0	242,400	307,389	149,056	—	.....
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	77
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	128,316	68,801	—	47½
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252 265	130.0	—	451,918	174,435	8½	63
30 Nov.'62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447.780	66.4	263 334	397,186	218,960	—	18½
31 Dec. '62	355.6	55.8	318 0	—	263	157	3,871	Pennsylvania	19,308,347	3,582,304	—	13,274,100	9,527.400	—	28,324,213	441.4	.....	10,364,291	4,872,218	8	65
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,862,696	24.0	229,938	262,333	129,742	6	60
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157,789	12,129,857	190.0	218,574	418,472	180,966	—	27
30 Nov.'62	147.4	5.5	137.8	—	148	67	7,200	Philadelphia and Reading	21,782,399	3,765,774	957,130	11,548,928	12,036,100	94,460	25,528,164	356.0	2,088,166	3,911,330	2,095,775	—	60½
31 Oct. '62	81.0	—	0.8	48.0	2	3	17	Phila. and Baltimore Central	932,431	27,219	—	219,000	575,000	176,000	980,000	81.0	68,218	57,416	29,861	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—				Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	—
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,910,924	744,425	351,129	5,620,500	2,579,000	—	9,508,496	200.5	582,615	2,250,862	1,080,995	9	68½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	—
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,355	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	91½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,160	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,350	—	—	576,050	----	oper. by	Ph. & R	eading.	5	—
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,924	—	500,000	791,597	5,669	1,297,256	----	57,928	159,534	99,060	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,451	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	----------	----------	62.0	302,600	311,370	140,707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	417,917	8,500	----------	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	—
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,538	51.9	----------	----------	----------	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	—
-- -- '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	—
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	—
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	—
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	—
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	—
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	—
1859.	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	—
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.8	150,142	297,806	149,167	—	—
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	----------	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	408,000	5,000	----------	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,884	6	—
1859.	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
1860.	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	----------	45.8	57,960	127,953	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	—
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	168.0	---	---	----	Buffalo Bayou, Braz.& Col'r'do	----------	----------	—	----------	----------	----------	----------	32.0	----------	----------	----------	—	—
-- -- '58	56.0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----------	----------	----------	—	—
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	275.000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	—
-- -- '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	—
-- -- '59	28.0	—	----	756.0	---	---	----	Southern Pacific	----------	----------	—	----------	----------	----------	----------	28.0	----------	----------	----------	—	—
								VERMONT.													
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1.608	----------	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,232,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	—
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,888	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,955	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713 418	191,466	—	½
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	----------	1,378,500	ope	r. by Vt.	Central	----------	4	153
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	—
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	—
30 Sep. '58	77.6	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	—
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,008,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	11½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '58	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	92.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,068,054	168,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	—	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	83,948	3,162,764	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.3	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '62	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,600,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	—
31 Dec. '61	199.5	—	24.9	—	---	---	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	—
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,075	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
-- -- '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,784	414,741	—	71½
-- -- '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	----------	—	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	—
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,798	67,652	—	—
31 Dec '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	—
-- -- '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	—
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	2,196,810	533.990	—	—
31 July, 62	229.0	128.0	----	62	126	1,689		Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	26,104,725	357.0	----------	1,221,145	585,885	1½	—
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	—
31 Dec. '62	95.0	1.0	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	—
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	—
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.5	12 0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July,'61	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60.0	----------	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.0	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '62	43.	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5 000,000	3,375,000	—	10,763,723	48.7	----------	1,743,294	1,018,444	12	189

New York Stock Exchange.

Actual Sale Prices for the week ending September 2.

	Th 27.	F.28.	Sat 29.	M.31.	Tu.1.	W.2.
American Coal Co.	69	----	70	----	68	
Buffalo & State Line	----	----	----	----	----	
Buff.,N.Y.&Erie 1 M.	----	----	----	----	----	
California 7s	----	----	----	----	----	
Canton Co.	32½	32½	33	34	33	32½
Chicago & Alton	84	85	85	84	81½	78
" " pref.	93	93	93	93	91½	89
" " 1 M.	----	----	----	----	----	
" " Inc.b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	125	----	----	----	----	
" " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n	35½	37	37	36½	35½	35½
" " pref.	60	----	----	----	----	
" " 1st M.	89	89	88½	88½	88½	
" " 2d M.	69½	69	69	----	69	68½
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	----	----	----	
" "Ap.Ext'n.	----	----	----	----	----	
" " G.B.Ext.	----	----	----	----	----	
Chicago & Rock Isl.	113½	112½	113	114	113	112½
" " 1st M.'70	----	----	----	----	----	
Clev., Col. and Cin.	----	----	----	155	155	
Clev. and Pittsburg	105	103½	104	104	102½	101½
" " 1 M.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	100	100	----	
" " 4 M.	----	82½	----	83	----	83
Clev. and Toledo	119	118	119½	121½	121	119½
" " S.F. 7 p.c.	----	111	111	----	----	
Cumberland Coal, pref.	28	28½	----	29	29½	29½
Del. & Hudson Canal	----	162½	161½	161½	160½	
Del., Luck. & West.	180	----	----	----	----	
" " 1 M. 8 p.c.'71-5	----	115	----	----	115	
" " 2 M. 8 p.c.'81	----	----	----	----	----	
Erie	118½	118	119	120½	118½	117
" pref.	109½	108½	109½	110	108½	107½
" 1 M. 7 p.c. '67	----	----	----	----	----	
" 2 M. 7 p.c. '79	----	----	----	----	----	
" 3 M. 7 p.c. '83	----	----	----	115½	----	
" 4 M. 7 p.c. '80	----	----	----	----	109	
" 5 M. 7 p.c. '88	107	----	108	----	107	
Galena and Chicago	111½	112	112½	113½	112½	111
" 1 M. 7 p.c. '68	----	----	----	----	----	
" 2 M. 7 p.c. '75	----	----	----	----	----	
" 1 M. Ex.'82	112	----	----	112	----	112½
Hann. & St. J. bonds	80	81	----	----	----	82
Hudson River	145	145	----	155	150	148
" 1 M. 7 p.c. '69	----	117	117	----	----	----
" 2 M. S.F.	119	----	----	----	----	----
" 3 M. 7 p.c.'75	123	125½	125	127	129	129½
" conv. bonds	----	----	----	----	----	----
Illinois War Loan	----	----	----	----	----	----
Illinois Central scrip	131	133½	136	135½	133½	132½
" full stock	121	120	123	123	123	----
" bonds	----	----	----	----	115	116
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	103	----	----	----	----	----
La Grosse & Mil. L.G.	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Michigan Central	122½	125	125	125½	123½	121½
" S.F. 8 p.c.'82	----	----	----	----	----	----
" conv. 8 p.c.'69	----	----	----	----	----	----
M. S. and N. I.	106	106	108½	109	108½	107½
" " guar'd.	137	----	138	138	136	136
" " 1 M. S.F.	----	----	----	----	----	----
" " 2 M.	106	----	106	----	106½	----
Mil. and P. du Chien	78	80	80	80½	77½	77½
" " 1st pref.	102	----	----	----	----	----
" " 2d pref.	----	85	----	85	----	88
" " 1st M.	----	----	----	104½	----	----
Minnesota 8s	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Missouri 6s	70½	70½	70½	71½	71	70½
" iss. to H.&St.J.R.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	135½	136	139	139½	136½	135½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F.'76	----	----	----	----	115	----
" " 7s, conv.'76	----	----	137	----	----	----
" " 6s, S.F.'83	107½	----	----	107½	----	----
N. York & Harlem	169½	166½	169½	168½	164½	161½
" " "pref."	----	----	----	----	151	150
" " 1 M. 7 p.c.'73	112	----	----	----	----	----
" " 2 M. 7 p.c.'64	----	----	100½	----	----	----
" " 3 M. 7 p.c.'67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
Norwich & Worcester	----	----	----	----	89½	----
Ohio 6s, 1886	----	----	----	----	----	----
Pacific Mail S.S. Co	238½	228	----	----	229½	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	147	----	147	----	147½	
Phila. and Reading	121½	120½	121½	123½	122	121½
Pitts. Ft.W.&Chicago	95½	94½	94	94½	92½	91½
" " 1 M.	106½	106	----	----	----	----
" " 2 M.	----	----	----	102	102	----
" " 3 M.	----	87	87	----	----	----
St. L., Alton & T. H.	63	64	64	65	64½	63
" " pref.	84½	----	87	----	86	85
" " 1 M.	----	----	----	----	----	----
" " 2 M. pref.	----	93	93½	----	93	----
" " Inc.b'ds.	88	----	----	87	87	----
Tennessee 6s, 1890	----	66½	----	----	66	----
Toledo & Wabash	81	81	----	----	79	----
" " Pref.	----	----	----	----	----	----
" " 1 M.	102½	----	----	----	----	----
" " 2 M.	----	----	----	----	94½	94½
" " Int.b'ds.	----	----	----	----	----	----
Virginia 6s	62	62	62	----	60	----

New York Stock Exchange.

Actual Sale Prices for the week ending September 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	99
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	97	99½	99½	97	97	----
U. S. 5s, 1865	----	104	----	----	----	----
U. S. 6s, 1881, reg.	106	106	----	----	----	----
U. S. 6s, 1881, coup.	107½	107	107½	107½	----	106½
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 4y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	101½	101½	----	101½	----	101½
U. S. 6s, " new	99½	99½	----	99½	99½	99½
U. S. 6s, 5-20s, coupon	102	----	----	----	----	----
7.30 Notes, Feb. & Aug.	105½	106½	----	----	----	----
" " Apl & Oct.	107	107	107½	107½	107	107½
American Gold	124½	124	124½	127	126½	127½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending September 1.

	W. 26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.
Beaver Meadow	74	----	----	73	----	74
Cattawissa	8½	----	----	----	----	----
" preferred	24½	----	----	----	----	----
Camden & Amboy	----	----	----	----	156	----
" " 6s,'67	----	----	----	106	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	108	----	----	----	----
Ches.& Del.Canal 6s '86	----	----	----	----	----	97
Del. Div. Canal	42½	----	----	----	42½	----
Elmira & W'msport	36	----	----	----	----	----
" " pref.	----	----	----	----	53½	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	80
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	58½	59	----	----	----	----
" " 6s	----	----	----	----	----	----
" " scrip.	44	44½	----	----	----	44½
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	48	----	47½	47	----	47½
" " 7s	----	----	----	----	----	----
Long Island	46	46	46	46	46½	47
" " 6s	----	----	----	----	----	----
Minehill	----	----	63	63	63	----
Morris Canal	----	----	----	68	----	----
" " pref.	----	----	----	134	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	19	19	18½	18½	----	18½
" " 6s	----	96	----	----	----	----
" " 10s	120	----	----	----	----	120
Pennsylvania R. R.	----	65½	65½	65	65	65
" 1st m.	----	108	----	109½	110	110
" 2d m.	----	----	107	----	----	----
Penn. State, 5s	100¾	100½	100½	----	----	100½
" " 5s, coupon	----	103	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	101½	100½	----	101½	101½	101½
" " new	106½	106½	106½	106½	106½	106½
Philad., Germ. & Nor.	----	----	60	----	----	60
Phila. & Reading	61½	60½	59½	60½	61½	61
" " 6s, '86	122½	119	119½	120½	----	----
" " 6s, '70	----	----	108	108	108	----
Philadelphia & Erie	27½	27½	27½	----	27	27
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	12¾	----	----	----	----
" " pref.	25½	25	25½	----	----	24½
" " 6s '82	82	----	----	----	----	83½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	109	----	----	----	----
Susq. Canal	15½	15½	----	15½	15½	----
" " 6s '78	65	----	----	----	63	----
" " scrip	----	62½	62½	----	62½	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	25	----	----	25½	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Canal	----	----	----	----	52	52
Arch street, (Horse)	23½	23½	----	23	23	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	45½	45½	----	----	----	----
Race and Vine, "	----	----	----	----	10½	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	15½	15½	----	----	15½	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending August 31.

	Tu.25.	W.26.	Th.27.	F.28.	Sat.29.	M.31.
Baltimore City 6s, 1875	----	----	109	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	108½	108½	107	107½	108½	----
Balt. and Ohio	89	89½	89½	89½	----	----
" " b'ds,'62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	104½	105	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds,'85	----	----	----	----	----	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending September 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	125	125½
Boston and Providence	130	130	----	----	----	----
Boston and Worcest	131	----	132	----	132	----
Cheshire, pref.	45½	----	----	46	----	47
Concord	----	----	----	----	----	----
Connecticut River	105	----	----	----	----	----
Eastern, Mass.	105½	----	105	----	105½	----
Eastern, N. H.	----	----	----	106	105½	----
Fitchburg	115½	----	115	115	----	----
Manchester & Lawr'ce	115	----	----	116	----	
Michigan Central	----	----	----	----	----	123
Northern, N. H.	----	----	----	----	----	67½
Old Colony and Fall R.	141½	----	141	140½	----	140½
Pb., Wil. & Baltimore	68½	68½	68½	68½	68½	68½
Portl'd, Saco & Porte.	110½	----	110½	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	41	40½	40½	40½	40½	40½
Western	145½	145½	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	125½	125½	127	----	126	126
Metropolitan "	----	----	----	----	----	----
Middlesex "	----	----	108	107½	108½	109½
Central Mining Co.	50	50	50½	----	----	54½
Franklin "	54½	54½	----	54½	54½	54½
Isle Royale	----	24	----	24½	24½	24½
National "	----	----	30	30	----	30
Minnesota "	94	----	----	----	----	----
Pewabic "	63	----	63½	63½	63½	----
Pittsburg "	77	----	82	83	81½	----
Quincy "	86	----	----	----	88½	----
Rockland "	19	----	----	----	----	----

American Railroad Journal.

Saturday, September 5, 1863.

Stock Exchange and Money Market.

The money market has not yet assumed a condition, satisfactorily to those who deal in stocks, in exchange or money. A great many persons are successful in their operations for the very reason that there is an uncertainty in the future. The variations from day to day are so great that the inducement to adventure is very strong, and there is always a class of men who are willing to risk every thing on the turn of the tide. No doubt very large fortunes have been realised by one class of operators, and large sums have been lost by others. It is difficult to say, whether it is luck or sagacity which determines the results. We hear much of the successful millionaires, but the unfortunate disappear from sight, and no one cares what becomes of them. We may safely predict that for the present, those who speculate for a rise are most likely to be successful, for the wants of the Government, and the large issues of Treasury notes and certificates of indebtedness which are a necessity of the hour, sustained by the generous confidence of the people, and their determination to see the struggle out, are such as to render it a moral certainly, that paper money is to be the main stay of the nation till the war is over. This then renders it impossible for the present, that money in this shape should long be scarce, and we must therefore expect that stocks will advance, that the rate of interest will continue low, that dividends will be paid, and that all the producing classes will find a profit in their work. These are indeed happy days for those who furnish what the public, or the Government require. Never were paper dollars more plentiful than hitherto, every one's wallet appears to be filled; those who are in the way of accumulating are very successful, and an air of prosperity pervades the loyal states. The question now arises will there be any reaction? Will there be a crash when the currency shall be contracted to a specie basis, and the Government, and the Banks, and individuals will be called on by the laws of commerce and finance to make good their promises in gold. Is the univer-

sal standard of value to be reintroduced into our every day business without some disastrous disturbances. Will property depreciate as that standard returns, and we submit to the general laws of value, or rather the standard of value by which all commerce is regulated. These are questions of grave import, affecting our National credit, and private fortunes alike, and this is the crisis to which all thinking persons are turning their attention, as the rebellion approaches its termination, and the restoration of our Union becomes more evident. We confess we belong to the class of thinkers who see progress in all our movements, and good in everything. We do not believe we are going back to the dark ages, or that the wondrous development of American life is to have been made in vain.

We should be almost ready to join the ranks of the sceptics, and plunge into night and chaos with them, if we thought this continent, this our power, these our prosperities were a fruitless gift and to end in the desolation of truth and justice and freedom.

We believe therefore first in the eternal fitness of things, and next in the new race of men who accept this maxim. There is no nation in the world, which has risen so rapidly as ours; none with such an area so open to industry and freedom, none surpassing it in enterprise and industry; none so capable of carrying out its principles, or its designs. None which has had such a mission or so far has so nobly executed it. With these opinions, certainly so far sustained by our history in the past, may we not look hopefully to the future. And how small do these questions of currency, and treasury notes appear when viewed in this large and philosophic spirit. We therefore honestly believe, that this question of currency will solve itself. England within the space of three years from an excessive currency as it was then deemed, returned to a specie basis, without any difficulty, notwithstanding the fixedness of its financial policy, and its horror of innovation. We are making history as we proceed, and are revolutionizing the world by our originality as well as our example. Here was the first cotton gin, the first successful application of steam to navigation, the first clipper ship, the first telegraph, the first successful iron clad, even in our own time, and now we have shown how a great war may be conducted, and a great rebellion overcome without the least reference on our part to foreign capital or foreign sympathy.

We may safely conclude that our financial system is to be successful to the same extent. We have paid two national debts; we have never felt taxation till now, and scarcely feel it; we are earning from twelve to fifteen thousand millions of dollars a year, which resolves itself at once into capital, and our population and our cities are multiplying to an extent which taxes even our own credulity. Can we suppose that three or four hundred millions of currency are beyond our control or redemption, or that our national debt, which principal and all does not equal the yearly taxation of France and England, is to be a load on twenty-four millions of people, who in one generation are to number forty millions? The idea is preposterous.

The truth is, the currency now afloat will on the return of peace be absorbed faster than it can be readily replaced by any other security equally as good and popular. Already we see the local banks preparing for a change in their circulation. In January last the banks of this city had afloat nine millions seven hundred and fifty-four thousand three hundred and fifty-five dollars. On the 22d of August the amount was five millions five hundred and forty-five thousand nine hundred and seventy dollars. And beyond all question their circulation must give way to a more useful currency, which will be used at par through the United States, because it will everywhere be available for the payment of taxes and obligations to the Government, so that by the absorption of the Treasury notes on the one hand, and the substitution of the new national bank notes on the other, we perceive a process is to go on which will be conformable to the wants of the country, and so gradual as to produce no violent shock to any existing interests. At all events, this is the view we are inclined to take of the currency question as it now presents itself to our consideration.

Thus we see an easy Money Market, and a hopeful Share Market in spite of all the predictions of the sceptical; and the difference between paper and gold has got so near an equilibrium as to make the final adjustment quite a simple affair. It has within the year fallen from 175 to 122, and who is the worse for it? Nobody appears to be hurt by this tremendous decline. Can we not meet a further fall of 20 or 25 per cent., when the time comes, with equal complacency and no more ruinous consequences? Certainly, the fact stated amounts to a demonstration of the elasticity of American business, and the stoutness of the material which constitutes its warp and woof.

We have again to record the popularity of all dividend paying securities, the advance of the favorite railway shares, and the stability of many that were once considered doubtful. All our railways have been doing well, and the managers have been thoughtful enough in all possible ways to reduce their liabilities and expenses. So that most of them have in prospect a long career of prosperity. This circumstance is bringing them into renewed favor abroad, and we see that there is a disposition even in England to repurchase.

It is not necessary for us to elucidate this idea by references to particular cases, since our weekly tables are full, explicit and correct, and present in the clearest manner by figures, what we have here attempted to generalize. Our lists of sales are reliable, and furnish the surest evidence of the condition of the market, while the quotations of offers as well as reports of sales may also be relied upon to illustrate its tendencies. We may assure our readers that in no other journal of this country are the character and value of our national, State and private securities more carefully represented than in our columns, and we venture to say that no man can safely operate, at least in the City of New York, without making the AMERICAN RAILROAD JOURNAL his *vade mecum*. Gold has risen a trifle within the last few days; a barometric response to the delay of our navy before Charleston as some suppose, but it must be remembered that a large number of new national banks are going into operation, and these all require and are purchasing certain quantities of specie. This fact may explain the recent rise and a larger one still to come.

There was a small panic in Wall street on Thursday, and stocks fell while gold went up. This is easily explained. It is understood the Secretary of the Treasury is about to issue some thirty or thirty-five millions of dollars of treasury notes bearing 5 per cent interest, which are to be a legal tender. The Banks having no commercial paper offered for discount, have prepared to take these treasury notes, and have called in their temporary loans, and refused to certify checks in advance of deposits as customary with well-known houses. This has broken up the small operators, who are now forced to sell; and hence the decline.

But as the Government is certain to expend all the money they receive from this new issue, it will certainly flow back into the ordinary channels, and we think therefore the depression will only be momentary.

The Chemung Railroad will pay on demand, at No. 237 Broadway, a quarterly dividend of two per cent. free of tax.

A regular semi-annual dividend of 4 per cent. will be paid by the Hudson River Railroad Company on the 15th inst.

The Housatonic Railroad Company have declared a dividend of four dollars per share (free from Government tax) on the preferred capital stock, payable on the 7th inst., in New York, at Messrs. Ketchum, Son & Co.'s, No. 40 Exchange Place; in Boston, at Messrs. J. E. Thayer & Bros., and in Bridgeport, at the office of the company.

The preferred shares of the Marietta and Cincinnati Railroad, as reorganized, have been placed upon the Stock Exchange. The Farmers' Loan and Trust Company have been appointed Transfer Agents in this city.

The interest due September 1, on the mortgage bonds of the Cleveland and Pittsburgh Railroad Company; also the principal and interest of the River Line Certificates, due Sept. 15, will be paid at the office of Wm. C. Gilman, No. 46 Pine st. No interest will be paid on the River Line Certificates after maturity.

An application is to be made to the next Legislature for a charter to build a railroad from Windsor to Bellows Falls, Vt.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Marietta and Cincinnati 1st pref., 60; do., 2d pref., 40; Peninsular R. R., 40; Central New Jersey, 135¼; Illinois Central cancelled bonds scrip, 105@110; Miss. and Mo., 30; do., L. G. bonds, 58; Ohio and Miss. certificates, 34¾; Illinois coupon bonds, 1862, 98; Second Avenue R. R., 88; Brooklyn City Water Loan, 108; Central Am. Transit, 35; Quicksilver, 72; Canada Copper Co., 2.

Philadelphia.—Philadelphia and Reading pref., 58; do., 6s, 1844–'80, 109; Huntington and Broad Top, 21; Camden and Atlantic pref., 22; do., 2d mort., 68½; Philad., Wil. and Balt., 68½; Allegheny Co. R. R. 6s, 83; Wyoming Canal 6s, 96; Union Canal, 1¾; Chestnut Hill R. R., 52; Ridge Avenue, 21; 5th and 6th streets, 56; 10th and 11th streets, 42½; 17th and 19th streets, 12½. The latest quotations are: City 6s int. off, 101@101⅛; do., new, do., 106¼@106½; State 5s, 100@100½; Reading, 60½@60⅝; do., 6s, 1843–'80, 109; do., 1870, 107@108; do., 1886, 122@124; Camden and Amboy, 165½@166; Pennsyl-

vania R. R. div. off, 65@65½; do., 1st mort., 110 @111; do., 2d mort., 107; Little Schuylkill R. R., 47½@47¾; Morris Canal, 68@70; do., pref., 134; Susquehanna Canal, 15@15⅜; do., 6s, 65; Sch. Nav., 12@12½; do., pref., 25½@25; do., 6s, 1882, 83@84; Union Canal bonds, 24½@25½; Delaware Div. Canal, 42@42½; do., bonds, 103; Elmira and Williamsport, 36@37; do., pref., 53@ 54; do., 7s, 1873, 110; Beaver Meadow, 73@74; Harrisburg, 65; Long Island R. R., 46½@47½; do., bonds, 100@102; Lehigh Coal and Navigation, 58¼@59; do., scrip, 44½@45; North Pennsylvania, 18½@19; do., 6s, 95@96; do., 10s, 118 @120; Philadelphia and Erie, 25½@27; do., 6s, 104@105; Minehill, 62½@63; Catawissa, 7¾@8; do., pref., 24; Lehigh Valley, 77; do., bonds, 106@112; Frankfort and Southwark (horse,) 56; Second and Third, 80; Race and Vine, 10½@11; West Philadelphia, 66@67½; Spruce and Pine, 15@15½; Green and Coates, 44; Chestnut and Walnut, 50; Arch, 23; Thirteenth and Fifteenth, 29@33; Seventeenth and Nineteenth, 13; Girard College, 20; Tenth and Eleventh, 42@42½; Philadelphia, Germantown and Norristown, 59¾@60.

Boston.—Northern (Ogdensburg) 1st mort., 100½; do., 2d mort., 22½@27½; Rutland and Burlington 1st mort., 72@74; do., 2d mort., 17¾; Vermont Central ½; do.,1st mort, 83@84½; do., 2d mort., 23; Boston and Lowell 6s, 1873, 107½; Eastern R. R. 6s, 1874, 108⅝; Michigan Central 8s, 1869, 117¾; South Shore 16½; Nashua and Lowell, 121¼; Maine 6s, 1880, 108; do., 1883, 108½; Mass. 6s, 1872, 117½; do., 1876, 118¾; Rhode Island 6s, 1883, 107½; Portland 6s, 106½; Bangor 6s, 1873, 107; do., 1874, 105½; Augusta 6s, 1870, 104½; Hartford 6s, 1883, 108¾; Brooklyn, N. Y., 6s, 1893, 110¼; Louisville 6s, Water Loan, 89½; Chelsea, horse, 53¾; Somerville, 34; Middlesex, 110; Acton Mining Co., 4⅝; Albany and Boston, 13½; Bay State, 15¾; Black River, 60c.; Bedford, ⅝; Canada, 1½; Columbian, 8; Copper Falls, 15; Dana, 2⅜; Great Western, 4; Hancock, 14⅞; Hanover, 2½; Huron, 24; Manhattan, 7; Madison, 3½; Mesnard, 15⅛; North Cliff, 8; Ottawa, 85c.; Pontiac, 8¾; Phœnix, 24; Petherick, 24½; South Side, 6½; Star, 7¾; St. Mary's, 6⅞; Superior, 9½; Toltec, 3⅝; West Minnesota, 1; Wickam, 93¾; Winthrop, 4¾; Excelsior gold, 6¼; Flint Steel, 6.

Baltimore.—Santa Clara Mining Co., 11¼; Springfield Mining Co., 2.35; Maryland Copper Co., .85. The latest quotations are: Balt. and Ohio, 88¾@89¼; do., 6s, 1867, 102½; do., 1875, 105; do., 1880, 102@104; do., 1885, 104@105; Northern Central, 40@40¼; do., bonds, 1885, 100¾@102; N. W. Va., 8@10; do., 1st mort., 103@104; do., 2d mort., 102; do., 3d mort., 97; do,, 4th mort., 23¾@24½; Central Ohio 2d mort., 105; do., 4th mort., 35; do., income 1857 –'60, 28; Western Md. bonds, 82@82½; do., guar., 103; Maryland 6s, coupon, 1870, 112; do., Ins., 112; do., 1890, 113; Baltimore 6s, 1875, 108@ 109¼; do., 1886, 108; do., 1890, new, 108; do., coupon, 110; do., 5s, 1838–'70, 90.

☞ The large bridge across the Cumberland river, near Nashville, Tennessee, replacing the suspension bridge destroyed by the rebels, was opened for public travel on the 26th ult. It is a substantial structure, and was built under the direction of the military authorities.

Tunnel under Lake Michigan.

We have received since our last issue the printed specifications for the construction of a brick tunnel under Lake Michigan to supply the City of Chicago with pure and wholesome water. We have already alluded to it at some length, and regret the specifications did not reach us until after our article was published. Nevertheless there is time enough for the engineers and contractors in this city and its immediate vicinity, to call at this office to examine them for themselves, and also to make proposals for executing the work, as these may be made up to the 9th of September. In these specifications, the cribs, the land shaft, the inlet cylinder for the outer lake shaft, the intermediate cylinders for the lake shafts, and the tunnel proper are minutely described.

There are also general requirements given for the government and guidance of the contractors. Attached to the specifications are calculations of the quantities of material in the outermost crib which will enable any contractor to estimate the cost, whether for timber, iron, stone filling, spikes, &c. So also is furnished the forms of proposals for the lake tunnel and land shaft, without cribs or lake shafts, and for the cribs alone, and for the cast iron cylinders for the lake shafts. The whole subject is presented in a practical and intelligent manner, and persons at a distance may make proposals with as much certainty as if they were on the spot.

Northern (Ogdensburg) Railroad.

A re-organization of this company is being discussed both here and in Boston. The line of road —Ogdensburg to Rouse's Point—is 118 miles, and earns in gross about half a million of dollars, while since 1856 (the work being in the control of trustees) no other net income than 7 per cent. on the first mortgage bonds, $1,500.000, has been realized by the other bond or stockholders. The second mortgage is $3,077,000 in amount, the bonds being convertible into shares, and it is this interest, now selling at less than 80 cents on the dollar, with eight or nine years accumulation of unpaid coupons, that propose to reorganize the company and take the property out of the present trusteeship.

American West India Company.

This Company will despatch the first vessel of their steamship line to St. Doming on the 12th September. The route is well chosen to accomodate travellers and shippers to the West Indies, the principal stopping places being Bermuda, St. Thomas, St Johns and Mayaguez, Porto Rico, and St. Domingo city. From these points auxiliary lines of steamers are now running to the lesser islands and the Spanish Main. This company has displayed a great deal of tact and enterprise in its management, and its success appears to be an established fact.

☞ We understand that a movement is about to be made for the completion of the new railroad from St. Louis to Chicago via Jacksonville. A part of the road is already built and in running order.

☞ Engineers have commenced surveying a route through the town of Kinderhook, N. Y., for an extension of the Harlem Railroad from Chatham Four Corners to Albany.

Extension of the New York and Harlem Railroad.

Engineers have been engaged for some time in surveying on the borders of our country for the extension of this line of railroad from Chatham, Columbia Co., North, to connect with the roads centering at Troy or Albany, or perhaps what is more probable, to extend it through the eastern towns of this county to Eagle Bridge, thus tapping our northern line of roads. In the south part of our county efforts are being made to have the road pass through the village of West Nassau, on the proposed route to Albany, and like effort in regard to Sand Lake if the route to Troy should be decided upon. The route to Troy is undoubtedly the most feasible, and we hope parties interested will give it all the attention it deserves. The former extension or branch road partially graded on the Lebanon Springs route, we understand, is to be abandoned as being too high a grade for present purposes.—*Troy Times.*

☞ The Toronto *Globe* says the Canada Northern Railway Company make a very creditable exhibit for the past half year. By the skillful development of the local traffic and reduction of expenditure, they were able to pay the interest on their bonds, leaving a small surplus. Working expenses, 54½ per cent of gross earnings.

☞ Messrs. Wason & Co., Springfield, have just completed four large passenger cars for the Central Pacific R. R. of California, and have a contract for 70 freight cars for the same road. They have also just furnished four cars for the New York and Boston Express trains, and three horse cars for Brooklyn, N. Y.

☞ The Columbus, Piqua and Indianapolis Railroad was sold on Thursday, 6th ult., under foreclosure of the first mortgage, for $500,000, to L. Holbrook, J. J. Rosevelt and I. T. Thomas, Trustees for the bondholders.

Worcester Horse Railroad.

The horse railroad in Worcester, Mass., have commenced their regular trips, running from Lincoln square to Webster square, and in Lincoln, Main and Front streets. The track, including branches, is four miles in length. Mr. George F. Bonney, formerly Superintendent of the Middlesex and Suffolk roads, is the Superintendent.

London Quarterly for July.

We have received this number from Leonard Scott & Co., 38 Walker st.. It is particularly valuable for containing an article on the resources and future of Austria, a country which just now is playing a great part in the old world and aspires to seat itself in the new.

☞ The new telegraph line to Pittsburg, via Hanover Junction; Chambersburg, Bedford and Fayette county, is being pushed forward as rapidly as possible. When completed from Hanover Junction to Pittsburg, it will be connected with the Independent Telegraph Line already constructed from Portland, Me., to Washington, D. C., and with the new line from Harrisburg to Baltimore, thus forming the seaboard and a portion of the inland basis of a complete system of wires throughout the country.

☞ We understand that the Coal Companies (Cumberland and America) operating from the Cumberland coal region, have resumed the business of transportation on the Chesapeake and Ohio Canal.

Iron Bridge over the Erie Canal.

At a meeting of the Canal Board, held in Albany on the 26th ult., the following resolution was adopted:

Resolved, That the Canal Commissioners be and they are hereby authorized and directed to cause an iron bridge to be constructed over the Erie Canal on the military road in the village of Tonawanda, according to the plans and estimates of O. W. Storey, Engineer, this day submitted to the Canal Board, at an expense not to exceed $2,700, the same to be paid from moneys appropriated for extraordinary repairs.

Oswego and Syracuse Railroad.

The Oswego *Paladium* says: "We learn that arrangements have been perfected by which the connection between the Oswego and Syracuse and the Binghamton Railroads will soon be made, and that measures are to be taken immediately, by laying down an additional track, to make a gauge to conform to that of the Binghamton and Pennsylvania Railroads. This will give us a direct and unbroken railroad to Philadelphia and Washington, and the coal fields of Pennsylvania, which will be of immense advantage to the business of our city."

The Syracuse *Standard* adds: "It is also contemplated to extend the track of the Oswego road to the docks in our harbor, and we learn that an application has been made to the Common Council to grant the company the right of way on Second street, from Utica street to the harbor, for that purpose. This is an improvement which has long been needed, and its accomplishment is worthy the enterprise of the company. It will cheapen transportation and add materially to the facilities and business of the road."

Chicago Wood Pavements.

As the Board of Works in the City of Chicago evidently give the preference to the Wood or Dickinson pavements over those of stone, as being the most durable of any kind yet used there, we copy the following description of the method of construction:

"Lay down flooring of one inch board on bed of sand; coat floor with asphaltum; stand on end blocks of wood six inches high by three inches thick and nine inches in length, in rows about one inch apart, divided by strips of board. Fill in these open narrow spaces with asphaltum, and pebbles, and then cover the whole with asphaltum. The contract price is $1.85 per square yard without the curbing. The contractor puts in the sand bed 1½ inch deep, all over that to be charged for. There are six miles of these pavements in Chicago and after six years' constant wear, are found to be nearly as perfect as when laid down."

Telegraphic Communication between England and the East Indies.

A very important communication appeared in a late number of the London *Times* touching electric correspondence with the East Indies, as follows:

"If mechanical appliances are to be depended upon, and if the most careful and experienced supervision of all relating to the scientific perfection of a submarine cable is of any avail, the whole of England, before next March, will have at command a means of daily, if not hourly, communication with Madras, Calcutta and Bombay. The activity of gray shirtings or the dullness of mule twist ought to be known here to the fraction of an anna every morning; and the news from China and Australia anticipated by exactly the difference of time between an overland passage and an overland telegraph, which means the difference between thirty days and five hours. So carefully have the plans been matured, so quietly has the cable itself been manufactured, that the announcement that the expedition will in a few days begin to leave these shores to accomplish such great results comes upon us with a suddenness that is almost startling; and the notion of being in instantaneous communication with all India soon after Christmas seems almost too good and too astounding to be capable of such immediate realization. Such, however, is at least the object with which the expedition will start, and such, we have not the slightest doubt, is the object which it will accomplish with triumphant success."

[From the U. S. R. R. and Mining Register.]

The Gold and Silver Mines of the Great Colorado Basin.

EXTRACTS FROM THE JOURNAL OF DR. WILLING'S EXPLORATIONS.

This series of articles contemplates the description of a vast extent of country—extending from the 32d to the 38th parallel of north latitude and the parallels of longitude between 30° 30′ and 37° 30′ west from Washington—containing matters of fact relative to the mineral and agricultu- resources of the country.

The object in view is to enlighten the country to some extent of the existence of immense metallic deposits, embracing the precious and other metals heretofore unknown and unsought for, within the limits as described above, including parts of Colorado and Utah and all of Arizona. This region has an area of 205,800 square miles, or 131,712,000 acres, three-fifths of which is mountainous, one-fifth plateaus, parks and table lands, and one-fifth alluvial valleys and bottoms.

79,077,200 acres are of mountain ranges—one-sixth of which is (roughly) calculated to contain metallic deposits, or 13,176,200 acres. 26,342,400 acres of agricultural lands, embracing uplands and valleys, and the like quantity of acres, in good pastoral lands. For convenience of description, the basin is divided into the following sections, each being named from its most noted features and geographical position:

1st. North East. (*a*) The Elk Horn Mountains.
(*b*) The *Sierra de la Platte* or Silver Mountains.
(*c*) The Sierra San Juan Mountains.
Central. (*d*) The Cosninas. (*e*) The Jumburacrari.
North West. (*f*) Virgen River.
South West. (*g*) Colorado River Valley.
South East. (*h*) Rio Gila Valley.

These localities embrace the metalliferous range, each of which will be briefly considered under its special head, the data being furnished from a late scientific exploration of the region in question.

GEOLOGICAL AND MINERALOGICAL CONDITION OF THE COUNTRY.

The similarity in geological structure of the chief gold regions is such that we may, with reasonable certainty expect its occurrence wherever the structure exists, or in other words, wherever there are extensive formations of talcose slates, accompanied to a greater or less extent by intrusive rocks.

The principal gold regions of this large area begins on the north in the continuous belt of the Rocky Mountain chain; and the northeastern spurs of the Sierra Nevada Mountains. These follow the course of the main range until interrupted on either side of the eastern rim of the great basin by the great Wasacht chain; and the San Juan Range passing through these chains of mountains, its southern limits extend to the boundary line of the United States and Mexico.

The chief rivers rising near the summit of these mountains form torrents; with average rates of descent of from 100 to 180 feet to the mile. * *

The deep ravines which have been furrowed out by the flowing waters have others opening into them, which also have their affluents so numerous that the whole flank is everywhere intersected by glens and ravines, and which presents the appearance of being composed throughout of isolated conical peaks, each rising higher upon approaching the summit of the mountains.

Above the ordinary height of all these are several very elevated volcanic peaks.

The flank from the valleys, upwards to no great distance of the summit, is composed of argellite, talcose, chloritic and hornblendic slates, with intrusive masses consisting of trap, porphyry, sienite, serpentine and other igneous rocks. Each locality herein enumerated partakes of these characteristics, and a description of the formation of one locality answers for the whole, so universal is the similarity of structure throughout all gold and silver regions.

CAUSES OF DRIFT GOLD IN THE PLACERS, GULCHES AND ALLUVIAL BOTTOMS.

The rapidity with which the rocks are disintegrated, and the finely divided slate into which they are resolved, causes them to be carried off with great facility by the annual floods, even in the present day; but during the greater inundations of the drift period, the scouring out of ravines must have been much more rapidly effected. The result, however, up to the present time has been to form innumerable ravines, mostly having very steep acclivities, and of every depth.

It is very probable that the rocks which once existed in the spaces now occupied, by the ravines and which have been broken up and removed to form them, formerly made up at least one-tenth of the metalliferous district—within one thousand feet of the sloping highlands. * * *

The quartz being the principal vein stone, and partially resisting the action of the atmosphere, is little subject to disintegration. It is, however, liable to be separated into fragments.

This great amount of denudation may be considered practically a natural mining operation upon a large scale. * * * *

Nature has thus liberated the gold and left it among the drift in the ravines and small valleys.

* * * * * * *

It is apparent almost, and might be shown by calculation, that amounts greatly larger than seem to have been produced from the *drift* in the ravines, might have been deposited without there having been a workable vein near them. And the present unartistic mode of operating upon the drift, secures but a small per centage of the gold it contains. For instance, take a medium vein, and a ravine of 1,000 feet deep, and when acclivities are 30°, and we shall find if we assume the vein to be one yard thick, the destroyed portion would be equal to nearly 200,000 cubic yards, weighing more than 4,500 pounds per cubic yard.

If it contained at a mean, gold to the value of one cent to the pound only of the vein stone, (which is a very poor ore) this simple vein should have left near it gold to the value of *nine millions of dollars.* These denudations, from natural causes, have been so immense which swept away the numerous vein stones that once occupied the ravines, and which are so numerous throughout this region, that the quantity of gold set free and distributed in the narrow gulches and ravines may be set down as fabulous. * * * *

When we consider that more than four-fifths of all the gold in the world has been derived from the drift or freed gold, how important it is, aside from the permanent base out of which these deposits were first derived, to investigate this class of mineral resources.

The number of ravines within the area set down and distributed through the various localities designated as metalliferous, and across which veins of auriferous rocks range, cannot fall short of five thousand. Although the acclivities of the majority of them are over 30°, and the depth exceeds 1,000 feet—we will suppose the average depth to be 800 feet, and the acclivity 25°. The process of washing out this great number of ravines complete, would (from the calculations made at the rate of one cent to the pound of the original vein stone of one yard thick and only one vein,) result in obtaining gold to the enormous amount of *thirty-five billions of dollars.**

* Throughout the entire region of country—extending from the Medicine Bow Mountains to the 32d parallel of north latitude—the vein stones crossing the ravines and parallel with the hills are so numerous that, in some instances, they form a plexus or net work. This is the case in the cele-

brated Quartz Hill, forty-five miles west of Denver City, upon which there are seven distinct veins or lodes, viz: The New York, the Illinois, the Mammoth, the Burroughs, the Forks, the Franklin and the Kansas. These have innumerable feeders or *blind* lodes intersecting them at right angles. The same kind of hills appear upon the slopes of the Elk Horn, on the Blue River, and the *Estrandosa*—the dykes being more numerous and the quality of the ores far superior to those found in the Quartz Hill.

This seems to be incomprehensible, yet it nevertheless is true. It is verified by actual demonstration in every ravine that has been worked where the metal occurs.

To obtain such results, we must in working the mines that contain the freed gold, approximate as near as possible the natural operations which first cleared out the ravines. Or in other words, the scale upon which the work is to be done must be as effective, if not equal in power, to the first natural means by which the ravines were scoured out, and made to assume their present position, and confining the washings to such limits that the gold may be collected into machines constructed for the purpose, the *modus operandi* of which will be treated of in its proper place in the present series.

These general remarks, upon the geological condition of the country in question, though brief, suffices to illustrate the main principles to be regarded as forming the basis of such localities, having within their limits deposits of gold and silver.

NORTH EAST. (A) THE ELK HORN MOUNTAINS.

The gold and silver mines of the Elk Horn Mountains are confined to their northern and southern slopes. The chief rivers which drain their slopes are on the north, Eagle Tail River, Blue River, Piney Creek, and the south fork of the south fork of Grand River; on the south, the Un Compadre and its tributaries, Laguna and Estrandosa. These streams are all mountain torrents which have their rise chiefly in lakes situated within parks, or valley-like basins within the range of mountains, excepting Eagle Tail, Blue and Piney Rivers; these last rise by numerous branches in the northern slopes of the range, directly from the melting snows.

The largest of these lakes is called the *Elk Horn Head of the Estrandosa*, and has an elevation of nearly 8,000 feet above the sea.

Water in quantity being the chief lever in mining operations, especially for gold and silver, it becomes one of the first considerations to be noticed, before selecting a location for that purpose.

The slopes of the flanking hills of the Elk Horn Mountains are very precipitous, and the most of the ravines have an acclivity of about 40°, whilst the depth is on an average of about 1,500 feet. This sudden descent from the mother mountain to the foot-hills that borders the valley—although it is more than 75 miles from the summit—affords the greatest facilities for conveying water to the dry metalliferous ravines. The Elk Horn Mountains present to the eye a most rugged appearance when viewed from the distance. Their numerous conical peaks, at all times covered with snow, have the appearance of once being active volcanoes, and the highest ridges culminating in narrow *backbones*, are but little inferior in altitude to the surrounding mountains of the La Plata and San Juan.

The exposed metalliferous regions are found in the flanking hills of either slope about forty miles from the valley, and extend within twelve or fifteen miles of the base of the main dividing ridge. The streams of water that pass through these flanking hills have great fall, and pass through chasms and canons, in many places impassible for man or beast. It is in the intervening ravines occupying the space where the streams flow, the outcrop of veins of gold and silver show the plainest. These ravines are generally dry, or at most have a very feeble streamlet fed by springs, and not in sufficient quantity to enable mining to be carried on extensively. The affluents of the main river that forms the valley everywhere flank the dry ravines, and the bulk of water flowing from the melting snows of the sierras having a superior altitude to the metalliferous ravines, allows the water to be conveyed to the summits of these hills in the mining region, with sufficient fall for all practical purposes.

From the snow line to the base of the foot hills on either slope, the Elk Horn Mountains are heavily covered with pine, firs, cedar and aspen. These forests are the densest in the mining region. The ravines are filled with a thick undergrowth of pine, fir, cedar, willow and aspen.

Before the mining region could be reached by wagons, roads would have to be cut through these forests. The area of the metalliferous region in the Elk mountains is about 900 square miles, or 576,000 acres. On the northern slopes the auriferous deposits predominate, and on the southern the silver ores are the most abundant.

The auriferous vein stones, however, are also to be found associated with the silver. There are localities, however, especially where the carboniferous overlaps the igneous or metamorphic rocks—immense ledges of auriferous argentiferous ores crop out in immense ledges. These localities are on either slope, but the southern slopes furnish the richest ores.

The vein stones containing the gold are numerous, so much so that the ravines and hills are crossed and recrossed as to form a complete net work or *plexus* of veins. These lodes are perpendicular, with but very little dip, and have a southwest by northeast course. They vary in width from three to forty feet. The richest ores taken from the surface were from veins having a width of from four to seven feet.

Generally there is in the centre of these lodes a vein of silver ore, and sometimes argentiferous galena.

Gold bearing quartz is scattered about on the hills and in the ravines throughout the whole district. These fragmentary pieces contain gold in considerable quantity, and some specimens have been found showing the gold found in the quartz in pieces of some size; the sands and drift have gold widely diffused throughout hill and vale, and in all the gulches and ravines.

The silver deposits remain in the rocks in place, and in *placers* where the carboniferous rocks join the metamorphic. This mining region is not occupied, nor indeed has it been thoroughly prospected, the observations being entirely superficial and the prospects taken from the surface; yet these outcrops noticed are so immense and rich in the metals that it gives sufficient assurance for the establishment of mining settlements, having superior advantages over the mines of Pike's Peak or Central City, 45 miles west of Denver City. The Elk Horn Mountains are in Colorado Territory, and about 250 miles distant from Denver City.

In addition to the gold and silver there are large deposits of copper—argentiferous, galena and antimony; these are found associated in most all the lodes with the gold and silver, and in bodies separate and apart from them.

The character of the vein stones is that of a decomposed quartz, (on the surface) intermixed with iron and copper pyrites. In some localities a species of ore called *cascalho*, which is invariably very rich in gold, and having the color of yellow ochre is found, and associated with it. There is always to be found octahedral diamonds, but this character of ore is not as abundant as in the Jumburacrari district. Opals, chalcedony, jasper and other stones are found in abundance, to which may also be added turquoises. Upon the *Un Compadre* and Grand River coal is found in abundance.

The whole region is volcanic, showing in some places immense fissures, the edges of which are composed of a serrated scoriæ having the appearance of once being subjected to great heat. Hot sulphurous springs are met with frequently; salts of soda (carbonate and chlorides) and pottassium are common. Extensive valleys, having rich alluvial bottoms, and table lands and parks growing an abundance of rich grasses are interspersed here and there. The climate is mild and healthy.

The following assays of ores from the Elk Horn Mountain and the *pan prospects* of the *dirt* shows the value of this region, remembering that they are made from the surface:

No. 1.— Elk Horn Gold bearing
400 grs. Head. quartz.
Gold ¼ gr... or to ton of ore...57 oz. 3 dwt. 8 grs.
Loss 397 grs.
Silver a trace.

No. 2.—400 grs. Un Compadre.	Argentiferous Telluret ores.		
	Oz.	Dwts.	Grs.
Gold 1 gr.....or to ton of ore....	81	13	8
Silver 11¼.....or to ton of ore....909		10	0

No. 3.— Swan Lake Head of the Laguna.

To one ounce of the ore pounded and washed with water, 9¼ grs. gold.

There are very rich ores to be taken from the crop of a lode. The gold could be seen with the naked eye in all the specimens, and there seemed to be no opportunity of selecting any better average. The rock as it comes from the vein would average about one hundred and eighty dollars per ton.

PROSPECTS WITH PAN IN THE RAVINES NEAR THE ELK HORN HEAD.

Twenty pans (*two gallons*) of dirt, average depth of digging two feet, average per pan nine cents.

RAVINES NEAR THE HEAD BRANCHES OF THE UN COMPADRE.

36 pans of dirt, average depth of digging 4½ feet, average per pan 43 cents.

Other localities were prospected but no account was kept of the results. These districts prospected have each an area of ten miles square. The *bed* rocks in the ravines and gulches prospected were not reached in any one instance; the shallowest hole dug was one foot six inches and the deepest 15 feet. The character of the drift gold varied in size according to the depth of the digging. Upon the surface and in the sod the gold was very fine dust requiring quicksilver to save it; at the depth of four feet, when the gravel was reached, it was fine scale gold, having a beautiful color and about 890-1000 in fineness; at 15 feet three pieces weighing $1 73 was found to one pan of dirt. The *bed* rock in the ravines lies deeper than in the *Pike's Peak* mines, or those in the Sierra San Juan and La Plata, but the ravines are steeper, and, therefore, have greater fall. From these prospects, but superficially made, it is believed, and not without reason, that large nuggets will be found when the *bed rock* is reached, for in no instance, whilst prospecting within the metalliferous district of the Elk Horn, was a pan of dirt washed without obtaining satisfactory results. As before remarked, the mines are situated about 45 miles from the valley, in some instances they are farther removed.

These valleys are mostly prairie bottoms, and in some instances a large portion of the table lands are sterile, bearing but little else than sage and artemesia; but still upon the immediate banks of the streams there are alluvial bottoms that grow luxuriant and nutritious grasses. These desert places are thickly strewn with silicious pebbles, and occasionally low wet places are met with, presenting a highly alkaline appearance—salt sloughs and springs also are found in the vicinity. Other table lands do not partake of this peculiarity, but afford an abundant pasturage winter and summer. The parks and plateaus within the foot hills, although having an elevation of from six to eight thousand feet, produce good grass, some of them being natural meadows.

As a farming country, there is sufficient available land to support the mining region, but the products of the soil will always command a high price. Wheat, oats, barley, rye, potatoes and all kinds of garden vegetables can be raised upon the alluvial bottoms and rich table lands. The Elk Horn Mountains are between the parallels of latitude 38° and 39° 30′.

The entire region thus described is in a state of nature. No habitation is nearer than 250 miles,

but one trail passes near the mountains, viz: the *sand stone pass trail*. None enters the mountains, except the few paths frequented by the elk, deer, sheep and bear. The immense deposits of gold, silver, copper and other metals, however, will soon draw to this solitary region thousands of the industrial classes.

The Elk Horn Mountains abounds with native fruits. Comprising a most delicious strawberry, red raspberry, two species of gooseberry, (*horned and common,*) three species of currant, (*red, yellow and black,*) and mountain cherry, leeks, wild onions and turnip, oats, barley, and flax are indigenous. The game common to the Rocky Mountains is found also here, with the exception of the bison, this animal is very rare. Antelope, blacktail deer, elk, hare, sheep and bear, (black and grizzly) are very plenty. Black, red, grey, silver grey and golden foxes are quite numerous. The beaver and mink are probably more abundant than in any other part of the Rocky Mountain range. There are three species of wolves, large grey or white wolf, black wolf and the kayote. Upon the desert plains the little prairie dogs have their towns as upon the plains east of the mountains. Wild turkeys and mountain grouse are very plenty. The streams are filled with trout.

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ONE PASSENGER ENGINE—16 Ton.
ONE SWITCHING ENGINE—12 Ton.
Both 4 ft. 8½ in. gauge.

Both of these engines are in first rate order, and will be sold very low, and are ready for immediate delivery.

Also a new first class Passenger Engine, 28 tons, cylinders 16×24 inches, finished in the very best style.

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For Cars with "raised" or "high" roofs we make these Lamps with brass arms to suspend in any required manner.

Manufactured and for sale by

WILLIAMS & PAGE,
67 Water st.,
Boston, Mass.

THE NEW YORK CENTRAL R. R. CO.

TREASURER'S OFFICE, ALBANY, July 23, 1863.

TWENTIETH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of August next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of September next on stock registered at London.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; and in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.

The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Friday, the thirty-first day of July instant, and be re-opened on the morning of Monday, the twenty-fourth day of August next.

JOHN V. L. PRUYN,
6131 Treasurer.

HAMILTON E. TOWLE,
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Hon. MOSES H. GRINNELL, New York. J. MUNROE & CO., Bankers, N. York and Paris. Hon. JOHN P. HALE, Washington. B. F. DELANO, U. S. Naval Constructor. G. J. F. BRYANT, Architect, Boston. J. W. EMERY, Pres. Cambridge Railroad.

REUBEN W. HOWES. CHARLES A. MACY.

HOWES & MACY,
BANKERS.

NEW YORK, August 25, 1863.

The subscribers having retired from the offices of President and Cashier of the Park Bank (which positions they have held since its organization), have established themselves in the Banking business at No. 30 Wall street (in offices recently occupied by J. J. Cisco Esq., Assistant Treasurer U. S.)

We are now prepared to receive accounts, and deposits with us can be checked for the same as with any of the city banks.

Interest will be credited to our dealers on their daily balances on the 1st January and July, at the rate of **three per cent.** per annum.

Particular attention will be given to Collections on all accessible points in the United States and Canada, on the most favorable terms.

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New York, February 14, 1863.

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Further particulars may be ascertained on application at the office, No. 63 Wall st.
WILLIAM WOOD, Manager.
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CAR DUCK.
Kingman's Car Covering.
THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by
WILLIAMS & PAGE,
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1,900 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "
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THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States
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NEW YORK CENTRAL RAILROAD CO.

TREASURER'S OFFICE, ALBANY, Aug. 14, 1863.

SEALED proposals will be received by this Company until 3 o'clock in the afternoon of the 10th day of SEPTEMBER next, for the purchase of its Coupon Bonds (of $1,000 each) to the amount of ONE MILLION OF DOLLARS, (to meet, in part, the debt of Three Millions of Dollars which will become due on the 15th day of June next) bearing interest at the rate of SIX PER CENT. per annum, payable semi-annually, in the City of New York, on the 15th day of June, and the 15th day of December in each year, and the principal payable on the 15th day of December, in the year 1887.

Proposals indorsed, "Proposals for Six Per Cent. Bonds," may be addressed to the undersigned at this office, or at the Bank of Commerce, in New York, and may be for any amount not less than $5,000.

The Directors reserve the right to reject any proposal and no conditional bid will be received.

A deposit of five per cent. on the amount must accompany each proposal. In the case of rejected bids this deposit will be returned without delay, and in the case of accepted bids, interest will be allowed thereon at the rate of six per cent. per annum from the 10th day of September until the 1st day of October next, when the Bonds will be ready for delivery, on payment of the balance of ninety-five per cent. In case of failure to pay such balance, the deposit of five per cent will be absolutely forfeited to the Company. The first Coupon will be for the amount of interest ($12 50) to accrue from the 1st day of October to the 15th day of December next.

A sinking fund of two per cent. per annum on the amount of the loan will be applied to its reduction, or to providing means for its payment, in such manner and under such regulations as the Directors may from time to time adopt.

3t34 JOHN V. L. PRUYN, Treasurer.

PROPOSALS FOR CONSTRUCTING A BRICK TUNNEL UNDER LAKE MICHIGAN, TWO MILES LONG, FOR THE CITY OF CHICAGO.

OFFICE OF THE BOARD OF PUBLIC WORKS, CHICAGO, August 13th, 1863.

Sealed Proposals will be received at this office till Wednesday, September 9th, at 11 o'clock A. M., at which time the Board will open the same, for doing all the work and furnishing all the materials required for the construction of a brick tunnel, five feet clear diameter, and extending from the present pumping works of the city, two miles out, under the bed of Lake Michigan, and through what numerous borings invariably show to a stiff blue clay soil, together with land and lake shafts, and protecting cribs, in accordance with the plans and specifications for the doing of said work, to be found on file in the office of this Board on and after the 19th inst.

The Board would prefer to let the entire work to one contractor or company, but will receive separate proposals for the tunnel proper and land shaft, for the protecting cribs, and for the cast iron cylinders for lake shafts.

The Board reserves the right to reject any or all bids, and to accept any one bid complying with the conditions of this advertisement.

The bids must be sealed, and must be accompanied with a bond of the penal amount of $200, blanks for which will accompany the specifications, guaranteeing the execution of a contract in accordance with the bid, in case the bid is accepted.

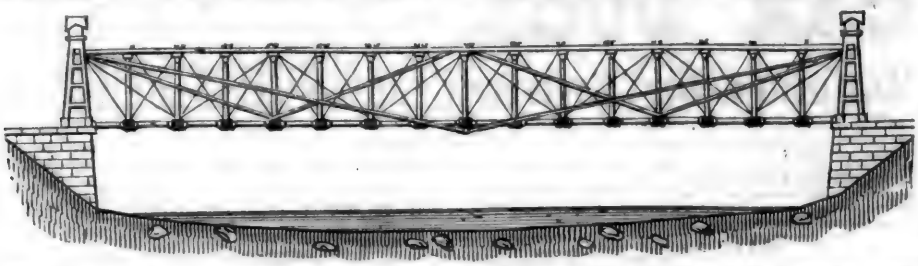
Proposals must be directed to the Board of Public Works, and indorsed "Proposals for Lake Tunnel."

Satisfactory security for the faithful performance of the work will be required of the parties whose bids may be accepted.

J. G. GINDELE,
FRED. LETZ,
F. C. SHERMAN,
3t34 Board of Public Works.

WARNCKE & BROWNELL,
RENOVATORS AND DYERS OF PLUSHES ON
CAR SEATS, STEAMBOATS, AND FURNITURE.
WE restore the color to plushes on car seats, steamboats and furniture, without removing the plush from the seat. Colors when put on, as bright and durable as new goods. Time of detention of car two days, or less. Orders for work solicited.
The process being patented, the public are hereby cautioned against infringement.
Territory and shop right for sale. Address
JOHN WARNCKE,
Or M. BROWNELL,
3m33 Box 1157. Buffalo, N. Y.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,392, Pittsburg, Pa.

DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,

No. 229 BROADWAY, NEW YORK,

AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, MD.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. **GAS WORKS** ERECTED on THE MOST APPROVED PLANS. **New and Second-hand MACHINERY** constantly on hand. **IRON BOUGHT AND SOLD ON COMMISSION.**

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Dining & Lunch Rooms,
125 & 127 GRAND ST.

125 & 127 GRAND STREET.

160 Persons can be seated at one time.

THE COOLEST SALOON IN NEW YORK.

LADIES CAN COME UNATTENDED.

THE QUIET FAMILY DINING ROOMS.

The only place of the kind in New York.

Be sure you 're right, then come to BAKER'S.

MUNN & CO'S
PATENT OFFICE.
ESTABLISHED 1842.

DURING the past twenty years, Messrs. MUNN & Co., in connection with the publication of the WEEKLY ILLUSTRATED SCIENTIFIC AMERICAN, (the only paper devoted to the Mechanic Arts in the country,) have acted as Attorneys for procuring letters patent in the United States and all foreign countries.

They would state that they have acted, during this period, as agents for more than

TWENTY THOUSAND INVENTORS;

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Messrs. MUNN & Co. are prepared to attend to patent business of all kinds, in the quickest time and on the most liberal terms.

For further information, send for a pamphlet which contains the Patent Laws of the United States, and much other valuable information of importance to inventors and all others who own patent property. Also pamphlets of information furnished regarding the Patent Laws of all foreign countries.

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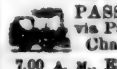
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(In ordering, send key in letter, to have Locks made to match.)

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67 Water street,
BOSTON.

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PASSENGER TRAINS leave, via Pavonia Ferry, from foot of Chambers st., as follows, viz:



7.00 A. M., **EXPRESS**, for Buffalo, and principal intermediate Stations.

8.30 A. M., **MILK**, *daily*, for Otisville, and intermediate Stations.

10.00 A. M., **MAIL**, for Buffalo and intermediate Stations.

4.00 P. M., **WAY**, for Otisville, Newburgh, Warwick, and intermediate Stations.

5.00 P. M., **NIGHT EXPRESS**, *daily*, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.

7.00 P. M., **EMIGRANT**, for Dunkirk, and principal Stations.

CHA'S MINOT, *Gen. Sup't.*

FOR BOSTON and PROVIDENCE, via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New York every TUESDAY, THURSDAY, and SATURDAY, at 5 o'clock P. M., and the EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY, and FRIDAY, at 5 o'clock P. M., from Pier No. 3 N. R.

Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.

Freight to Boston is forwarded through with great dispatch by an Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West st.

HUDSON RIVER RAILROAD.

FOR ALBANY and TROY, CONNECTING WITH TRAINS NORTH and WEST. Trains leave:

From Chambers st.	From 30th st.
Express, 7 and 10 a. m., and 3 15 and 5 p. m.	7.22, 10 27 a. m., and 3.37 and 5.22 p. m.
Troy & Albany (with sleeping car), 10 30 p. m.	10 57 p. m.
Poughkeepsie train, 7.15 a. m. and 12 30 & 6.15 p. m.	7.37 a. m., and 12.52 and 6.37 p. m.
Peekskill train, 11.30 a. m., and 4 10 p. m.	11.53 a. m., 4.32 p. m.
Sing Sing train, 5.30 p. m.	5.52 p. m.
Tarrytown, 3.45 p. m.	4.07 p. m.

On SUNDAYS at 5.22 p. m., from 30th st.

Tickets may be procured at any of the offices of Westcott's Express in New York and Brooklyn, and baggage checked at the house to all points on the road, and to Saratoga Springs.

NEW YORK, HARLEM & ALBANY R. R.

CHANGE OF TIME.

TRAINS WILL LEAVE Twenty-sixth street Depot:

For Albany—10.30 A. M., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and stations north to Albany, connecting with Central and Northern R. R. for Saratoga and all points north and west.

For Croton Falls—8.15 A. M., and 5 P. M. (the 5 P. M. train will run Saturdays only, returning leave Croton Falls 5.50 A. M. Monday).

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 and 6.15 P. M., from White st. depot.

For Williamsbridge—8.15, 10 A. M., 2.30, 4.10, 5, 6, 6.15 and 8.30 P. M.

Croton Falls, White Plains and Williamsbridge trains stop at all stations.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

RETURNING LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls; also Bedford, White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—5 P. M.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M.

Williamsbridge—5.30 A. M. and 7.05 P. M.

Croton Falls, White Plains and Williamsbridge trains stop at all stations.

JOHN BURCHILL, Superintendent.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS,** and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.

Cost per hour, 5 cents.

Cost of wicks, chimneys, per year, $4 80.

Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **31 Nassau st.,** or by addressing

CHAS. W. WELSH,
Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 37.] SATURDAY, SEPTEMBER 12, 1863. [WHOLE No. 1,430, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 12, 1863.

Colorado Territory.—Its Indigenous Elements of Wealth.

This is a new commonwealth, square in form, which bridges the immense back bone of the American continent and unites the systems of the two oceans. Located between the 37° and 41° parallels of latitude and 102° to 109° meridians, its area is one hundred and seven thousand square miles, or 68 millions of acres.

This State is bisected through from north to south by the primeval Cordillera, whose summit corresponds very nearly with the 106° meridian: this summit is equidistant from the cities of St. Louis and San Francisco and divides asunder the waters which flow to the Mississippi river and to the Pacific ocean.

Of Colorado thus one-half of the area slopes to the East, the other half to the West. The eastern half expands upon the level of the Great Plain: the western half is filled with stupendous mountains. The Plains and mountains meet abruptly along a north and south line, which is straight and regular.

The mountains are intensely metalliferous both of the precious and base metals. The plains are of fertile, *arable* soil. Both mountains and Plains are uniformly *pastoral*.

These three bases of industry exist distinct from one another, but blended within the same area: MINING; PASTORAL agriculture; ARABLE agriculture. From each as a distinct foundation grow commerce and manufactures.

The Cordillera occupies in its primeval bulk, an area of forty thousand square miles, which uniformly contains gold, *in situ*. The lower levels, receiving the drift washed down from the mountain flanks, have float gold.

The *rivers* fed from the central snows and radiating in all directions are remarkable for their size, number and abundance of water. All the industrial departments will derive from them ample supplies and sustenance, universally distributed.

The average altitude of the whole area above the sea level, is one mile. Some of the mountains exceed three times this altitude.

The *climate* is yet the distinguishing feature of Colorado and infuses into animal life and vegetation and nature a higher order of vitality than is elsewhere seen. Brilliant sunshine never fails and combines with the tonic taste of the atmosphere to inspire a constant flexibility of the mental and physical powers. The facts which explain the peculiar features and excellence of the climate are altitude above the sea; remoteness from the sea and the latitude. These produce, as it were, a fusion of the extremes which alternate in maritime climates, and give here a perpetually vernal atmosphere and temperature.

The area therefore which has been included within the lines of the future State of Colorado, embraces a geographical position of commanding excellence and physical features. Here is the broadest margin of the elementary principles which excite and sustain industry, combined with the widest range in their variety. A permanent concord of energies, developed on a vast scale, is the prospective condition of this commonwealth of the primeval mountains.

Railway connections are rapidly creating themselves and the growth of all things will have no delay.

The great Parcs of Colorado, constitute a wonderful feature of our continent, and one new to mankind. These are four in number and are grouped within the *dorsal* mass of the Cordillera. They resemble in juxta-position and area the four upper Lakes of the St. Lawrence basin. They are the sources of the four great rivers, the North and South Platte, the Rio del Norte and the Colorado. They are the counterpart of the basins of Geneva and Constance contained within the Alps, but immensely surpassing these latter in area and having pavements of fertile prairie in place of a water surface. Each is an amphitheatre, encircled by snowy mountains, traversed by innumerable confluent streams and each bisected by the great river formed from their aggregate waters. Their discharges open alternately to the Atlantic and Pacific slopes. They are embraced within the auriferous parallelogram and lie from north to south, so as to be consecutively bisected by the 106° meridian. Excellence of climate and sublime scenery here reach the highest standard of grandeur and beauty. Intercommunication is provided for by depressions in the Cordillera, both convenient and smooth for transit. The novelty to the popular mind of these immense basins, elevated above the world, perfectly fertile, of an atmosphere and soil propitious to agriculture and heretofore so secluded, renders a minute description most difficult. Yet our continent has nothing upon its variegated area more redundant with fascinating attraction, or more tempting to the ambition of progress.

The journal of Dr. Willing is full of startling facts sustaining these views and predictions.

La Crosse and Houston City Railroad.

Commissioners have been in this city for some time passed, charged with negotiating for capital to "complete twenty miles of railroad between La Crosse, Wis., and Houston City, Minn., already graded, bridged, and ready for the superstructure, at the eastern terminus of the Root River Valley and Southern Minnesota Railroad. The road of which this is the last link runs through the best and most fertile portion of the State of Minnesota, and a land grant of 3,840 acres per mile is secured to the company by act of Congress, and a large and valuable portion of which will come at once into market on the completion of the above twenty miles."

Railroad Traveling at Home and Abroad.

That great improvements are yet to be made in our system of railway traveling, we have not the least doubt. That some of them have not been adopted long before this, is unquestionably owing to the circumstance, that most of our railways have had so hard a struggle for existence, that their managers had no thought of expending money on what may be called perhaps the esthetics of the system. The pleasurable sensations and comfort of passengers were postponed for the more immediate consideration of how to get net earnings, and keep up a good show in Wall street. This necessity however, no longer exists. Our railways have enjoyed an extraordinary prosperity for the last two or three years. They are no longer suppliants for discounts, indorsements, guarantees, and bank accommodations, creating a corps of financial agents to raise money at any cost, and at all hazards, but they have been making money in a legitimate way, have paid off their debts, astonished their stockholders with dividends, and are prepared to take the position of honest securities and good investments. Substantial success having been gained, there is now opportunity for further improvement, and in no direction can it proceed with more advantage than in adding to the security and comfort of passengers. There is no freight so valuable as the human body. It pays well, and takes care of itself. It is entitled in every way to much consideration, and when it is injured through the carelessness of railway management, the damage when assessed in our courts is found to be heavy. Yet notwithstanding there is so much room for improvement, we have the satisfaction of knowing, that in most respects, our system is far better than that which obtains abroad. In the details of management, we have no doubt we are far superior. There is a natural cleverness in the American mind which fits it for work, where intelligence, observation, calculation and accuracy are indispensable. Nowhere will you find more intelligent, and well informed mechanics, machinists and engine drivers, than on our American railways. They are far above mediocrity in every particular, and their ingenuity, equal to every demand upon it, never fails them under any circumstances. Our cars are unquestionably the most suitable for general travel, and have many conveniences not known abroad; where with the exception of the German railways, the rigid system of little lock up carriages continues to prevail, and there is no way in which a passenger can escape in case of accident. But far as we are in advance of our British friends, we may still improve. There is no reason whatever why traveling in a car should not be as easy, as in the most luxurious and well hung carriage. The seats which are now rigidly fastened to the floors might be placed upon springs, and the motion which is now felt through all the nerves of the body, be neutralised into that which we feel in a swing. We imagine this change will become indispensable. Medical authorities abroad, are beginning to speculate on the effects of railway traveling, as regards health. The opinion is obtaining, that those persons whose lives are passed upon railways are subject to material derangements of health. We are informed that conductors even on our city cars are subject to varicose enlargement in their limbs, and that spinal affections are the consequence of constant travel on the trains, even to ordinary travelers.

We therefore hope to see an improved seat in our railways, which shall completely isolate the passenger from the shock, and continued vibrations, which are now felt through the whole body, in our cars when in motion. But our subject was not so much to speculate on what improvements have yet to be made, as to contrast our system with that of England. And to do so we have only to adopt their own language. We find in the London *Daily News* of the 6th August last, a carefully considered article on railway travelling in that country, which is both curious and suggestive.

"The peculiarity of railway traveling in England is that all the ingenuity and activity of its organizers and directors uppear to have been exhausted in adding to risks which are inevitable, the aggravation of every danger and discomfort that the commonest caution or consideration, for the lives and limits of their fellow creatures might prevent, and does in fact in other civilized countries, continually and systematically prevent. It is not enough that whenever a train approaches a station, the lives of hundreds of human beings are at the mercy of an over worked or sleepy points man; that as it happened a day or two since on the Lynn and Hunstanton line, a bullock may stray across the rails and avenge its stupid fate, by turning half a dozen carriages completely over, and crumpling up their innocent occupants; but by that coarse and careless indifference to any thing but fares and dividends, which is characteristic of railway administration in this country; some single passenger may be shut up like a felon and carted along like a sheep to the slaughter, or left to be burnt alive, or murdered in a tunnel, or assassinated in the midst of a smiling landscape, without hope of aid or escape or appeal. Surely while we are criticising with all the severity of people who own an inexhaustible *store of genius at the Horseguards*, the military short comings of our kinsmen across the Atlantic, *it might be well for us* to pause for a moment to compare the humane provisions for the safety of life on an *English* railway with those which are adopted on no less than 35,000 miles of railway in North America.

"There we find an uninterrupted communication along the line of cars, not only between the guards and passengers, and between the guards and the engine driver, but between every carriage and the engine, by the simple means of a signal rod within reach of every passenger. Nor is it practically found that this elementary precaution is abused by the vulgar folly of idle hoaxers. Yet no Railway Company in this country has thought it worth the trouble or the expense, or perhaps worthy of its dignity, to imitate so sound and sensible an example; our Legislature with all its *ceaseless Pharisaic babble*, and its *religious respect for vested abuses*, has done nothing to correct the barbarism of irresponsible companies; our smirking Board of Trade goes to sleep on its circulars, and railway traveling in England, is still to railway traveling in the United States, what an English Mail Coach was, compared with a french diligence thirty years years ago. Our railway carriages are crammed like cattle pens, the trains are sent madly rushing on each others' heels, and here and there in provincial districts *kept waiting* for the arrival of some local and unpunctual lord or baronet. Smoking is forbidden, and yet every carriage reeks with stale tobacco; gratuities to the company's servants are forbidden, and you cannot get your baggage looked at unless the porter sees a shilling in your eye. If you chance to be put into a carriage *tete a tete*, with one other meek and silent passenger whose brain is muddled, or whose nerves are trembling with suppressed mania, you are liable to have your throat slit, or your breath stopped, by some candidate for a mad house, who chooses to regard you, as you sit unconsciously dozing or reading, as a deadly foe meditating a murderous assault, or at least as the author of all his imagined miseries. Such things are not fancies, but *facts of repeated, of recent occurrence.* Yet our railway companies go on, ruining shareholders, massacring their passengers, treating the public as so much "rolling stock," and not even the simplest and most obvious means of preserving life, and preventing the most hideous catastrophes, are deemed worth a moment's discussion by any board of directors. A hundred years hence our descendants will speak of British railway traveling in the 19th century as we speak of British coach traveling a hundred years ago. This is the "dead season," in other words the season of railway accidents; and the voice of the press, cannot perform a better public duty than to cry aloud the scandal of our railway system to the civilized world."

Maine Central Railroad.

FORMERLY ANDROSCOGGIN AND KENNEBEC AND PENOBSCOT AND KENNEBEC RAILROADS.

The earnings and expenses of this road for the years ending May 31, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From passengers.	$130,316 32	$178,847 36
" freight.....	106,040 30	125,614 81
" express, mail, etc.	17,885 64	18,569 78
	$254,242 26	$323,031 95
Expenses, viz:		
Repairs of track	$45,295 19	$48,000 64
" equipment .	13,923 30	27,609 42
" build'gs, etc.	5,327 80	6,397 54
Train expenses.....	13,453 03	13,317 78
Station expenses.....	13,768 44	15,057 26
Fuel	17,001 52	18,801 95
Oil and waste.....	2,318 69	3,597 21
All other expenses.....	11,469 65	9,452 26
	$124,557 62	$149,003 46
Net earnings	$129,684 64	$174,028 49

A comparison of the earnings of the past with those of the preceding year shows an increase of $68,789 69, with an increase in expenses of $24,445 84—making the increase in net earnings $44,343 85. The report says:

In presenting this first Annual Report of the Maine Central Railroad Company to the stockholders, the directors congratulate them on the completion of the plan of the projectors of the railway between Portland and Bangor, through the central part of the State. At the first meeting of the stockholders of the Androscoggin and Kennebec Railroad Company, a resolution was adopted, that measures be taken to aid in the construction of the Penobscot and Kennebec road, with the view to its ultimate union with the road of the former company, thus making by connection with the Atlantic and St. Lawrence road, a railroad from Portland to Bangor, on the same gauge and under the same management. This object, always kept in view by the projectors and stockholders of the two roads above referred to, was only attained on the 28th of October last. It is unnecessary to narrate a history of the obstacles thrown in the way of its completion, by adverse interests, in the Legislature.

It required six years of effort in the legislature to obtain a simple act of legislation to authorize two corporations, having a common interest, and each desiring it to be united in one.

The act of consolidation, as finally amended, the charters of the two corporations, whose roads are embraced in this one, together with the agreement for consolidating the two companies, now constitute the charter of this company, and have been published and circulated among the stockholders.

At the time of the consolidation each company was indebted, and had mortgaged its road. The Androscoggin and Kennebec Company had mortgaged its road, to secure the payment of bonds issued prior to 1860, and outstanding to the amount of $179,457 and in 1860, payable in thirty years to the amount of $1,100,000, and there were outstanding $431,800 of the bonds of said company convertible into stock in July, 1863, and $278,200 of like bonds, convertible into stock in 1864 and 1865, all said bonds bearing interest at six per cent. There was also a floating debt to the amount of $170,990 37, outstanding at the same time.

The Penobscot and Kennebec Company had mortgaged its road, 1st to the City of Bangor to secure the amount of $800,000 and 2d to secure $300,000 of bonds due in 1870, and 3d to secure $156,600 of bonds due in 1871, all bearing interest at 6 per cent. In addition to this there was a floating liability for a large amount.

The interest on these 2d and 3d mortgage bonds for several years was due and unpaid, and the holders of these bonds had taken preliminary steps to foreclose these mortgages.

Preparatory to and as a preliminary, to the consolidation of the two roads, an arrangement was entered into by the principal holders of the 2d and 3d mortgage bonds of the Penobscot and Kennebec Company, that, if parties would subscribe for and take at par, bonds of the Maine Central Railroad Company to be issued and secured by mortgage upon the entire line, to the amount of seventy-five thousand dollars, the second mortgage bond holders would surrender to the new company their overdue coupons and take the amount due thereon in the same class of mortgage bonds of the new company above referred to, at par; and that the holders of the 3d mortgage bonds would surrender their bonds and overdue coupons thereon, and take forty per cent. of the amount thereof in said bonds of the new company at par, and the balance in the stock of the new company at par. Accordingly the seventy-five thousand dollars were taken and paid for by various parties, and the amount obtained therefor, appropriated to pay certain liabilities of the Penobscot and Kennebec Company for land in Bangor in and about their depot grounds, and for other liabilities of said company to the City of Bangor for overdue bonds and coupons. These third mortgage bond holders in accordance with said arrangement, have surrendered their bonds and coupons and taken the bonds and stock of the Maine Central Railroad Company in payment therefor, with the exception of the amount of five thousand eight hundred dollars, the holders of which are as yet, unknown, and no person is known to have refused to come into the arrangement.

The holders of the 2d mortgage bonds, for nearly the whole amount, have surrendered their overdue coupons and taken the bonds in payment therefor, or have deposited their coupons to be surrendered and so paid, when the balance outstanding can be obtained.

By the terms of consolidation the new company owns all the property, rights, privileges and franchises, and assumes all the liabilities of the two old ones, and are to perform all their duties under their respective charters.

The Maine Central Railroad Company, therefore, at the close of the financial year (May 31, 1863,) owns the railroad from Danville Junction to Bangor, a fraction less than one hundred and ten miles in length. Upon it are twenty-one stations, with the buildings necessary to transact its business; three engine houses, and three turntables—with the shop and tools for repairs, at Waterville. They have also, the rolling stock which belonged to each of the old companies.

The financial condition of this company at the beginning of the current year (June 1, 1863,) as will more fully appear from the report of the Treasurer hereto annexed, so far as liabilities are secured by mortgages upon the road, or any part of it, are concerned, may be briefly stated, as follows:

For bonds of the A. & K. R. R. Co. issued prior to 1850	$25,557
For bonds of the "Million Loan," authorized in 1850	61,800
For bonds of the $1,100,000 loan of 1860, on 30 years, amount sold	1,050,400
Balance due on the loan of its bonds by the city of Bangor to the P. & K. R. R. Co. on which interest has been paid up to April, 1863	720,000
On 2d mortgage bonds of the P. & K. Co.	300,000
For the bonds of the Maine Central Railroad Co, which have been sold, (400,000 having been authorized)	171,500

Besides these there are outstanding of the A. & K. R. R. Co. bonds for $431,800 convertible into stock of said company at the par value thereof, in July, 1863; and $278,200 of like bonds convertible in 1864 and 1865, on which interest at 6 per cent. is payable in money. By the terms of consolidation, the holders of these stock bonds can receive the stock of the Maine Central Railroad Company instead of the stock of the Androscoggin and Kennebec Railroad Company.

Beside the beforementioned liabilities, there are bills payable amounting to about $129,220 51, and overdue coupons which have not been presented, which liabilities it is expected will be paid from cash on hand, and from what may be realized from the sale of the bonds of the Maine Central Railroad Company.

The earnings of the line for the last year show a gratifying increase on those of the previous year. With the affairs of the country in such an unsettled condition, the increase is greater than could have been expected at the commencement of last year.

The relations of your company to those with which it has business connections, remain as in the past. The bill in equity commenced in 1861 against the Androscoggin Railroad Company, to compel a restoration of the gauge between Leeds and Farmington, is pending, and to be argued at the law term of the Court at Augusta, June term, 1863.

The traffic of the road has been conducted with success, the trains have been run with regularity, and without injury to any one, for which great credit is due to the skillful arrangements of the superintendent, and the care and attention of those whose duty it was to carry them out.

The number of miles run by passenger trains has been 76,685; by freight trains, 84,915; by all other trains, 24,640—total, 186,240, an increase over the previous year of 14,647 miles. Passengers carried, 107,552; freight transported, 62,155 tons.

The standing of the company is shown by the accompanying general account.

Of the million loan bonds, Androscoggin and Kennebec Railroad Company, $61,800 are outstanding, and are to be taken at par in exchange for bonds of $1,100,000 loan, as they fall due.

The bonds of $350,000 loan are over due, and are to be paid in cash, or by exchange for other bonds.

The $1,100,000 loan bonds were issued from August 1, 1860, to September 1, 1861, on 30 years, and are to be paid in cash.

The stock bonds are convertible into stock at maturity, $431,800 of which mature the first day of July next, and the balance prior to December 2, 1864.

The first and second mortgage bonds, Penobscot and Kennebec Railroad Company, are cash bonds.

The third mortgage bonds, of which $5,800 are outstanding, are to be paid 40 per cent. in bonds, and 60 per cent. in stock of this company, when presented at this office.

The $400,000 loan bonds of this company, of which $171,500 have been sold, were issued from December 1, 1862, to May 1, 1863, on 8 years, and are cash bonds.

The stock coupons are to be paid in stock, and the interest scrip in bonds of this company.

GENERAL ACCOUNT.

Capital stock		$1,050,860 02
Million dollar loan		61,800 00
Bonds of $350,000 loan		25,557 00
" 1,100,000 loan		1,050,400 00
" 400,000 loan		171,500 00
Stock bonds		710,000 00
First mort., for City of Bangor b'ds.		726,500 00
Second " Pen. & Ken. R. R. Co.		300,000 00
Third " " " "		5,800 00
Interest scrip		10,674 41
Stock coupons		6,260 00
Bills payable and accounts		139,952 35
		$4,259,303 78
Construction account including lands of Pier Co. and City Lot, at Bangor	$4,211,877 88	
Stock in P. & K. R. R. Co.	21,924 79	
Bills receivable and accounts	10,350 07	
Cash	15,151 04	
		$4,259,303 78

The liabilities and assets of this company May 31, 1863, were as follows:

LIABILITIES.

Bills payable and accounts	$139,952 35
Interest scrip	10,674 41
Overdue bonds	25,557 00
Interest due on bonds and coupons, outstanding	5,000 00
	$181,183 76

ASSETS.

Bills receivable and accounts	$10,350 07
Cash	15,151 04
Wood on hand	26,600 99
Materials for repairs on hand	13,302 37
	$65,404 47

President.—WILLIAM GOODENOW.
Treasurer.—J. NYE.
Superintendent.—EDWIN NOYES.

Grand Trunk 1st Preference Stock.

The Company do not pay the interest on the 1st preference bonds, deducting the 1s. in the pound to cover the income tax and the interest charges. The bankers of the Company are the parties cashing the 1st preference bond coupons at this rate, anticipating that the company will be in a position, when the accounts are made up in September next, to pay the 1st preference interest.

If the Company were now paying the interest, that of the 1st preference stock would be paid along with the coupons of the 1st preference bonds. If, however, a 1st preference stockholder desired to have his interest now, with the same deduction as is made from the 1st preference bond coupons, he can get it.

No doubt in September next the 1st preference stockholders will receive their interest less income tax only.

There is practically no difference between 1st preference stockholders and 1st preference bondholders, except that the former after ten years will be 6 per cent. forever, and the latter will not, being eventually paid off at par, unless they

elect to convert within five years into 1st preference stock. This 1st preference stock is in fact so much of first preference bonds converted into it, and will hereafter be in much greater favor than the bonds, owing to the perpetuity of the 6 per cent., the right of voting and speaking which it carries, and its registration.—*Herapath.*

Trains Passing Through an Open Country--Law as to Speed.

RUNNING AT A HIGH RATE OF SPEED, THOUGH DANGEROUS, IS A REASONABLE USE OF A RAILROAD. REASONABLE AND PROPER CARE, ONLY, REQUIRED OF COMPANIES TO AVOID INJURIES TO CATTLE.

The following action, between the *Central Ohio Railroad Company and one Albert G. Lawrence*, was recently determined by the Supreme Court of Ohio; it involved a consideration of the degree of care required of railroad companies in running their trains through an open or unfenced country, where cattle are liable to stray upon the track. The plaintiff claimed damages for injuries to his stock.

At the trial of the case in the Court of Common Pleas, testimony was given to the jury on behalf of the plaintiff, showing that certain of the plaintiff's cattle were injured and killed by a train of cars transporting passengers, running as a passenger train upon the railroad, at the time and place stated in the petition of the plaintiff; and also testimony tending to prove that said killing and injury resulted from the negligence of the servants of the defendant in charge of the train, and also testimony tending to show that the train was running at a speed which was unusually fast for that train at that place.

On behalf of the defendant, evidence was given, tending to prove that when the said cattle were injured it was in the night season; that the train was behind time; that it was expected the train would meet another train going in an opposite direction, about one and a half miles from the place where the cattle were injured, within a few minutes from the time of the injury; and that the trains had connections to make with other passenger trains; that the trains was running little if any faster than usual; and that on a track like that where the cattle were injured, running the train faster than the usual rate of speed, would not increase the danger to cattle, that might be on the railroad track in the night season.

The Court then charged the jury as follows.

"That the defendant was not liable, unless the injury was the direct result of the negligence of the agents of the defendant, and the burden was on the plaintiff to prove the negligence. That if the jury became satisfied from the evidence that the cattle of the plaintiff were killed by the cars of the defendant running against them, when they were on the track of the railroad of the defendant, and said cars were employed in carrying passengers on said road, and that when the cattle were killed the cars were being run faster than the usual or ordinary speed of that train at the place of the injury, and that such unusual speed contributed directly to the injury, and was not rendered necessary by some such important object as to avoid a collision, or to make a connection with some other train, then the verdict must be for the plaintiff. That one of the considerations to determine the rate of speed at which cars may be run, is the fact, that cattle are liable to stray upon the track of unfenced railroads, or roads only partly fenced, and in determining whether the train shall be run at an unusual speed, except when the speed shall be necessary in order to avoid a collision, or to make a connection, or to attain some such desirable end, the agents of the company must consider and take into consideration the danger to cattle consequent upon such unusual speed. But the defendant cannot in any case be held liable because of unusual speed unless it shall appear that such unusual speed contributed directly to the injury."

A verdict having been rendered for the plaintiff, the defendant appealed to the District Court, which affirmed the judgment of the common pleas; and then appealed to the Supreme Court of Ohio, which now reverses the judgments of courts below. The following is the opinion of the Supreme Conrt, rendered at the decision of the case:

GHOLSON, J.—The relation, toward each other, of a road, and the owners of cattle has been settled by several decisions of this court. The difficulty now is in the application of the principles established by those decisions.

The owner of cattle, found on an unfenced railroad, is not to be regarded as a trespasser or wrong-doer, but is entitled to the exercise of ordinary and reasonable care, under all the circumstances to avoid any injury to his cattle. A railroad company, like any other landed proprietor, has a right to the free, exclusive and unmolested use of its railroad track, not exempt, however, from the duty of so using its own property as to do no unnecessary injury to another, and bound when using its property in a mode which may result in injury to another, to the exercise of due care. If a railroad company is in the reasonable use of its railroad track—its own property—with reference to any rights of others, and on the occasion of an injury to cattle found on the railroad track, exercises reasonable care, under all the circumstances to avoid the injury, it cannot be held liable to the owner of the cattle. But if as to any right of such owner, the use being made of the railroad track is unreasonable and dangerous, or there is a want of proper care to avoid injury to his cattle found on the track of the road, and there is injury resulting from such unreasonable and dangerous use of the railroad track, or from such want of care, the railroad company will be liable therefor to the owner.

The question is, what as to the owner of cattle, is to be regarded an unreasonable and dangerous use of its railroad track by the company? It is certainly not enough that the use should be dangerous, it must also be unreasonable, and that with reference to some right of the owner of the cattle. The very object of a railroad is the transportation of persons and property at a high rate of speed, by means of ponderous engines and cars, and this must necessarily be dangerous to cattle coming on the track. That the owners of cattle have no such right or interest in the unenclosed lands of their neighbors, as to entitle them to claim that its use for a railroad is unreasonable, is settled by the decisions to which reference has been already made. Have they any right to complain as to the degree of speed at which it may be the interest of a railroad company to transport persons and property, and at which persons may be willing to have themselves and their property carried on a railroad. We do not think that they have any such right; and the admission of such a right would be inconsistent with the progress of improvement in facilities for travel and commerce, with which progress such a right as that of an owner of cattle to have them run on the unenclosed lands of others ought not to interfere. In determining, therefore, the rate of speed at which its trains shall run, the same being otherwise reasonable and proper in view of the object to be accomplished, we do not think a railroad company is bound to consider the increased risk to cattle on its track, which may be thereby occasioned, and lessen the speed on that account.

The use on land of engines and cars running on a railroad track, at a high rate of speed, though dangerous, is a reasonable use of land, because it is for a proper object, and a highly beneficial purpose, and the danger may be avoided by proper care. There is certainly a risk to cattle running at large in the vicinity of an unenclosed railroad track, but this risk the owners of cattle must take unless they choose to avoid it by keeping the cattle within their own enclosures. If they do not choose to do this, they can ask no more than that the agents of the railroad company in the legitimate conduct of its business, running its trains with a speed regulated by the grade of its road, the capacity of its locomotive power and the safety of the persons and property carried, shall with due regard to the safety of persons and property in their charge, being the paramount consideration, exercise what, "in that peculiar business would be ordinary and reasonable care to avoid unnecessary injury to animals casually coming upon their unenclosed road," 3 Ohio St. Rep. 173. Where there is nothing in the running of a train, or its rate of speed at a particular time and place, inconsistent with the general and legitimate conduct of the business of the railroad company, we cannot see how the occasion and necessity therefor can properly concern an owner of cattle running at large. He cannot properly discuss with the company the proper exercise of the discretion vested in its agents as to the time or occasion of running its trains, and has no right to bring forward its time table and list of connections, and enter into an inquiry whether the rate of speed was greater than usual for a particular train, at a particular place, and whether such rate of speed was necessary to make a connection or avoid a collision, or for some other proper object.

No evidence is referred to in the bill of exceptions which shows that the rate of speed at which the train was running was a rate at which the railroad company in the ordinary and legitimate conduct of its business, might not reasonably and properly run its trains. Such being the case, we think the inquiry should have been limited, in accordance and in connection with the rights and liabilities established in such cases, as in the case of the C. C. & C. R. R. Co. *vs.* Elliott, 4 Ohio, 474, to the question "whether under all the circumstances of the case, the defendants exercised reasonable and proper care in running their engine to avoid injury to the cattle of the plaintiff." And as said in the case of the C. H. & D. R. R. Co. *vs.* Waterson, 4 Ohio, 484, "the facts and circumstances relied upon to show a want of proper care, were for the exclusive consideration of the jury."

In accordance with these views the judgment of the District Court and of the Court of Common Pleas must be reversed, and the case remanded to the Court of Common Pleas for a new trial.

Judgment reversed.

Pittsburg, Fort Wayne & Chicago Railway.

DEAR SIR—I have pleasure in handing you, herewith subjoined, a statement showing the financial condition of this Company at the close of the first half of the fiscal year, or June 30th ult.

The approximate earnings for July were $348,003 45, being an increase of 39½ per cent. and for the first seven months they were $2,799,842 66, being an increase of 44¾ per cent. over the same period of last year.

Respectfully, etc., etc.,

THO. D. MESSLER,
Comptroller.

GENERAL ACCOUNT APRIL 30, 1863.

Cost of railway, equipment and structures		$18,017,686 30
Cost of supplies on hand for current operations	$569,274 43	
Amount due from other companies	189,205 08	
Miscellaneous assets	196,254 09	
Cash in hand	718,088 01	
		1,672,821 61
Interest on coupon bonds for 6 mos.		385,044 39
Construction expenditures for six months, viz:		
On Eastern Division	$237,621 86	
On Western Division	310,005 43	
		547,627 29
Transportation expenditures for six months, viz:		
Conducting transp.	$354,715 04	
Motive power	423,077 23	
Maintenance of way	394,525 14	
General expenses	118,037 62	
		1,408,421 08
Net profit for six months		110,746 05
Balance to debit of Income account		84,412 37
		$22,226,759 09
Capital stock, viz:		
Full shares	$5,911,700 00	
Scrip certificates	79,224 49	
		$5,990,924 49
Funded debt, viz:		
1st mortgage bonds	$5,250,000 00	
2d mortgage bonds	5,160,000 00	
3d mortgage bonds, (interest not accumulative)	2,000,000 00	
Bridge bonds of O. & P. R. R. Co.	188,000 00	
Depot bonds of P., Ft. W. & C. R. R. Co.	337,173 00	
		12,935,173 00
Amount due other companies	$56,428 40	
Miscellan's liabilities.	57,316 88	
Amount due J. F. D. Lanier, *et al.*, Trust's	312,496 35	
Amount due for expenditures in June and prior	422,581 16	
		848,822 79
Earnings for six months, viz:		
From freights	$1,638,092 68	
" passengers	700,818 31	
" express matter.	16,445 00	
" mails	46,950 00	
" rent of railway.	42,500 00	
" rents	1,531 99	
" miscel. sources.	5,500 83	
		2,451,838 81
		$22,226,759 09

New York Canals.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 31st of August, inclusive, during the years 1862 and 1863, was as follows:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1862	840,500	15,129,600	10,828,500	373,100
1863	725,000	10,067,100	14,665,100	73,100
Decr'e	115,500	4,562,500	*3,835,600	209,400

* Increase.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation, to and including the 31st of August, in the years indicated:

	1861.	1862.	1863.
Canal opened—	May 1.	May 1.	May 1.
Flour, bbls.	669,200	840,500	725,000
Wheat, bush.	13,019,500	15,129,600	10,567,100
Corn	10,682,500	10,809,500	14,655,100
Barley	194,400	373,100	73,700
Oats	3,038,900	2,167,700	5,099,200
Rye	444,700	521,500	252,200
Beef, bbls.	600	11,300	9,870
Pork, bbls.	3,900	133,500	227,000
Bacon, lbs.	412,500	5,253,500	3,371,900
Butter	140,700	476,100	73,300
Lard	503,300	7,099,500	18,546,200
Cheese, lbs.	221,200	392,100	368,100
Wool	870,300	1,293,006	38,400

Atlantic and Great Western Railway.

The Atlantic and Great Western Railway is progressing rapidly under the able direction of Mr. T. W. Kennard, its engineer in chief. On the unfinished portion of the main line west of Akron upwards of five thousand laborers are constantly at work, and of the 30,000 tons of rails required for its completion more than 20,000 tons have already arrived, and are being forwarded into the interior. Between Salamanca and Akron, and along the tributary branches from the oil regions at Titusville and Franklin, the line is in fine working order, showing a large and steady increase in its monthly returns from coal traffic. Upwards of one hundred additional engines of the best description are in course of construction at the best engineering establishments in the country, with a corresponding number of cars, to be ready for the through traffic which is sure to follow its connection with the Ohio and Mississippi Railroad and with Cleveland in November next, when an enormous increase of receipts may be fairly counted upon. The central depot is at Meadville, in Pennsylvania, where the company's workshops and the houses of the employees are situated, covering an area of sixty acres, and comprising an elegantly constructed station, with a hotel adjoining, where every provision has been made for the entertainment and comfort of guests, however limited their stay.

Rich Mining Regions.

Los Angelos, California, papers continue to publish flattering accounts from newly discovered mining regions, situated 150 miles east of Fort Mahone, and 100 miles north of the Gila river, in the region of country watered by the San Francisco, Salt, Puesto and St. Guafrio rivers. The mines extend over a region 150 miles long by 30 wide. Large numbers of miners are flocking thitherward from the Southern counties of California. More than 500 were at work three weeks ago. The steamer Sierra Nevada arrived from the Northern coast, bringing $177,000.

Peninsular Railroad.

The Peninsula Railroad, about the importauce of which we posted our readers three or four months since, we are happy to learn is being pushed through between Green Bay and Lake Superior with all possible dispatch. Several miles are graded, and vessel loads of rails have already arrived from the East for the track. Nearly one-half of the road is expected to be in running order this fall, and the balance before the first of June next. All the necessary funds are provided for, and more offered than required in New York. This will bring Chicago within 22 hours of Lake Superior, and the bulk of its trade will soon be ours. So much for the results of a little energy, and a fair show of "material aid," by our business men for this railroad in its inception. The next thing is to have a staunch line of propellers to run in connection with the road, and give the Lake Superior customers of our merchants as low rates of freight and as quick dispatch as is now provided to Detroit and Cleveland. We understand that steps have been taken to organize such a line, and that some of our leading merchants are taking an active interest in making it a sure thing, so that Chicago will be fully equipped for the trade of that region next spring. This is a most important object, and should receive the hearty support of all our far-seeing, shrewd, enterprising merchants.—*Chicago Tribune.*

Winona and St. Peters Railroad.

The attention of the business and traveling public is called to the opening of the new line of railroad to the State of Minnesota on the 15th of this month, known as the Winona and St. Peters—already completed from Winona to St. Charles, a distance of 30 miles. The continuous line of this road is through the most productive and best improved portion of the State, making an outlet for the Southern half, or full three counties in width from east to west. The road will be fully completed to Rochester by May next, a distance of 50 miles, and the grading is nearly finished to Onatonna, 90 miles, at which latter place it will connect with and form a continuous line to St. Paul with the Central Minnesota, now building. Surveys are being made from Rochester via Hastings to St. Paul, and also via Rose Mound and Maukato, insuring at an early day, the completion of the great Northwest route. Negotiations are progressing for the building of a road from Winona to the La Crosse, distance 28 miles, which will perfect an Eastern connection, via Northwestern road to Chicago, La Crosse and Prairie du Chien, to Milwaukee.

West Chester and Philadelphia Railroad.

We learn that an arrangement has been made by which the Branch West Chester Railroad has been placed in the interest of the West Chester and Philadelphia Railroad Company *via* Media. It is said that a large majority of the stock of the old road is now held by a gentleman in the Board of Directors of the new road, and they have agreed to purchase the balance of the stock at a stipulated price. The purchase of all the shares will foot up less than $150,000. The old road has real estate in Philadelphia valued at $40,000 and a reserved fund of $15,000, besides the depot at West Chester, with valuable station-houses along the line of the road. All these will pass to the purchasers, who will also receive the proceeds of the lease now existing with the Pennsylvania Railroad Company, and which expires April 1st, 1864. The effect of this arrangement is to do away with competition, and eventually to throw all the through passengers on the road to Media. We learn it is also in contemplation to have the passenger depot at West Philadelphia, instead of Eighteenth and Market. This alone will save the company about $13,000 a year—about nine per cent. on the whole purchase of the old road.—*Philadelphia Press.*

A Sketch of the Progress of Canada.

An exceedingly interesting and valuable work has just been published by Mr. Stebbins, of Toronto, under the title of "Eighty years of progress in British North America." The chief writers on Canada are Professor Hind, Mr. Thos. Keefer, Mr. Robb, and Mr. Hodgins; on New Brunswick, Mr. Perley (Commissioner of Fisheries;) and on Nova Scotia, Prince Edward's Island, and Newfoundland, the Rev. Mr. Murray.

Professor Hind, in speaking in the first instance of the physical features of Canada, cannot of course report much progress during the last eighty years, though doubtless had it been within the scope of and the intention of the work to go back a few thousand years, his intimate acquaintance with geology would have enabled him to show us that nature has not been inactive. The mere mention of the fact that the fifty million cubic feet of water which pass the city of Montreal every minute carry down with them to sea each year 143,000,000 tons of solid matter strikes the mind with awe and suffices to show how insignificant are the works of man in comparison with those of the Almighty.

Previous to 1783, save a few insignificant French colonies scattered along her frontiers, Upper Canada had no human inhabitants except the Indians who roamed her forests and beat out over the sides of their canoes the wild rice which here and there grew in the swamps near the mouths of her streams. She has now a population of 1,396,091. Eighty years ago Lower Canada contained a population of 113,000 people; she has now upwards of 1,100,000. She was once far ahead of us—we are far ahead of her now. It would, we may here remark, have conduced somewhat to the completeness of the volume before us if the entire census returns last taken had been available, but the figures in the possession of the writers have enabled them to meet, to a large extent, the deficiency which they would otherwise have severely felt. To all who take an interest in the welfare and progress of Canada, the statistics given respecting the agriculture of the lower province must cause feelings of great disappointment. These facts, be it remembered, are not the emanations of party feeling; they do not owe their existence to Reformer or Conservative, but they stand by virtue alone of the truth that is in them, independent of all else. In 1827, when the population of Lower Canada was 471,826, she grew 2,931,240 bushels of wheat. Twenty-five years afterwards she had increased it only to 3,073,943 bushels. Between 1842 and 1861, a period of 19 years, Upper Canada increased her yield from 3,221,991 bushels to 24,620,425 bushels. In 1827 the number of tons of hay grown in Lower Canada was 1,228,067; in 1852 it was but 755,579. In only two articles of agriculture is there any advance commensurate with the population in Lower Canada, viz., in oats and flax. Oats increased from 2,341,529 bushels to 8,977,380 bushels, and flax from 731,696 pounds to 1,189,018 pounds. "The area of Lower Canada," says Professor Hind, "under crop in 1827 was 1,002,198 acres; in 1852, 2,072,341 acres, or more than double; yet, while the area under crop had doubled, the yield appears to have uniformly diminished. In Upper Canada the yield of wheat to the acre is 16 bushels; in Lower Canada, 9; of Indian corn in Upper Canada, 24; in Lower Canada, 18; and so on through the whole list of crops. There can be no doubt that one cause of the great difference between the two sections of the province is to be found in the absurd practice of subdividing the lands and in the adherence to the manners and customs of their forefathers, as exemplified in the farming operations of the Canadian *habitans*. The first of these evils is largely owing to the way in which their farms were laid out in the first instance. They were originally divided into lots 200 yards broad (or rather narrow) by 2,000 yards long. Now, being subdivided for the benefit of younger sons, there are not a few of them which are but 38½ yards in width to 2,000 yards in length. To the want of skill manifested by the Lower Canadian farmer we will not now refer. We would rather point to the evidence of the improvement already manifested in the rapid growth of agricultural societies and in the successful efforts they are making to diffuse useful information among the agriculturists of the lower province. The introduction of deep ploughing of worn-out lands, as they are falsely called, of an intelligent rotation of crops, and of improved implements of husbandry will, we trust, a few years hence enable the writer of the next history of the progress of Canada to make a better report of our French neighbors.

Upper Canada presents a different spectacle—a spectacle of which we may well be proud. The figures already quoted are proof of this and need not be again given. We may, however, adduce some others, further illustrative of our progress. We quote from a comparative table compiled by Professor Hind:—

	1851.	1861.
Population of U. C.....	952,004	1,396,091
Occupiers of land.....	90,906	131,953
Wheat—bushels	12,682,550	24,620,425
Barley "	625,452	2,821,962
Oats "	11,391,867	21,220,874
Potatoes "	4,952,186	15,325,920
Turnips "	3,110,318	18,206,959
Flax or hemp	59,680	1,225,394
Bulls, oxen, or steers	192,140	99,605
Milch cows.....	297,070	451,640
Horses.....	201,670	377,681

The diminution in bulls and oxen, instead of proving retrogression, has the contrary result, for their place has been supplied by horses, now more generally used for farm work. We could extract many other interesting facts from Professor Hind's paper upon this subject, but must pass on, remarking, however, that the succinct yet comprehensive view he has given of the subject with which he has dealt is such as was to be expected from his knowledge and his happy method of treating matters of this description. His sketch of the North-West territory is, perhaps, more interesting to the general reader, as it is necessarily less encumbered with statistics and admits of racy sketches of modes of life unknown in the civilized regions of North America. But what a story will the next eighty years have to tell of the progress of that now desert land!

Mr. Keefer's paper abounds with curious information. His history of the early provisions made for the construction of roads in Lower Canada, and, indeed, in Upper Canada also, contains many facts with which very few are familiar. The difficulty in the way of making progress with the French *habitan* is well illustrated in Mr. Keefer's notes on *cahots*. Jean Baptiste uses a sleigh, the shafts of which are attached to the body of the vehicle by means of chains, so that when the draught slackens the shafts fall upon the snow. Moreover, the horse is not put to one side of the sleigh, so that he may run on one side of a double track, but he is placed in the centre, an arrangement, as we can easily see, replete with inconvenience. By the action of the shafts of successive sleighs sticking in the ground whenever a slight declivity occurs, huge holes are formed, so that the driver, by reason of their depth, as he lies back among his buffalo robes, is sometimes unable to see where his pony has gone. In 1788, Lord Dorchester, "of his own mere motion," attempted to abolish *cahots* by an ordinance "to alter the method of drawing sleighs;" but the *habitans* thought that a great grievance had thereby been inflicted upon them. Their fathers had been allowed to have *cahots* from time immemorial, why should the privilege be denied to them? So they kicked up a great fuss, indulged in various riots, and at length abstained from bringing in any supplies to the town. Lord Dorchester, like many a brave man before him, had to yield to famine, and the ordinance was withdrawn. In 1840, Lord Sydenham travelled in the footsteps of his predecessor, but immediately after the union the right of self-government was asserted and the law was repealed. *Cahots* still remain among those institutions which, the Lower Canadians fear, we of Upper Canada will abolish when we get the chance. They are mistaken, however. If our French friends like to have big holes in their highways, we shall be the last to interfere.

But, while bringing to mind this phase in the history of Lower Canada, Mr. Keefer does not spare the dwellers in the upper province, who still persist in the construction of corduroy roads and who manifest a sad want of skill and conscientiousness in the construction of macadamised roads. He says, truly enough, that "the only properly constructed and managed macadamised roads in the province are the turnpike trusts outside of Montreal and Quebec." His remarks upon the toll system and its abuses—the toleration of which he considers as strong evidence of the law abiding disposition of the people as can be offered—are well deserving of consideration. He thinks that an assessment upon hoofs and wheels, levied by the cities and market towns, would be far better than the maintenance of the toll gates.

The grants for colonization roads to Upper Canada since the union amount to $528,739; to Lower Canada to $425,265. The roads built by municipal and joint stock companies in Upper Canada during the same period amount to $4,366,522; in Lower Canada to $20,000. "Summing up," says Mr. Keefer, "the provincial, municipal, and corporate expenditure of Canada under the three heads of roads, navigation, and railway, we find that in round numbers the first have cost $11,000,000; the second, $21,000,000; and the Canadian interest in the last is at least $30,000,000; or a total of over $60,000,000. This sum also is about the measure of the public debt of the province, so that, setting off what has been expended upon public works out of revenue against what has been borrowed for other purposes, we cannot lay claim to the possession of any that have yet been paid for." We have 1,906 miles of railway constructed and we have upwards of 234 miles of canals. Mr. Keefer gives the history of the principal railways which have been made and of the great works undertaken for the improvement of the navigation.

We can find room to say but little on Professor Hind's paper on the trade of Canada. The statistics it contains will be found most useful for reference. Perhaps those bearing upon the Reciprocity Treaty are most interesting. The imports from the United States into Canada in the year 1853—the year previous to the treaty—amounted to $11,782,144; in 1861 they amounted to $21,069,388. The exports from Canada to the United States in 1853 amounted to $8,936,380; in 1861 to $14,386,427.

Passing over, as we are compelled to do, the very elaborate papers of Mr. Robb and of Mr. Hodgins, both of which are very cleverly written and contain an abundance of information which it is most desirable to have collected, so as to be readily available, we come to Mr. Perley's paper on New Brunswick. The total population of the province in in 1824 was 74,176 and in 1861 210,000. In every department of trade and commerce she manifests a proportionate increase. In 1825 vessels measuring 25,000 tons were built in the province;; in 1862, 41,003. In 1854 the shipping belonging to her measured 141,454; in 1860, 147,083. She has built a railway between St. John and Shediac, 108 miles in length, at a cost of $4,548,564, which she justly boasts is better constructed and equipped than any Canadian line, and she is ready to go on with the Intercolonial road as soon as we are. Her imports in 1828 amounted to 643,581*l.*; in 1861 to 1,446,470*l.* Her exports in the former year amounted to 457,855*l.*; in the latter to 916,372*l.* The difference between the imports and the exports, we are told, is made up by the sale of ships in Europe, which are not, it appears, included in the returns.

In 1755, when the expulsion of the disloyal Acadians took place, the population of Nova Scotia, says the Rev. W. Murray, in his sketch of that province, was 5,000. It is now 330,857. The

rate of increase during the last decade was 19.82 per cent. Since 1851 she has received but few emigrants. In 1827 the value of wheat grown was $152,861; in 1861, $312,081. In 1827 the value of barley, rye, oats, buckwheat, Indian corn, peas, and beans was $449,626; in 1861, $2,539,623. In 1808 the number of horses in her possession was 6,763; in 1851, 41,927. In 1852 her imports amounted to $5,970,877, her exports to $4,853,903; in 1861 the first amounted to $7,613,227, the second to $5,774,334. The value of ships exported is not included in the above figures.

As a work of reference in matters appertaining to British North America, this book is invaluable.

The Agricultural Bureau.

A new feature will be introduced in the forthcoming Report of the Department of Agriculture, consisting of the engravings of animals, plants, etc., drawn from nature, by a competent artist. It will be the most interesting work of the kind yet issued, and besides the usual articles on agriculture, will contain the reports of the Chemist and the Professor of Entomology connected with the Department. The work is being stereotyped and will probably be published about the first of November. Mr. Isaac Newton, the Commissioner, is doing all he can to bring it out as speedily as possible. Mr. Sanders has charge of the experimental garden of this Department.

Wyoming Canal Company.

As there has recently been a very material advance in the securities of the Wyoming Canal Company, we have, for the information of our readers, procured from a reliable source some facts in connection with the work and its working condition under its re-organization, which it has completed under the provisions of an act of the Legislature, by which it is incorporated as the "Wyoming Valley Canal Company," with a capital stock of $500,000 divided into 10,000 shares of $50 each. The entire amount of bonded debt is $750,000, represented by 750 bonds of $1,000 each, bearing 6 per cent. interest, payable half yearly in January and July, secured by a first mortgage on the property and franchises of the company, and due in 1878.

This canal extends from Wilkesbarre, in the head of the great coal region, to Northumberland, 64 miles, supplying the vast iron furnaces on its route with coal, iron ore and lime, and its trade is connected with the various canals passing into the interior of Pennsylvania in all directions, and to the harbors on the Chesapeake bay and the Baltimore market, having also an extensive up trade through the rich valley in which it lies.

The tolls the present year are, owing to a larger supply of boats, greatly increased. The total receipts from April 1st to August 31st were $97,000; the working expenses, $15,500; interest on mortgage, $22,500—making a total of $38,000, which, deducted from receipts, leave $59,000. If we deduct from this $30,000 for the 6 per cent. dividend just declared on the stock, there is left $29,000 towards the sinking and contingent fund, being equal to 5 4-5 per cent. surplus on four months' earnings.

The three remaining months, September, October and November, are ever considered the best of the season, and will probably, in the aggregate give a return of profits nearly or quite equal to the four months just passed. These facts fully warrant the advance movement in its stock, and must place its bonds among the most reliable securities on the stock list. The amount is so limited that the interest seems to be amply provided for. The canal is represented as in excellent condition, with full and increasing trade. The following is a list of its officers under the re-organization, viz: James H. Duiles, President; William G. Morehead, Benjamin Orne, John H. Brown, Robert Smith, Robert F. Taylor, E. G. Darling, Directors.—*Philad. Ledger.*

Pennsylvania Coal Trade.

The tonnage for the year, up to the date of the latest reports, is 6,073,655 tons, against 4,807,893 tons to the same time last year, being a net increase of 1,265,762 tons. The operations at the mines are prosecuted with much vigor, the only check to further supply in the market being a want of cars. The coal operators complain that the carrying companies do not give them enough cars, and the railroad companies are quite unable to have them made as fast as wanted, though their orders are out with makers all over the country. The miners and laborers are receiving a very considerable advance in pay over last season, but no difficulty, as we are informed, at the present time exists at any of the mines. It is the opinion of some intelligent operators that coal is now at about its highest point.

Storage of Petroleum at Hamburg.

One of the immediate practical results of the important experiments on petroleum made last month at Hamburg by the authorities of that city, is the publication of a decree of the Senate considerably relaxing the stringent measures hitherto in force with regard to warehousing petroleum in private stores. The decree ordains that crude petroleum, petroleum naptha, and petroleum that evaporates into gas at a lower temperature than 30 degrees Reaumur (99½ degs. F.) must be, as heretofore, warehoused exclusively in the public stores on the island in the Elbe. Refined petroleum, however, from which no inflammable gases emananate at a temperature under 30 degrees Reaumur, may, as is the case with oil of turpentine, be warehoused in the private stores of retailers to the extent of 1,600 lbs., and may be shipped without the presence of a police-guard. The quantity of refined petroleum allowed to be kept in a shop or other place of sale by retail is extended to 300 lbs. The private warehouses for storing refined petroleum must first be examined by the police and found unexceptionable; they must have no vent towards the canals, streets or courts, by which the liquid can escape, and the doors must be furnished with a sill at least six inches high. Importers and owners of refined petroleum are bound to submit samples of their goods to one of the local sworn chemists, who will analyze them, and furnish a certificate of the examination. All petroleum not accompanied by such a certificate will be considered inflammable and dangerous, and cannot be admitted into private warehouses, but must be sent to the public stores.—*London Grocer and Oil Trade Review.*

St. Louis, Jacksonville and Chicago R. R.

We alluded the other day to a new proposed railroad between here and St. Louis. We now understand that this road is composed of the old Jacksonville and St. Louis Railroad, and the Petonica and Petersburg Railroad Company, which were consolidated into the St. Louis, Jacksonville and Chicago Railroad Company, and the consolidation confirmed by an act of the last Legislature, which also gave them power to extend its main line to Chicago, and to build any branch or branches that might be necessary to connect it with any other railroad.

Twenty miles of the road north of Jacksonville is built and running, and a large portion of the residue has been graded, so that it can be finished at a cost of $14,000 per mile. The route runs through an old settled and fertile section of the country, and is the shortest between Chicago and St. Louis. Arrangements have been completed to build the road through.—*Chicago Tribune.*

☞ The Assistant Engineer of the La Crosse Viroqua and Mineral Point Railroad, reached Viroqua on the 28th ult., with a force of surveyors. He is now running the line from Viroqua to La Crosse. He will reach here next week.—*La Crosse Republican.*

Valuation of New Bedford.

The valuation of New Bedford the present year is, real estate, $8,610,200; personal, $14,496,900. Total, $23,107,100—an increase of $1,518,500 over last year. The rate of taxation is $10 50 on $1,000, against $10 70 last year. The area of land taxed is $7,910 acres and 138 rods, and there are 8,272 houses in the city.

Central Ohio Railroad.

At a meeting of the stockholders of the Central Ohio Railroad, recently held at Zanesville, the following gentlemen were elected directors for the ensuing year:

President—Hon. H. J. Jewett, Zanesville.

Directors—C. B. Goddard, W. B. Brooks, S. R. Hosmer, D. Applegate, Zanesville; J. D. Wright, Isaac Hall, Belmont; J. Dunlevy, Wheeling; D. McCartney, Cambridge; Hon. Wm. Dennison, J. W. Baldwin, D. W. Deshler, Columbus; G. B. Wright, Newark.

The death of Elias Fassett, Esq., caused a vacancy, which was filled. George James, Esq., of Zanesville, and H. Drakely, Esq., were not re-elected.

Railroad Earnings—Weekly.

The traffic of the Great Western Railroad for the week ending August 28, 1863, was as follows:

Passengers	$24,107 99
Freight and live stock	17,238 14
Mails and sundries	1,218 02
Total	$42,564 15
Corresponding week of 1862	43,220 98
Decrease	$656 83

The earnings of the Grand Trunk Railway for the week ending August 15, 1863, were:

Passengers	$36,000 66
Freight and live stock	36,721 33
Mails and sundries	2,800 00
Total	$85,521 99
Corresponding week, 1862	60,007 70
Increase	$15,514 29

The earnings of the Chicago and Alton Railroad for the 4th week of August, 1863, were:

Passengers	$16,396 36
Freight	31,339 73
Sundries	1,135 34
Total	$48,872 03
Same week last year	27,609 03
Increase	$21,263 00

The earnings of the Chicago and Rock Island Railroad for the 4th week of August, 1863, were $51,112 00
Do., 1862 32,359 00
Increase $18,753 00

The earnings of the Chicago and Northwestern Railway for the 4th week in August, 1863, were $40,576 39
Do., 1862 23,440 86
Increase $17,135 53

The earnings of the Galena and Chicago Union Railroad for the 4th week of August, 1863, were:

Freight	$42,387 32
Passengers	12,420 58
Mails	1,300 00
Total	$56,107 90
Same week, 1862	51,011 61
Increase	$5,096 29

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds / Coupon Bonds... } Under Act 31st December, 1848	8,908,842	6	1868	106⅛
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	6	1868	103
Registered Bonds / Coupon Bonds... } Under Act 14th June, 1858	20,000,000	5	1865	104
Registered Bonds / Coupon Bonds... } Under Act 22d June, 1860	7,022,000	5	1874	95
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,028,600	5	1874	97
Registered Bonds / Coupon Bonds... } Under Acts 8th Feb. and 17th July, 1861	60,417,000	5	1881	98⅛
Treasury Bonds (coupon) / Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	139,998,000	6	1881	99
Registered Bonds / Coupon Bonds... } Under Act 25th February, 1862; redeemable at pleasure after 5 years...	25,050,850	6	1881	106
Treasury Notes—		6	1882	101⅛
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	101⅛
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju & 5 Au.'61 & 17 Ma.'62 } convert. into 20 y'r b'ds due '81	14,913,315	---	Dem.	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 26 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	101
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	120
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112
Georgia—Coupon Bonds	525,000	7	'62-'74	112
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101⅛
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107⅛
" —University Fund Interest Bonds of 1841	650,000	6	1879	99
" —War Fund Bonds of 1861	2,000,000	6	1879	100
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " "	2,054,298	2½	18...	65
" —Canal Preferred Certificates	4,079,500	5	18...	----
" — " " (special) Certificates	1,216,737	5	18...	----
" —Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	103
" — " " (banks)	600,000	5	18...	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,398,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	64
Maine—Coupon Bonds	669,000	6	'63-'77	112⅛
" —War Loan of 1861	800,000	6	1871	112⅛
Maryland—Inscribed Certificates	5,964,251	6	Var.	113
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds		6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,700	5	'61-'72	116⅛
" — " " of 1861 "	247,000	6	'68-'72	117
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	121⅛
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101⅛
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106⅛
Minnesota—Coupon Bonds (State)	250,000	8	1867	90
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	71
" — " "	100,000	6	1862	70⅝
" — " " (loans to Railroads)	25,800,000	6	'72-'86	62
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates		6	'61-'62	108
" — "		6	'64-'65	108
" — " State Loan	$6,756,654	6	65-'66	112
" — " Railroad Loan	339,000	6	'72-'75	121⅛
" — " Canal Debt—(old)	9,739,025	6	1874	115
" — " " " —(new)	13,200,000	5½	1865	----
" — " " " —(misc.)	642,585	5	'66-'74	110
" — " " " —(floating)	2,500,000	5	1863	103⅛
" — "		4½	1864	----
" — "		7	1864	108⅛
" —War Loan of 1861		7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18...	65¼
Ohio—Inscribed Certificates	4,095,309	6	1881	108
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	108⅛
" — " "	1,600,000	6	1875	109⅜
" — " "	2,400,000	6	1886	106
" — " "	660,835	6	1868	----
" — " "	1,668,905	6	1860	105
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862 ..)	37,687,760	5	'61-'82	103
" —Inscribed Certificates		5	'61-'82	106⅛
" — " "	400,630	6	1879	108
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	65
" —War Loan (1861)		6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	105⅛
" —War Loan (1861)		---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	62
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	285,000	6	'62-'76	----
" — " " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	83⅛
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	109
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112⅛
" — " " (Water Works)	3,400,000	6	1875	108⅛
" — " " (Bank Stock)	553,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	109
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	113⅛
" —Coupon Bonds (Water)	6,228,787	5	Var.	113⅛
Chicago—Coupon Bonds (Municipal)	860,000	6	1875	102⅛
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1854	111
" — " " (Water Works)	1,133,000	7	1882	104
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	----
" — " " " "	2,140,000	5	1887	110
" —Public Education Stock	150,000	5	1873	118
" —Floating Debt Fund Stock	2,320,000	6	1878	109
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	109
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	100
" — " " (Municipal)	1,136,200	6	'61-'80	90
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	90
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1876	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	97
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	103
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	109
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	110
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100⅛
" " 2d " " "	3,980,670	6	1882	83⅛
" " Improvement " "	586,500	6	1876	67
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	6	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	62
" " Preferred Interest Bonds	227,569	6	1864	25
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25⅛
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	100
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	94
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,000,000	---	------	22⅜
Chicago and Alton, Preferred	2,464,336	7	------	90
Elmira & Williamsport, Preferred	500,000	---	------	53⅛
Erie Preferred	8,535,700	---	------	107⅛
Housatonic Preferred	1,180,000	8	------	74
Marietta & Cincinnati, 1st preferred	4,198,462	---	------	60
" " 2d "	3,123,914	---	------	40
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	132⅛
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	102
" " " 2d "	1,014,000	7	------	85
New York & Harlem, Preferred	1,500,000	---	------	180
Philadelphia & Reading, Preferred	1,551,800	7	------	58
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	82⅛
Toledo & Wabash, Preferred	926,200	---	------	85

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,054	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	280,269	306,697	329,099	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	164,617	162,226	167,966	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	140,000	151,865	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	------	------	------	------	------
Cleveland ,Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,256,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	393,322	389373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	825,453	829,734	946,041	938,453	838,867	760,868	721,889	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	141,251	160,716	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	460,000	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,450	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,084	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,961	237,982	188,141	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025 142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,180	216,624	295,958	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	193,328	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,818	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	265,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	103½
" " " 1850	700,000	6	Jan. & July.	"	1880	102½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	102½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	100½
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	107
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	104
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	106
" " $800,000	790,600	6	"	"	1870	104
" " $375,000	675,000	6	"	"	1875	104
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	107½
Consolid. Mort. Loan $5,000,000			"	"		108
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	103½
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1876	37
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	105½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	3,034,000	8	" "	" "	1883	116
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	85,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	97
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	106½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage	3,600,000	7	" "	" "	1885	87½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	96
2d Mortgage	2,000,000	6	" "	" "	1890	67
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	101
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	82
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	114
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan & July.	London.	62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	105½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenn.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1892	114
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	110
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	100
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	5,000,000	7	April & Oct.	" "	1881	77
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	117
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	129
Convertible	1,002,000	7	" "	" "	1867	105½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	116½
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	116½
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	800,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	112
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,600	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "		----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	117½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	102
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,656,500	7	" "	" "	1877	102½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				----
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.		103
2d Mortgage	200,000	8	" "	" "		----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	103
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		----
2d Mortgage (S. F.)	400,000	8		" "		----
Oakalooss Division	500,000	7		" "		----
1st Land Grant	2,000,000	7		" "		58
2d Land Grant	700,000	---		" "		----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				----
Tennessee State Loan	674,860	6				----
Alabama State Loan	389,410	6				----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				----
Montgomery and West Point:						
Alabama State Loan	122,622	---				----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7				----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				----
Chat. and Clev. Subsc. (endors.)	231,000	---				----
*New Albany and Salem:						
Crawfordsville	175,000	7				----
1st Mortgage	500,000	10				----
1st Mortgage	2,235,000	6				----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	106
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	115½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102½
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	102½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	130
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	104½
New York and Erie:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	114½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	109
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	106½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	101
3d Mortgage	930,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	111½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100
2d Mortgage	3,077,000	7†	" "	" "	1861	27½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	95
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	800,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	------	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	110½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	108
" 1861, "	273,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	108½
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	116
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	----	----------	----------	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	----	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	300,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	----	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	73
2d Mortgage	937,500	7	" "	"	1863	17½
3d Mortgage	440,000	7	" "	"	1863	4
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----------	----------	1856	----
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	124,088	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	----	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	----	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	----	----------	----------	------	
2d Mortgage	450,000	----	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	----	----------	----------	------	----
St. Louis County Subscription	1,000,000	----	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	105
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	102
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	----	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	101
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	102½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	93
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	93
Interest Bonds	245,700	7	----------	----------	------	94
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	{ Richm'd &	1872	82½
Mortgage, (coupons)	925,000	6	" "	{ New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	109
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,806	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	-------	-------	600,431	-------	-------	-------	-------	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	23	14	283		Montgomery and West Point	1,338,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	-------	-------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	-------	1,493,850	22.5	-------	230,251	104,894	----	----
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	-------	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301.402	126,918	—	----
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	-------	4,063,215	73.0	374,460	747,300	390,299	11½	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	-------	284,485	70,187	4	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	-------	206,420	97,700	6	----
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135.072	-------	—	----
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	-------	1,812,475	operated by N. Y. & N. H.				4	----
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	-------	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	-------	5,764,362	117.4	518.810	1,036,437	454.096	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	89½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	---	---	—	Delaware	1,552,257	-------	-------	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	----
31 Oct. '62	16.2	—	----	—	---	---	—	Newcastle and Frenchtown	704,860	-------	18,535	744,520	-------	5,024	749,544	5.0	-------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	-------	1,597,385	86.7	-------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	-------	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	71.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879 468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123 343	232.0	-------	1,159,158	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	-------	1,026 868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	358,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	-------	832 343	454,541	—	----
								ILLINOIS.													
31 Dec. '62	220.0	—	----	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721,057	281.0	976,381	1,225,001	457,794	—	82
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,788,640	6,102 594	-------	13,179,500	283.0	1,308,146	2,412,821	1,206,039	8	121
31 Dec. '58	45.0	—	----	—	8	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	-------	1 083.054	448 503	—	36
31 Mar. '63	181.8	—	----	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	-------	7,743,039	228.4	1,030,884	1,529,141	513,100	6	111
10 Nov. '62	33.2	—	----	—	---	---	-----	Fox River Valley	580.000	*	—	-------	580,000	-------	-------	84.0	-------	-------	-------	—	----
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	-------	10,551,145	341.7	1 420,341	1,777,541	834,605	6	111½
31 May, '62	174.5	5.5	14.3	—	20	21	472	Great Western	2,054,890	*	—	1,600,000	2 391,000	-------	-------	180.0	404,700	691,409	287,605	—	----
31 Dec. '62	454.8	252.5	----	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	-------	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	129½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- --	143.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-------	-------	143.0	-------	-------	-------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	-------	-------	-------	-------	600,000	-------	-------	ope.	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-------	-------	186.0	-------	-------	-------	—	----
31 Dec. '62	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	-------	2,000.000	100 0	oper.by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	-------	-------	-------	-------	-------	-------	-------	oper	by Chic.	& R. Is.	-------	—	----
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	-------	-------	3,700,000	6,700,000	-------	10,400,000	203.0	-------	1,117,693	568,020	—	68
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-------	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	-------	-------	-------	-------	-------	29 0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233.413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	248,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	28.641	611,050	1,254.500	15.900	2,102,761	109.0	-------	442,593	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,639,900	1,367,284	140.689	3,458,108	110.0	-------	448,858	230,834	9	85
31 Dec. '62	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	-------	450,079	247,338	—	----
31 Dec. '62	78.0	—	11.0	—	16	14	201	Jeffersonville	1.549,518	*	278,334	1,015,907	621,000	-------	2,175,228	108.0	312,859	527,863	268,156	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	-------	2,000,000	64.0	-------	-------	-------	—	----
31 Dec. '60	86.0	49.0	----	—	23	---	-----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	-------	-------	—	----
30 Nov. '62	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,900	-------	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	-------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '62	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	-------	222,601	3,179,833	111.0	-------	228,560	122,931	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	-------	-------	-------	245,000	755,000	-------	-------	-------	-------	-------	-------	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,376	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	456,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	-------	-------	-------	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	-------	230.0	-------	-------	-------	—	30
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,160	2,930,000	337,532	4,375,993	111.8	-------	428,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26.000.	-------	-------	20.0	-------	-------	-------	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	-------	-------	694,444	71,000	-------	-------	13 0	oper.by	Cov. &	Lex.	—	----
30 Jun. '62	29.0	—	----	—	13	10	230	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	-------	746.068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	----	—				Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	-------	1,665,859	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.9	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	3,293,200	198,785	9,840,067	289 0	374,997	822,998	508,591	—	----
-- -- '59	18.8	—	----	70.2	---	---	-----	Maysville and Lexington	-------	-------	-------	-------	-------	-------	-------	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	-------	-------	-------	-------	-------	22.0	-------	-------	-------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	-------	-------	-------	-------	-------	27.0	-------	-------	-------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	886,000	330,297	5,855,820	80.0	190,204	481,922	223,649	—	----
1 Mar. '61	206.0	—	----	206.0	48	87	513	*N. O. Jackson and Gr. Northern*	5,570,453	1,040,752	—	-------	2,686,000	1,150,717	-------	206.0	-------	1,282,024	555 434	—	----
1 Aug '60	43.7	—	----	156.8	---	---	-----	*Vicksburgh, Shreveport & Texas.*	1,962,691	*	—	1,283,018	248,999	198,454	1,710,819	43.7	-------	-------	-------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	36.5	—	.....	—	11	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
31 May, '62	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,733,857	184,812	2,385,130	137.0	171,593	254,242	74,105	—	6
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '62	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,829	1,213,600	73,912	1,860,674	54.7	oper. by	An. & K.	55,573	—	.....
31 May, '62	51.3	—	.....	—	19	3	108	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,476	207,484	94,500	6	110½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	89
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	39½
								MASSACHUSETTS.													
	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,989	186,191	6½	106
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	896,834	496,903	4,076,974	—	86,656	4,774,088	119.3	615,761	885,137	378,123	7	126
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	129
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	133
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	125,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	288,152	133,854	6	105
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	104
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,159,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	116
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	99½
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	.....
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	121½
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	140½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	282,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	89,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	16½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	22,376	9	100½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	42
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	145½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	77
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	123½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	98
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	—	—	.....	—	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	252,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	44½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	46½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	.....	.....	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	62
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	105
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,867	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,429	74,985	7	116½
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	84,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	67
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	118,583	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	167
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	12
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,300	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	.....	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,558	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 Dec. '62	24 0	—	.....	—	.....	.....	.....	Warren	1,907,750	.....	.....	1,307,750	600,000	.....	1,907,750	24.0	.....	239,889	124,742	6½	111
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,322	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075						—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.			—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,565	224,413	123,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	by Tioga.		44,100	—	—
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,251	3	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,987	807,217	14.5	803,720	127,843	10,867	—	—
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,029,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,625	*	—	346,000	146,000	8,000	600,000	5.3	275,289	30,944	2,759	—	—
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	899	Buffalo and State Line	2,277,838	505,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,421	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	182,036	21,457	.....	—	—
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,265	6.3	2,458,019	369,985	121,565	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	.....	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,792	*	—	19,973,200	19,831,500	480,065	40,285,365	633.0	4,582,369	7,863,973	2,993,542	—	168½
30 Sep. '62	144.0	4.0	115.1	—	65	117	668	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	147
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	752,462	15,213	2,928,474	100 5	226,611	293,457	109,137	2	47
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,583	—	41,866,853	654.9	5,368,772	9,356,828	3,749,077	6	134½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,164,003	456,698	—	151
30 Sep. '62	99.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	60,000	6	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,755	—	—
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,560	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,986	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	90
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65.000	—	480,684	incl.	in Rens. & Sar.			—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	558,033	88,285	10	—
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	65,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	228,424	280,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	803,500	271,097	1,686,508	50.0	247,898	271,158	154,958	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462 500	.....	o er. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	762,601	—	—	30,000	680,000	—	762,601	.....	oper. by	the 4	Comp'ts.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,587	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206.917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,757	*	232,980	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,685	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	—
31 Dec. '62	118 2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	.....	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,028,356	3,673,000	1,126,458	6,810,432	141.0	.....	669,716	230,561	—	17
31 Mar. '63	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,953,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,928	1,724,917	1,033,637	20	155
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,055	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	89
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,145	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,297	1,551,628	9 5,923	33½	185
30 Nov. '62	101	102.5	.....	—	46	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	101½
31 May '63	109.2	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	4	119
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	oper.	w. Lit.	Miami.	229,883	8	—
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,747	339,553	4,800	2,452,217	2,904,190	810,424	6,509,826	144.9	414,779	663,705	427,072	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	—
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,120	10,460	—	—
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,692,488	689,849	8	125
1 Feb. '63	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84,133	9,874,894	226.6	31 mos.	1,179,202	328,974	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '62	153.9	52.0	.....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,589,258	41,126	5,377,413	205.9	401,452	438,163	107,033	—	—
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	oper.	by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,336,550	6,211,618	193,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	75
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	—	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	73½
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115.752	3,749,752	146.0	549,045	270,880	.....	—	7
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	166,427	6	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	181
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	180,602	173,393	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,098	347,825	133,499	—	36
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	33,520	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	65
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	670,961	1,166,030	289,153	2,026,144	50.5	150,984	196,054	164,134	—	21
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	206,000	2,662,833	80.0	242,400	307,389	149,056	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	956	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	387,230	822,927	460,516	8	77
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	126.316	68,801	—	47½
31 Oct. '62	24.5	106.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	— —	451,918	174,435	84	63
30 Nov. '62	65.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 334	397,186	218,960	—	18½
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,308,347	3,582,304	—	13,274,100	9,527,400	—	28,324,213	441.4	.....	10,304,291	4,872,218	8	65½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,862,696	24.0	229,938	262,353	129,742	6	60
31 Oct. '62	190.0	—	10.5	98.0	16	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157,789	12,129,857	190.0	213,574	413,47.	180,909	—	26½
30 Nov. '62	147.4	5.8	137.8	—	148	67	7,209	Philadelphia and Reading	21,762,890	8,766,774	857,180	11,548,929	12,036,100	94,466	25,525,184	355.0	2,088,16	3,911,880	2,095,775	—	59½
31 Oct. '62	81.0	—	0.8	48.0	2	3	17	Phila. and Baltimore Central	962,481	27,812	—	218,000	576,000	179,000	980,000	81.0	68,218	87,416	39,861	—	44½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9	—				Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	—
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6.9 9 924	744,425	341,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	65½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	—
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pitsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,795	—	85½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,950	—	—	576,050	-----	oper. by	Ph. & R	eading.	5	—
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,778	112,824	—	500,000	791,597	5,659	1,297,256	-----	57,928	159,534	99,060	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,209	8,000	1,644,639	26.4	105,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,900	—	----------	62.0	302,600	311,370	140.707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	425,943	13,299	—	4.7,.17	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	*	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1 0.1,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	—	—	216,962	413,000	408,477	----------	30.0	----------	1,248	—	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'rdo	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	278-000	240,000	171,550	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280 0	7	6	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '58	25.0	—	----	110 0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '58	28.0	—	----	756 0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '62	90.7	—	6.6	19.5	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,908	----------	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713,418	191,466	—	½
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	----------	----------	1,378,500	ope	r. by Vt.	Central	----------	4	158
30 Jun. '62	23.7	—	0.9	—	3	6	89	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '58	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	11½
30 Sep. '60	88.5	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
31 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	660,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,783	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	5	10	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '58	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.6	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,784	414,741	—	79½
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938.000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236.798	67,652	—	----
31 Dec '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	2,196,810	533,990	—	----
31 July, 62	229.0	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	26,104,725	357.0	----------	1,221,145	585,835	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	109.0	0.9	12 0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July,'61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,383	—	1,380,000	13,100	136,000	1,779,282	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.1	30.5	----	—	20	18	160	Novn Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.1	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	----------	1,743,294	1,013,444	13	130

New York Stock Exchange.

Actual Sale Prices for the week ending September 9.

	Th 3.	F.4	Sat 5.	M.7	Tu.8.	W.9.
American Coal Co.	----	69	69	68	68½
Buffalo & State Line	----	----	----	----	----
Buffalo, N.Y. & Erie	----	----	----	100	100
California 7s	----	116	----	118	120
Canton Co.	30½	31	31	----	32
Chicago & Alton	74	69	73	75	81	82
" " pref.	86	85	85	86	90	90
" " 1 M.	----	----	----	----	----	----
" " Inc.b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	120	----	----	120	121
" " " 8 p.c.	----	----	----	----	----
Chic. & Northwest'n	33½	33	34	34½	35	36
" " pref.	----	----	----	----	----	----
" " 1st M.	88	----	87½	----	----
" " 2d M.	65	----	64	65	67
" " S. F.	----	----	----	----	----
" " A. B.	----	----	----	----	----
" " I. B.	----	----	----	----	96
" "Ap.Ext'n.	----	----	----	----	----
" " G.B.Ext.	----	----	----	----	----
Chicago & Rock Isl.	108	106	106½	106½	109½	111
" " 1st M. '70.	----	----	----	----	----
Clev., Col. and Cin.	----	150	----	----	155
Clev. and Pittsburg	97	94	95	96	99	101½
" " 1 M.	----	----	----	----	----
" " 2 M.	----	----	----	----	----
" " 3 M.	----	----	101	101	----
" " 4 M.	----	----	----	82	----
Clev. and Toledo	115	113	115	121½	118	119
" " S. F. 7 p.c.	----	----	----	----	----
Cumberland Coal, pref.	29	27½	28½	28½	29½	33
Del. & Hudson Canal	160	----	155	156	----	160
Del., Luck. & West.	----	----	181	----	----	----
" " 1M.8p.c.'71-5.	----	----	----	----	----	----
" " 2M.8p.c.'81	----	----	----	----	----	----
Erie	111½	105	106	105½	106	108½
" pref.	105	104	104	103½	104½	107½
" 1 M. 7 p.c. '67.	----	----	----	----	----	----
" 2 M. 7 p.c. '79.	----	----	----	----	----	----
" 3 M. 7 p.c. '83.	----	----	----	----	----	----
" 4 M. 7 p.c. '80.	----	----	----	----	----	----
" 5 M. 7 p.c. '88.	----	----	----	----	----	----
Galena and Chicago	105½	106	106½	105½	108½	111½
" 1M.7p.c.'63	----	----	----	----	----	----
" 2M.7p.c.'75	----	----	----	----	----	110
" 1M. Ex.'82.	----	----	----	----	----	114
Hann. & St.J. bonds	----	----	----	----	----	----
Hudson River	144	141	144	144	145	x147
" 1M.7p.c.'69.	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c.'75	128	----	----	129	129
" conv. bonds	----	----	----	----	----	----
Illinois War Loan	----	----	----	----	----	100
Illinois Central scrip	127	122½	124	124	126	129½
" full stock	----	----	114	----	114	118
" bonds	----	----	116½	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	103	----	----	----
La Crosse & Mil.L.G.	----	----	----	----	----	----
Louisiana 6s	64	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Michigan Central	120	116½	117	117½	121	123½
" S.F.8p.c.'82	----	120	----	----	----	----
" conv.8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	100½	87	87	89	92½	98
" " guar'd.	132	126	124	127½	126½	132½
" " 1M.S.F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	72½	68½	70	71	76	79½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	85	----
" " 1st M.	----	----	----	----	----	----
Minnesota 8s	90	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Missouri 6s	69½	69½	69	69	71	71
" ins. to H.&St.J.R.	----	----	----	----	----	83
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	130½	128½	131	131½	134	134½
" " 7s, 1864.	----	----	----	----	----	----
" " 7s,S.F.'76.	115½	----	----	----	----	----
" " 7s,conv.'76.	----	----	----	----	----	----
" " 6s, S.F.'83.	----	----	----	----	105½	----
N. York & Harlem	149	140	136	129	144	151
" "pref."	----	----	----	117	130	----
" "1M.7p.c.'78	----	----	----	----	----	----
" "2M.7p.c.'64	----	----	----	----	----	----
" "3M.7p.c.'67	----	----	----	----	----	----
North Carolina 6s	----	65½	----	----	----	----
Norwich & Worcester	----	----	----	----	----	----
Ohio 6s, 1881	----	----	----	----	108	----
Pacific Mail S.S.Co.	226	220	219	220	222	226
Panama	----	----	----	----	180	----
Penn'a Coal Co.	146	----	----	----	----	146
Phila. and Reading	115½	114½	114	115	117	119
Pitts. Ft.W.&Chicago	84	76	78	80	81½	85½
" " 1M.	----	----	----	----	106	----
" " 2M.	----	----	----	----	102	102
" " 3M. 6s	----	----	85	----	----	----
St.L., Alton & T. H.	60	56	62½	60	62	63
" pref.	80	77	77	77½	----	82½
" 1M.	----	----	----	----	----	----
" 2M. pref.	93	92½	----	----	----	----
" Inc.b'ds.	86½	84	----	----	85	85
Tennessee 6s, 1890.	65	64½	64½	66	65	65
Toledo & Wabash	75	74	----	----	72	76
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M.	----	93	----	92½	93
" " Int.b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending September 9.

	Th 3.	F.4	Sat.5.	M.7.	Tu.8.	W.9.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	105	----
U. S. 6s, 1881, cou.	106½	106	106	106½	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	101	----	----	----	----	----
U. S. 6s, " " new	99½	----	99½	99½	99½	99½
U. S. 6s, 5-20s, coupon	----	----	----	----	101½	----
7.30 Notes, Feb. & Aug.	----	----	----	----	105	----
" " Ap'l & Oct.	106½	106½	----	106½	106½
American Gold	129½	133½	131½	133	132	134½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending September 8.

	W. 2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Beaver Meadow	----	----	73½	----	73½	----
Cattawissa	----	----	----	----	----	----
" preferred	24	----	23½	----	22½	----
Camden & Amboy	----	----	----	----	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	103
" " 6s,'89	----	----	----	----	107½	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	42	41
Elmira & W'mport	----	----	36	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	109	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	58½	----	----	----	----	----
" 6s	----	----	----	----	----	----
" " scrip	----	44½	44½	44½	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	47½	----	47½	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	47	----	----	----	----	----
" " 6s	----	102	102	----	----	----
Minehill	63	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	135	135	----	----
" " 6s '76	----	----	----	----	109½	----
North Pennsylvania	19	----	----	----	18½	18½
" 6s	----	95	----	----	----	95
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	65½	65	65	----	65½	65½
" 1st m.	110½	----	----	----	----	110½
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	100½	100½	100	----	100	100½
" " 5s, coupon	----	----	----	----	----	103
" " 6s, "	----	----	----	----	----	108½
Philadelphia City, 6s	101½	101	101½	----	101	102
" " new	106½	106½	107	----	107	107
Philad., Germ. & Nor.	60	----	----	----	----	----
Phila. & Reading	60½	58	57½	57½	57½	58½
" " 6s,'86.	----	115	----	----	----	----
" " 6s,'70.	----	----	----	----	108	----
Philadelphia & Erie	26½	----	26	----	26	26½
" " 6s	----	105	105	----	----	105
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	24½	----	----	24½	24½	----
" " 6s '82	83½	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	14½	14	14½	----	15½
" " 6s '78	63	62½	62	----	----	62
" scrip	62	----	----	----	----	61½
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	25½	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Canal	52	----	----	56	56	56
Arch street, (Horse)	----	----	----	23	23½	23½
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	44
Race and Vine, "	10½	----	----	----	----	----
2d and 3d streets, "	----	----	----	80	----	80
Spruce & Pine, "	----	----	----	15	----	15

Baltimore Stock Exchange.

Actual Sale Prices for the week ending September 7.

	Tu.1.	W.2.	Th.3.	F.4.	Sat.5.	M.7.
Baltimore City 6s, 1875	----	108½	108½	----	----	108½
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890.	108½	108½	109	108	108½	----
Balt. and Ohio	----	88	88½	----	----	89
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	103½	104	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	105	----	----	----	103½
Northern Central	----	68½	39	39	39½	----
" " b'ds, '85.	----	100½	101	----	----	----
" " " '95.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending September 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Boston and Lowell	----	----	106	----	----
Boston and Maine	----	126	----	----	----	----
Boston and Providence	----	129	----	----	----	----
Boston and Worcest	----	----	----	133	----	----
Cheshire, pref.	----	46½	----	----	----	----
Concord	62	62	----	----	----	----
Connecticut River	----	105	----	----	----	----
Eastern, Mass.	105	105	105	----	104	104
Eastern, N. H.	----	105	----	----	----	----
Fitchburg	116	----	----	----	----	----
Manchester & Lawr'ce	116½	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	67½	67	----	----	----	----
Old Colony and Fall R.	----	141	140½	----	----	----
Ph., Wil. & Baltimore	68½	68½	68½	----	68½	68½
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	----	158
Vermont & Mass.	39½	38	39½	40	42½	42
Western	146½	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	125½	125½	126	----
Metropolitan "	----	----	----	79	----	----
Middlesex "	----	----	109	109½	----	109½
Central Mining Co.	56	57	58	----	----	54½
Franklin "	53	52½	53½	53½	52½	52½
Isle Royale "	----	25	24	23½	----	24
National "	30	----	----	----	29	29
Minnesota "	----	----	----	----	----	----
Pewabic "	----	62	----	62	----	----
Pittsburg "	----	----	----	----	75	77
Quincy "	----	56	85½	86	----	----
Rockland "	17	17	----	----	----	16

London Stock Exchange.

The following were the closing prices for American Securities on the 28th August:

Maryland 6s	72	to	73
United States 6s, 1874	69	"	71
Virginia State 6s	48	"	50
Do. 6 per cent.	41½	"	42½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	75
Do., Pennsylvania do. do.	76	"	77
Erie shares, $100 (all paid)	75	"	77
Do., 7s, preference	72	"	74
Do., 7s, 1st mort., 1867	73	"	78
Do., 7s, 2d mort., 1859	74	"	76
Do., 7s, 3d mort., 1883	74	"	76
Do., 7s, 4th mort.	75	"	80
Do., 7s, 5th mort.	72	"	74
Illinois Central 6s, 1875	84	"	86
Illinois Central 7s, 1875	80½	"	81½
Do. do. $100 shares, $90 paid, dis.	10½	"	9½
Do. do. $100 shares, all paid	79½	"	80½
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	73	"	78
Do. do. S. F. 1st mort., do., '82	80	"	84
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	70	"	75
Do do. 7s, 1864	65	"	68
Do. do. 7s, S. F., 1876	83	"	88
Do. do. 7s, Convertible, 1876	83	"	88
Do. do. $100 shares	87	"	88
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	70	"	75
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	42	"	44
Philadelphia and Reading, $50 shares	33	"	36

American Railroad Journal.

Saturday, September 12, 1863.

Stock Exchange and Money Market.

The opinions which we persistently maintained last week in the face of the panic which had fairly set in as we went to press, have been justified by the result. The Money Market is resuming its previous character just as we were confident it would. Whenever a panic suddenly overtakes the public, we may be sure it will as suddenly depart. Permanent changes are not instantaneous; they are gradual, regular, and proceed step by step. The cause of the flurry last week was explainable at the time, and was well understood by a large number of bankers and operators who have access to the best sources of information, and no doubt profit by their opportunities. The banks for reasons best known to themselves, suddenly refused the usual accommodation to their customers, at least to a favored class of these persons, of certifying their checks in ad-

vance of their deposits; a practice inconsistent with sound principles and a constant cause of loss to those permitting it. It enables the favored parties to have the use of large sums of money for a whole day without interest, and excites a spirit of speculation that leads to great risks and dangerous consequences. Loans were also as unexpectedly called in, and the excuse was, that a large treasury loan was about to come into the street, and the banks, having no commercial paper offering in quantities large enough to employ their ordinary means, would be obliged to take the loan in justice to their stockholders. A private reason is also suggested as one of the causes of the panic, that the sudden scarcity of money was very opportune for a realization of some of the speculations which had their origin in the parlors of the very institutions which had most to do with the unexpected contraction of the usual facilities.

The plan whoseever it was, and however carried out was a success for the time. Such a tumble of stocks, such a rapid fall of securities, and such a crumpling up of margins has not been seen before in Wall street in many a day. The numerous small operators, including every variety of professions known to New York, were brought down from their perches like a flock of wounded birds, by the shot of the concealed sportsman. Even the larger of the species who make their eyries in higher branches, and apparently in more safety, were seen to fly wounded from their nests, and it is reported that a large number of those who were millionaires a few weeks since, are now reduced to thousands. Nothing daunted however, we perceive that out of what remains, they are at their work again, and will probably rise to a higher flight than ever. The bears after having suffered intensely in their efforts at depreciation, after giving wings to every rumor true or false which would reduce values and prices; after apparently working on a scale which is graduated so as to represent a certain fall per cent. for every national disaster, and a certain rise per cent. for every piece of good news from Richmond, have found the fight with the bulls a drawn game, and are in the condition of a celebrated personage overthrown notwithstanding all his successes.

"The desolator desolate,
The victor overthrown,
The arbiter of others' fate,
A suppliant for his own."

During all this uproar among the ordinary securities, it was pleasant to see how steadily the credit of the Government maintained itself. Its stocks were scarcely touched and when it came at the very moment into the market with a loan of fifty millions at the low rate of 5 per cent. interest, it was snatched up at once and on its own terms. The efforts of Dame Partington to stop the rush of the tide with her broom, are apt illustrations of those who seek to impair the onward march of the power and resources of this country, of which until now the best of us were ignorant. Since this war commenced we have begun to discover that the people of the loyal states are twenty-four millions strong, that their internal trade was never so great, their foreign commerce within a few per cent as large in amount as ever, that our paper currency has not been so large as to produce any inflation of the prices of our own products, that the national debt is at this moment acting as capital, and exciting the skill and industry of the country, and that the clear profits of the industry of the loyal states to day, are being realised at the rate of four thousand millions of dollars per annum. More than this we have it now established beyond all dispute, that the gold *washings* of the superficies of the sides of the gulches, and the bottoms of the ravines of Colorado alone, are found to be equal in value, at 1 cent of gold in 1 lb. of ore, to thirty five billions of dollars. But if the actual products per ton of ore as realised in the average from the mines already worked, are any guide to a proper estimate, we may see that when tons of ore now actually produce in all cases from $400 to $1,500 per ton, we want figures to express the amount of solid capital which lies in the basins, vallies and sierras of Colorado alone. We therefore re-affirm our opinion that those who seek to make money or expect to make it by speculating on a basis of national disaster, and the destruction of our resources, commercial, industrial or physical, are as likely to succeed as the man who trusts, to use the words of the President, to the effect of a bull against the comet.

Money must therefore continue to work easier for a long time to come; 5 or 6 per cent will be the rate and even less for these general reasons, and also for others still more practical and immediate.

For example, the new loan of 50 millions will contribute to this result, because the treasury issues therefor, will be legal tender notes with 5 per cent interest only; and are to run two years, principal and interest payable in gold. The effect of this will be to make them an easy and desirable transfer from hand to hand for most purposes of business, while also those who collect in money to meet engagements falling due ahead, will eagerly seek them, so as to save interest while gathering up the required funds. We must also expect that these new notes will be a favorite investment with foreign capitalists, even the most timid, for they are a legal tender very easily convertible at any moment, and are redeemable within a short period.

The stock market is again active and prices are improving, whether they will in all cases resume their old quotations is doubtful. Indeed it is not desirable that many of them should. The true criterion for a bona fide purchaser is the rate of dividend and its certainty. Purchases made on any other principle are mere gambling operations and must inevitably share their fate.

The state credits stand about as they did. There are people willing to buy Virginia's just as they were before the rebellion broke out, and we should not be surprised to find a large amount of spurious stock has found its way to the North, in consequence of sales being effected so readily in this market. There is some excuse for the delay attending the financial arrangements of the State of Missouri. It has suffered greatly, but its resources are large, its position is commanding, and its advancement is sure to be greatly accelerated on the return of peace.

Gold has advanced and fallen back a little. We imagine it is not likely to go down very much more as the great number of National Banks now organising, must require a large amount of specie in their vaults, as a necessity for their stability on the resumption of specie payments. We have no doubt there is a constant demand for the article on this very account.

The foreign export from this port the past week exclusive of specie was $2,637,963.

The business of the Sub-treasury on the 8th inst. was large, and the balance on hand $26,982,-070 04. It may be well to remark to our readers, that if we attempted to give the daily history of the money market and stock exchange of this city, we should occupy one-half of the JOURNAL. The daily fluctuations are however, really of no consequence, except to those who rise or fall with them. What a weekly journal of the character of ours may properly and usefully do, is to present a general view of the market, and of the causes which control it, and the general principles regulating the immediate and ultimate demands for money. These we attempt carefully to give them and for the rest our tables are full, accurate, and reliable beyond any other, which appear in any similar newspaper in this country.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cincinnati, Hamilton and Dayton R. R., 125; State 6s, 1873, 114; Brooklyn City Water Loan, 104; Illinois coupon bonds, 1879, 102; Miss. and Mo., 29; do., L. G. bonds, 60; Quicksilver, 67.

Philadelphia.—Wyoming Canal 6s, 96; Elmira and Williamsport 5s, 77; Camden and Amboy mort. 6s, 108; Philadelphia and Reading 6s, 1843-'80, 108½; Allegheny Co. R. R. bonds, 83¼; Pittburg coupon 6s, 90; Cincinnati 6s, 100; Camden and Atlantic, 12; do., do., pref., 21; do., 2d mort., 68; Huntington and Broad Top, 21; Ridge Avenue, 21; 17th and 19th streets, 12½. The latest quotations are: City 6s int. off, 102@102¼; do., new, do., 107@108; State 5s, 100@100¼; Reading, 58¾@58⅞; do., 6s, 1843-'80, 109; do., 1870, 107½@108½; do., 1886, 116@118; Camden and Amboy, 167@170; Pennsylvania R. R. div. off, 65@65¼; do., 1st mort., 110½@111; do., 2d mort., 108@110; Little Schuylkill R. R., 47¼@47¾; Morris Canal, 68@70; do., pref., 134@136; Susquehanna Canal, 15@15⅜; do., 6s, 61½@62; Sch. Nav., 11½@12⅛; do., pref., 24@24¼; do., 6s, 1882, 83@84; Union Canal bonds, 24½@25¼; Delaware Div. Canal, 41@41¼; do., bonds, 103; Elmira and Williamsport, 85@86; do., pref., 53½@54; do., 7s, 1873, 107@109; Beaver Meadow, 73@74; Harrisburg, 65; Long Island R. R., 42@45½; do., bonds, 102@102½; Lehigh Coal and Navigation, 58½@59; do., scrip, 41⅛; North Pennsylvania, 18½@18¾; do., 6s, 95@96; do., 10s, 119; Philadelphia and Erie, 26¼@26¾; do., 6s, 105¼; Minehill, 62@63; Catawissa, 7@8; do., pref., 22¾@23¼; Lehigh Valley, 77; do., bonds, 106@112; Frankfort and Southwark (horse,) 56; Second and Third, 80; Race and Vine, 10@10½; West Philadelphia, 66@67; Spruce and Pine, 15@15¼; Green and Coates, 44@45; Chestnut and Walnut, 50; Arch, 24½@25; Thirteenth and Fifteenth, 30@35; Seventeenth and Nineteenth, 12½12¾; Girard College, 24; Tenth and Eleventh, 42@43; Philadelphia, Germantown and Norristown, 60½@61.

Boston.—Rutland and Burlington 1st mort., 73; do., 2d mort., 17½@18; do., 3d mort., 4; Vermont Central ½; do., 1st mort, 81; do., 2d mort., 22¼; South Side R. R. 6s, 98; Northern (Og-

densburg) 1st mort., 100; do., 2d mort., 27¼; Southern Midland R. R. bonds, 100; Cheshire 6s, 1881, 105½; Vermont and Mass. 6s, extended, 104½@105; Malden and Melrose, 27; Connnecticut State 6s, 1882, 109½; Maine 6s, 1880, 108; do., 1883, 108¼; Rhode Island 6s, 1883, 109¼; Boston City 5s, 1863, 112¼; Portland 6s, 106¼; Bangor 6s, 1873,@1874, 106¾; Chicago 6s, Municipal Loan, 1875, 102¼; do., 7s sewerage, 111; Acton Mining Co., 5; Albany and Boston, 13½; Bay State, 8; BlackRiver, 77½c.; Bedford, 60c.; Canada, 1⅝; Chaudere, 55c.; Columbian, 6⅞; Copper Falls, 17; Dana, 2¾; Dudley, 4; Great Western, 4¼; Hancock, 13½; Hamilton, 2; Hanover, 2¼; Huron, 23¼; Manhattan, 6¼; Madison, 4½; Mesnard, 13¼; North Western, 7½; North Cliff, 6¼; Ottawa, 30c.; Pontiac, 8¾; Phœnix, 29; Petherick, 27; South Side, 6½; Star, 8¼; St. Mary's, 6⅞; Superior, 9; Toltec, 3; West Minnesota, 1¾; Wickam, 87½c.; Winthrop, 4¼.

Baltimore.—City Passenger R. R., 18; N. W. Va. 1st mort., 103½; do., 2d mort., 21; Springfield Mining Co., 2.25; Santa Clara Mining Co., 8½; Davidson Copper Co., .55. The latest quotations are: Balt. and Ohio, 88@89½; do., 6s, 1867, 102½; do., 1875, 102½; do., 1880, 102@102½; do., 1885, 103¼@105; Northern Central, 89@40; do., bonds, 1885, 100½@101; N. W. Va., 6@11¾; do., 1st mort., 103¼@103⅝; do., 2d mort., 102; do., 3d mort., 97; do,, 4th mort., 23@25; Central Ohio 2d mort., 104; do., 4th mort., 87; do., income 1857–'60, 27; Western Md. bonds, 82@83; do., guar., 103½; Maryland 6s, coupon, 1870, 112; do., Ins., 113; do., 1890, 113; Baltimore 6s, 1875, 108¾@109; do., 1886, 105@107½; do., 1890, new, 108@109; do., coupon, 110; do., 5s, 1838–'70, 90.

La Crosse and Milwaukee Railroad.

In answer to a correspondent in relation to this road, we have learned from an official source the following facts: "The La Crosse and Milwaukee Railroad stock was wiped out by a foreclosure sale made in March, 1857, by Wm. H. Barnes, Trustee for the 3d mortgage creditors, subject however, to a prior mortgage. The purchasers under the sale formed themselves into a company called the Milwaukee and Minnesota Railroad Company. It failed, however, to keep down the interest on the prior mortgage, and in their turn were foreclosed by the first mortgagers, and sold out in April 1863. The purchasers at this sale organized a company under the name of the Milwaukee and St. Paul Railroad Company."

Extraction of Iron and Steel from the Cinders of Puddling and Reheating Furnaces.

We have received a circular from A. L. Fleury of Philadelphia, in relation to a patented method invented by him for extracting iron and steel from the cinders of puddling and reheating furnaces. We have not space for republishing his method which appears to be worthy the notice of parties engaged in the business.

☞ The Detroit *Tribune* says that the Holly route has been adopted between Flint and the Detroit and Milwaukee road, because, although a mile or two longer than the Fentonville route, it brings the passengers upon arriving at Holly, five miles nearer Detroit.

The New Telegraph Line.

The Lyons *Republican* says: "The new Telegraph Line from Albany to Buffalo follows the Erie Canal as nearly as possible. The old line is almost entirely monopolized by the New York Central Railroad Company, and the new one is intended more particularly for the use of business men and private citizens. It is not regarded by the old line as a competitor, we are told. The old line has more business already than it can properly attend to, and does not care to increase its facilities for the accommodation of the rapidly increasing telegraph patronage.

Connecticut and Passumpsic Rivers R. R.

The Burlington (Vt.) *Times* states that the cars on the Connecticut and Passumpsic Rivers Railroad began running to Barton Landing on Sept. 1, connecting there with stages for Newport and Stanstead. The road will be open to Newport by the 1st of October.

American West India Company.

The American West India Company have opened a new line of communication with the West India Islands, which will be of great importance to the commercial community. Hitherto the mails for all the Windward Islands, for Cayenne, Surinam, Demerara, the ports in Venezuela and Brazil, have been sent *via* Southampton (England) by the English West India Mail Steamship Company. St. Thomas is the well known central station for that company, and the line now established between here and St. Domingo City will call at St. Thomas, as well as Bermuda, St. Johns, Mayaguez and Porto Rico, thus saving a distance of seven thousand miles in the transporting of the American mails to the aforesaid points. The steamship Tubal Cain, of this line, will leave New York Saturday of this week.

Union Pacific Railroad.

The work of the Union Pacific Railroad, of which Fremont is President, is being pushed with singular activity to the hundredth meridian. The eastern division of this road, commencing at Kansas City, is three hundred and fifty miles in length, where it strikes the great Pacific road. This will connect Kansas by railroad communication with St. Louis, Chicago and all the East.

Rome and Oswego Railroad.

The Watertown *Reformer* says: "The arrangements between the Rome, Watertown and Ogdensburg, and the Rome and Oswego Railroad Companies, have been definitely completed for the construction of a railroad from Oswego, to connect with the line of the former Company. The Rome, Watertown and Ogdensburg Company are to have a perpetual lease of the road and operate it. The line will be put under contract immediately, and the work commenced this fall and finished next summer."

☞ The Commissioner of Internal Revenue has decided that the seventy-fifth section of the act of July 1, 1862, provides that on railroad iron and on all other iron advanced beyond slabs, blooms or loops, and not advanced beyond bars or rods, a duty of one dollar and fifty cents per ton shall be paid. Iron forgings, of whatever size or shape, in a rough and unfinished state are held to be covered by the above provisions of the seventy-fifth section, and taxable at the rate of one dollar and fifty cents per ton.

Morris and Essex Railroad.

On the 13th prox., the eastern terminus of the Morris & Essex Railroad will be removed to Hoboken. In view of this fact, the Hoboken Land Improvement Company have commenced important improvements. The construction of a building for turning engines has already begun, and arrangements are now making for the erection of a large passenger depot and a commodious freight house.

Coal Beds of Michigan.

Prof. Winchell, State Geologist of Michigan, reports that the whole central area of that State, embracing one hundred and eighty-seven townships, or six thousand seven hundred square miles, is underlaid by coal seams ranging in thickness from three to five feet. Mines have been opened in several places, three at Jackson and one at Corunna, which last year yielded over twenty-five thousand tons. The coal resembles that of the Illinois beds in quality.

Emigrant Travel.

During the past seven months, 8,955 emigrants have passed over the Pennsylvania Railroad. For the same period in 1862, the number amounted to 5,400. During the present year 6,728 of the emigrants went to points west of Pittsburg, and generally to the far western States and territories. In 1862 only 3,788 of the travellers went west of Pittsburg. The increase in 1863 is supposed to be attributable to the Homestead law passed at the last session of Congress.

Munificence to Railroad Employees.

The Atlantic and Great Western Railway has established its machine shops at Meadville, Penn. It has also erected a large number of comfortable residences for its employees, which are to be rented to them at low prices. Every occupant who pays his rent for ten years and remains in the Company's service that length of time, is then to receive a deed of his house as a reward.

Bedford Railroad.

Cars run over this road to Bloody Run, 6½ miles from Bedford. At Hopewell the Bedford Railroad connects with the Broad Top Railroad, which at Huntingdon connects with the Pennsylvania Railroad. From Philadelphia to Bloody Run the rail distance is 248 miles. The Bedford Railroad will be extended to and through Bedford, to form important connections.

Railroad in Russia.

The *Abeille du Nord* states that a company of English capitalists have solicited from the Russian Government the concession of a railroad from Moscow to Sevastopol. They demand the full and entire enjoyment of the revenues of the line for one hundred years, leaving to the Government the option of redemption after fifty years. The Government is, moreover, to guarantee to the company a revenue of six per cent. during the period of concession and construction of the line.

☞ The Agricultural College Scrip, for the State of Kentucky, has just been finished. Kentucky is allowed 1,000 pieces of 160 acres each. That for the State of Illinois is still in the hands of the clerks of the Land Office, who are kept very busy with this work. The land for Illinois will have to be located in some other State, as the Government does not own more than about 2,000 acres of land in Illinois.

☞ The people of Three Rivers, fearful of losing the branch railroad which connects them with the Michigan Southern at White Pigeon—which is threatened unless they relay the track with T rail—now talk of promoting the construction of an air line road from Ypsilanti to Niles, to pass through Three Rivers. Such a route, says the Detroit *Tribune*, would save 28 miles travel over the Michigan Central between Detroit and Chicago, and Three Rivers would be a most convenient eating station.

Cincinnati, Wilmington and Zanesville Railroad.

The Cincinnati, Wilmington and Zanesville Railroad was sold at Cincinnati on the 27th of August. Mr. Charles Moran of New York, agent of the first mortgage bondholders, was the purchaser, at the sum of $600,000, being the sum fixed by the U. S. Court in the decree of its sale. The Zanesville *Courier* says:

We understand that this sale is the preliminary step to the reorganization and capitalization of this railroad, by which the bond and stockholders and other claimants may become stockholders upon the terms in the schedule, now in the Banking House of the Franklin Banking Company in this city.

The Bridge at Albany.

The contracts for the construction of the long litigated bridge at Albany, have all been awarded, and unless another injunction is procured, the work will no doubt be proceeded with. In noticing the project, the Albany *Journal* says:

The long talked of bridge across the Hudson river, opposite this city, is now in a fair way of being built. It is to be constructed entirely of stone and iron. John Bridgeford, who has the stone work, has received instructions to get the stone ready during the coming winter, so that the work can be commenced early next spring. The bridge will start with a curve from the present terminus of the Central Railroad on Maiden Lane, passing through the centre of the block of buildings bounded by Exchange, Dean and Quay streets and Maiden Lane, running north of the State street bridge and terminating in East Albany between the Boston and New York railroad depots.

Compromise Freight Cars.

The Toledo *Blade* says that several new freight cars have been recently constructed by the Toledo Car Company, for the Michigan Southern Railroad:

"They are what is termed the 'compromise car,' and intended for the 'Star Line,' between Buffalo and Chicago. These cars were built under the superintendence of Mr. W. Wilmington, and possess several improvements, which, in the estimate of railroad men, render them superior to those of any other manufacture; the material and workmrnship are all of the best description, and they are in the highest degree creditable to the establishment. The Toledo Car Company have a contract for furnishing 47 cars of this description for the M. S. road—ten of which were delivered yesterday.

The 'Star Freight Line' is composed of the five companies owning the South Shore road between the two cities named—Buffalo and State Line, North East, Cleveland and Erie, Cleveland and Toledo, and Michigan Southern—each road to furnish a per centage of freight cars—adapted to running on the different gauges between those points—acccording to its length. The M. S. Co.'s proportion is 45 per cent.—100 cars—47 of which will be from the Toledo Car Works, 20 from the Detroit Works, and the balance, we understand, the railroad campany are building at their shops at Adrian."

Schenectady and Catskill Railroad.

A writer in the Albany *Argus* thus sets forth the advantages to be gained by the construction of this road:

In the event of its construction it must necessarily facilitate the transportation of the vast amount of products that accumulates, from the different railroads and channels, from the great West and North, converging at this point. It will, evidently, be of great relief to the New York Central, as an outlet for the large amount of freight which is delayed by the obstruction in the Hudson river.

The stockholders of the New York Central, and the western shippers living along the line of this great thoroughfare, have a deep interest in the construction of this road. A large amount of freight and passengers, which now seek other channels to the Atlantic, would come this way, as the valley of the Mohawk is the natural outlet for the great West.

The numerous lines of roads yet in embryo, stretching far away to the Rocky Mountains, California and the Pacific, is destined to tax the channels leading to the Hudson to the utmost capacity. The New York Central would become the carriers of the world. The building of this small piece of railroad from Schenectady to Catskill would obviate all difficulty; it would connect the Central with the tide water at Catskill—water sufficiently deep to float vessels of the heaviest tonnage. It would certainly render the bridge at Albany unnecessary, and further appropriations of the State for the useless dredging of the overslaugh.

Marquette and Ontonagon Railroad.

Mr. T. T. Hurley, who has taken the contract of grading the first ten miles of the Marquette and Ontonagon Railroad, broke ground on the job last Tuesday, and intends pushing the work through with all possible dispatch. It unites with the Bay de Noquet and Marquette road about a mile and a half from the Lake Superior mine. Mr. Hurley has a good force of men at work grading, and is erecting buildings for their accommodation.

The contract for furnishing the ties has been taken by Jos. Bridges, Esq. These will probably be ready for the road, and the road ready for them, early next season. The way is cut out as far as the St. Clair mountain, where it rests for the present, to give time to complete the survey. A few weeks will be required to select the most practicable route, and one which will secure the largest amount of business.—*Lake Superior News, Aug.* 28.

Gold Mines in Canada.

There is a great rush to the gold mines in the county of Beauce, about thirty-five miles from Quebec. There are about a thousand persons at the "diggings," which are said to be exceedingly rich. The gold district extends over a distance of fifty miles, part of it running through the suburbs of Quebec. Some fine nuggets, weighing nearly an ounce of pure gold, have been found, and it is stated that lumps much larger in size have been washed out.

☞ We regret to learn that owing to the scarcity of labor, the Philadelphia and Erie R. R. is not likely to be completed at as early a period as has generally been expected. We do not believe that the opening of the road will take place much before the 1st of May.—*Erie Observer.*

☞ We are informed that the New York and Erie Railroad Company have purchased fifty acres of land about a mile east of the village of Salamanca, on which they intend to erect a new depot, their machine shop, &c. This will be likely to prove a damaging blow to Salamanca as a new and rival town will soon spring up on the site selected by the railroad company.—*Dunkirk Journal.*

Black River Mining Company.

The President, Treasurer and Engineer of this company, have recently returned from Canada with an excellent report of the property, now increased to two hundred acres, deeds of which are in the hands of the Treasurer, and arrangements have been made with Canadian parties to commence extensive mining operations, Four veins have been discovered in addition to the one so favorably reported upon by Dr. Charles T. Jackson of Boston, and Sir William Logan of Montreal. The mineral land is situated seven miles from the St. Lawrence, by which ore can be transported to Boston and New York, and is also but twenty-six miles from Quebec, by the Grand Trunk Railway, which is only three miles in a direct line from the mine. This very favorable location adds much to the value of the property. —*Boston Com. Bulletin.*

[From the U. S. R. R. and Mining Register.]

The Gold and Silver Mines of the Great Colorado Basin.

EXTRACTS FROM THE JOURNAL OF DR. WILLING'S EXPLORATIONS.

Continued from page 850.

(*b*) *The Sierra De La Plata, or Silver Mountains, and the* (*c*) *Sierra San Juan Range of the Rocky Mountains.*

It is evident that within the Elk Horn Mountains last described no ancient wrought mines are in existence, and indeed their appearance do not indicate that they were ever inhabited by any race of people. The absence of trails throughout the entire length of the range goes far to show that the Aborigines knew but little of the metallics contained within them, and that their investigations did not reach that far north. * * *

Upon the Estrandosa, and on one of its tributaries that takes its rise in the *Sierra de la Plata*,* remains of ancient settlements are to be seen, but it is difficult to fix their date. The *Sierra de la Plata* and San Juan Mountains are separated from the Elk Horn range by the valleys of the Eagle tail and Un Compadre rivers, the La Plata being spurs of the great San Juan range, and so nearly allied to the latter that it is difficult to distinguish which has the greatest altitude; therefore, in describing them, will be called the northern slopes of the San Juan.

The Sierra San Juan range, including the La Plata, is nearly 400 miles long, having its courses southwest from the Sierra Madre or Mother Mountain. The northern flanks descend with great rapidity and precipitancy, forming immense terraces, escarpments and numerous *gorges* and canones. This chain of mountains divides the waters of the San Juan and the Colorado rivers, and at their junction forms the perpendicular wall of the great canone that receives all the waters which flow into Green river. This canon is about seventy-five miles long.

The principal streams flowing from this watershed and emptying into the confluents of Grand river are the Un Compadre, Unka Weep, Silver Creek, and the Rio Nueva de Sallados de los Dolores, all of which are mountain torrents, having an average fall of 180 feet to the mile; besides these streams, are numerous lakes enclosed within parks and basins having no outlet. The summits of the main range have numerous conical volcanic peaks, at all times clad with snow, and still below them other peaks resembling extinct craters occur in many places along the range. The altitude of the highest point upon the San Juan is, by aneroid calculation 15,066 feet above the level of the sea.† The La Plata peak southwest and near the centre of the range has an elevation but little if any inferior.

The flanking hills descending to the valley forms, in the prospective, a *stair-way*, each range rising above the other until they culminate in the Mother Mountain.

* Rio de la Plata Plancha.

†Mount Jonies.

The peculiar formation of parts of these mountains is quite interesting. Upon their western limits, and near the source of the Rio Sallados Dolores large pyramids of rock-salt occur, which give to the waters of the stream a very strong saline taste. This river, as laid down on the maps, is made to empty into Grand river, but such is not the case; before reaching Grand river it spreads out into a considerable lake resting upon a sandy bottom, not far from the old Spanish port known as *Asunsion* upon the old Spanish trail between Laos and San Diego. During the dry season of the year the effervescence of this salt upon the margins of the stream and the lake is in great abundance. The salt is very pure, and with but little pungency. Near these pyramids of salt are large deposits of gypsum, limestone and coal. The largest deposits of coal are confined to the lowest hills bordering upon the Un Compadre and the Estrandosa. These are lignities, and contain an unusual quantity of fixed carbon. They vary in thickness from three to fourteen feet. All the crops show they are the result of upheavals.

The sulphurous and other limestones have a very wide range and over-lap the primitive rocks for a considerable distance within the range of hills, and, in some instances, are found in close proximity to the intrusive rocks. When occupying the latter position, as upon the Unka Weep and Silver Creek, they contain a large per centage of silver. Although silver is never absent wherever gold is found, and it is all instances found in alloy with that metal, the latter is never found in places beyond the limits of the igneous, trappean, talcose and other kindred rocks.

The entire region is volcanic. Mountains of upheaved lava, broken and in huge masses, skirt the metamorphic and other intrusive rocks, and along the lower flanking hills scoriæ and pumice in fragments are scattered far from the craters upon the tops of hills bordering upon the largest valleys. In some instances columar peaks of basalt, containing angite, feldspar and basantite* enclose the metalliferous regions, and sometimes cover or rests upon it. Generally speaking these basaltic upheavals mark the commencement of the deposits of gold and silver; as the Mother Mountain is approached, in the same manner the granite in place, nearest the summit, confine the intrusive rocks in that direction.

When we take into consideration the immense space which the gold and silver bearing rocks occupy in this range of mountains, occupying a length of four hundred miles by forty in width, and confined to the northern slopes of the Sierra San Juan, including the La Plata range of mountains, calculations, however great and comprehensible to the human mind, will fall far below what would seem to be the actual value contained within its limits.

The metalliferous range of this region may be safely set down as containing over four millions of acres—an area equal to the entire mining region of California. The exploration of the range as described is incomplete. But that part which has been subjected to scientific research occupies an area of seventy miles by about forty within this limit, between the affluents of the *Rio de Nueva Sallados de los Dolores*, and Silver Creek or the *Rio de la Plata Plancha*. The deposits of metals in veins that permeate the rock are so numerous and of every variety, that the whole flank is crossed and recrossed by them. The ravines being very narrow and deep, the ores are found in fragmentary pieces without the pains of hunting for them—so abundant are these deposits that once within the region the observer cannot go amiss.

Where the carboniferous strata comes nearest to the intrusive rocks the ledges of silver ores are of the most frequent occurrence. These, when imbedded in the talcose or igneous formations, are highly auriferous. Nearest to the centre of this formation, the vein stones assumes a different character from any other locality noticed, and present the most complete specimens of conglomerates, being composed of gold, silver, lead, copper, antimony, alluvium and manganese, with alloys of native metals.

The following are the assays of ores from Silver Creek or the *Rio de la Plata Planchas*.

No. 1—400 grs. of Argentiferous conglomerate —*dry ravine*.

Gold 1½ grs.; silver 7½; copper 23 grs.; lead and refuse not tested. Other specimens were assayed, giving fair results, the account of which has been lost. They, however, were very rich in the metals.

The most complete and reliable prospecting for gold is obtained through the medium of the *pan* This simple process detects the presence of gold wherever it exists, when properly managed.

A part of the prospects made in the ravines and gulches which have been noted, are as follows:

Silver Creek—Ravines affluent thereto.

Pan No. 1.—Sod.....30 to 40 specs of gold
" No. 2.—Hole 1 foot deep. 1 gr. " "
" No. 3.— " 3 feet deep. 2½ grs. " "
" No. 4.— " 5 feet deep. 9 " "
" No. 5.— " " " " .82 " "
" No. 6.— " " " " .$1 73
" No. 7, 8, 9, 10, 11, average depth 4½ feet; average yield 3 grs. of gold.

Canon De Colorado.
Rio de piezas La Plata,
1 pan, each from 11 Ravines. } 68 cts.
Average yield of gold per pan. }

The majority of the gold was coarse scale, excepting that which was taken from nearest the surface, which was dust as fine as superfine flour.

The occurrence of the metallics in the Sierra de la Plata or northern slopes of the San Juan range illustrates the practical opinion of the continued range of the same belt, found in the Pike's Peak or Greggory mines; thus it will be perceived that their developments are but a small part of the auriferous region of the Territory of Colorado, the northern slopes of the San Juan range, including the Sierra de la Plata, being within its limits. Until practical mining engineers survey this region, but little will be known concerning the original position of these mining districts.

With the present knowledge of the country in question, and the very meagre investigation made, it is impossible to give an accurate account of the value of this part of the country under investigation. It is obvious, however, that sufficient has been ascertained to form a tolerable correct idea of its value as a mineral region. These superficial researches attest, with some degree of certainty, the existence of immense deposits of gold and silver, as well as other metals inferior to them, besides possessing within its area many of the precious stones—the turquoise and opal being the most abundant.

Nearly all of the carboniferous rocks nearest to the intrusive rocks contain silver to a greater or less degree; and where these rocks are detached and over-lap the igneous upheavels these ores are of a workable nature. Outcrops of this character are of frequent occurrence, and far exceed the Elk districts heretofore described; the body of these ores is in great bulk and assumes every conceivable position—sometimes appearing at the base of the mountain on the margin of the deepest ravines; near the centre of the hill, where it forms a perpendicular bluff, and more frequently on the benches or summit of the hills, either running parrallel or across the ravines, both of which are common.

These immense deposits of the metals gold and silver, occupying a position far removed from any traveled route, and contained within the ranges of steep hills covered with a dense growth of timber, the ravines representing jungles difficult of access without being cleared away with much labor, have hitherto been unexplored, and still a large part of the country alluded to as well as other portions spoken of in this treatise, is unknown, and the probability is, from what is already known, that the metallic wealth of the San Juan will be found to far exceed the district of the Elk Horn.

The prospects made with the pan illustrate the value of its resources in gold better perhaps than any other mode that could be adopted.

Within the large extent of country so partially examined there are upwards of fifteen hundred ravines within which the precious metals may be found. If we assume that these deposits of drift have their origin from the decomposition of the vein stones which once crossed the ravines and which formerly made up at least one-tenth of the whole area, it would be a reasonable calculation to suppose that the freed or drift gold contained within the Sierra San Juan northern slopes would amount to more than *ten billions five hundred millions of dollars*, if all collected, and which yet remains in the ravines.

Generally speaking the ravines in this region are never more than two miles in length, without being interrupted by canons or intersected by other ravines; that is to say, those within the metalliferous region. I have not mentioned, however, one great fact which is intimately connected with the occurrence of gold in the beds of streams, alluvial bottoms and ravines, and which in this connection is very applicable, the knowledge of which is of the utmost importance to the miner.

During the drift period and the time occupied in scouring out the ravines, the flowing waters carried off everything of less specific gravity until its force was spent; by degrees it left the larger boulders, then the gravel and sand. The gold freed from the vein stone, thus disintegrated and broken up, that once occupied the space now forming the ravine, being of greater specific gravity than its surroundings was deposited upon the rocks and among debris of the ravine, the largest particles sinking to the greatest depths, until meeting with resistance from the rocks in place. Whilst in the earlier stages of the floods, and where they exercised their greatest power, much of it that was of lighter quality adhered to the clay and particles of sand, and also that which was still retained in the fragments of the vein stone broken off was carried to a still greater distance, and even as far as the wide valleys that border upon the large rivers. As the waters lost their force these smaller particles were collected upon the bars of the smaller streams, and finally, as they became still more weakened, the particles of gold were left in the ravine nearest to where the vein stone is situated.

Thus if a section is drawn from any of the ravines it will show a result similar to the following:

1st. Surface or sod—very fine specks of gold.
2nd. Allum—specks of gold somewhat coarser.
3rd. Sand and very fine gravel—their small scales of gold very light.
4th. Larger gravel and clayey sand—thicker scales, with more weight.
5. Small cobble—clay, gravel, sand and fragments of quartz. } Shot or rounded gold in small particles size of a pin's head.
6. Large cobble—bluish clay, sand and gravel. } Cucumber gold or size of a cumber seed.
7. Stiff clay—some gravel and sand. } Bean gold or size of a bean.
8. Bed Rock—Flat pieces or spoon gold, bean and acorn gold.
9. Crevice gold nuggets—round lumps—bean acorn and large shot gold.

These qualities of the metal are found in succession according to the character of the ground in which the metal exists. The heaviest and largest pieces universally found at the greatest depths and nearest, if not on the surface and in the crevices of the bed rocks, whilst the lighter particles are nearest the surface, or top of the ground.

Thus, if we prospect a ravine situated within the talcose formations, and which is nearest the centre of the latter, and find particles of gold even to a very limited quantity, or so much as to show the color upon the surface (to use a mining phrase) we may with reasonable certainty expect to find as we proceed to greater depth the metal in larger quantities.

The practical experience of the miner is always

* Basantite, a silicious stone or flinty Jasper, called sometimes the Lydian stone or Touchstone, used to determine the purity of precious stones by the color it leaves upon them when rubbed together.

better than the theoretical views of the mineralogist; but the miner, combining with his experience these scientific accomplishments, is enabled to determine the value of a claim or mining location with more certainty. This knowledge is actually necessary in the San Juan range of mountains, and without this practical experience there is but little assurance of success. * * * *

This locality is supplied with numerous streams containing a sufficient bulk of water for all necessary purposes, but as in other, and in fact all, mining countries are apart from the ravines containing the metals. * * * * *

The agricultural resources of the northern slopes of the San Juan and La Plata are comparatively small and occupy a region of country distant from the metalliferous region of nearly seventy miles.

* * * * * * *

There are a few small valleys on the Unka Weep and Dolores which offer inducements for the establishment of settlements, but the larger part of the tillable grounds are confined to the valleys of the Eagle Tail and Un Compadre rivers. These also have numerous mesas or high table lands, the greater portions of which are sterile, bearing little else than artemisian and sage. Salt springs and alkaline pools, composed of carbonates of soda and potash, abound throughout a large portion of the country skirting these rivers, and numerous canons and gorges interrupt their course.

The foot-hills of the mountains which descend on either side occupy an elevated position and contain a large number of parks well supplied with nutritious grasses, besides which are immense forests of pine timber and groves of aspen. The alluvial bottoms of the streams are very rich and well adapted for agricultural pursuits, many of which are natural meadows of mixed grasses, comprising clover, timothy, herds and blue grass, flax, oats and barley.

It is barely possible that the present scope of country suitable for agricultural purposes is of sufficient area to support the mining population which will at an early day occupy the northern slopes of the San Juan and La Plata and the Elk Horn mountains; and it may be a matter of importance for the future to test the practicability of bringing the table lands under a state of cultivation by such means as are within our reach; that these plains may be made productive at a small expense, is beyond question. * * * *

The area of this mining region will give profitable employment to 500,000 souls who must draw their subsistence from some source, and thus these desert plains, as time progresses and the mines are developed, will, from the force of circumstances, be made to bloom as a garden. There are but few remains of ancient settlements near the La Plata mountains, and these are confined chiefly to the *Rio de Nueva Sallados de los Dolores*. The most noted of these is called Asuncion, and supposed to be the ancient towns of the Jutas, Tabeguachis, one of the Apacheria. Here traces of *acquias* for irrigation are seen, and near the head of the stream appearances of former washings for gold are observed in a number of places.

It is probable that the Spaniards may have worked some of the mines of the La Plata. A trail leaves Asuncion, leading up the Dolores to the salt pyramid, and across the divide between Silver Creek or the Rio la Plata Plancha, and the Dolores to some narrow ravines within twenty miles of La Plata Peak where it is lost or ends. Here seem to be remains of ancient diggings, but no positive evidences could be found other than occurrence of drift gold in the ravine and the finding of a piece of broken pottery, having an undefinable hyeroglific stamped or etched upon one of its surfaces. After the most diligent search this was the only evidence of the former occupation of the country. Inasmuch as the Taos and San Diego trail passes through these mountains, the Spaniards may possibly have extended their explorations into some parts of the metallic region; but as there is but this one trail leading direct from the Dolores dicoverable, pointing to that direction from the San Luis valley to Asuncion, the supposition is merely conjectural.

The occurrence of hot springs, sulphurous and alkaline, are common in all countries that have been subjected to earthquakes and volcanoes. These are met with in the San Juan range, on either slope, but their frequency is to be observed more upon the northern than on the southern slopes. Their temperature is variable, being from 120° to 180° Fahr., and in one instance near a small volcanic cone, surrounded by a number of extinct craters, the heat was much above the boiling point. The feathers of a grouse was stripped from it by one simple plunge into its waters.

This interesting region of country cannot be fully comprehended in these short extracts from my notes and explorations, but the synopsis thus given is sufficient to show its importance as a mineral region of great wealth, and which at present remains unsought—untouched.

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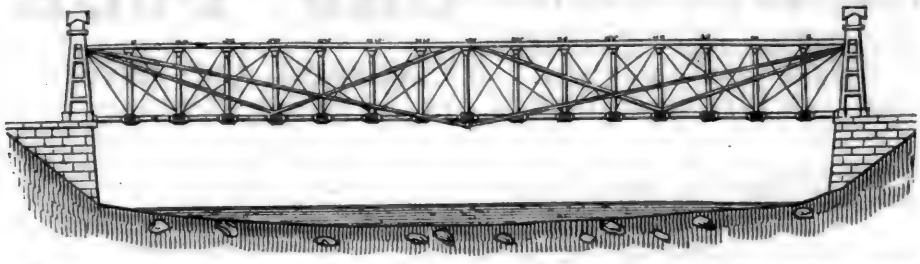
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FOR BOSTON and PROVIDENCE, via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New York every TUESDAY, THURSDAY, and SATURDAY, at 5 o'clock P. M., and the EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY, and FRIDAY, at 5 o'clock P. M., from Pier No. 8 N. R.

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Troy & Albany (with sleeping car), 10 30 p. m.	10 57 p. m.
Poughkeepsie train, 7.15 a. m. and 12 30 & 5.15 p m.	7.37 a. m, and 12.52 and 6.37 p. m.
Peekskill train, 11.30 a. m., and 4 10 p m.	11.52 a. m., 4.32 p. m.
Sing Sing train, 5.30 p. m.	5.52 p. m.
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NEW YORK, HARLEM & ALBANY R. R.

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TRAINS WILL LEAVE Twenty-sixth street Depot:

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For Croton Falls—8.15 A. M., and 5 P. M. (the 5 P. M. train will run Saturdays only, returning leave Croton Falls 5.50 A. M. Monday).

For White Plains—8.15, 10 A. M., 2.30, 4.10, 5 and 6.15 P. M., from White st. depot.

For Williamsbridge—8.15, 10 A. M., 2.30, 4.10, 5, 6, 6.15 and 8.30 P. M.

Croton Falls, White Plains and Williamsbridge trains stop at all stations.

For Dover Plains—4 P. M., stopping at White Plains and stations north to Dover.

RETURNING LEAVE

Albany—9.10 A. M. on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls; also Bedford, White Plains, and Williamsbridge.

Dover Plains—5.45 A. M., stopping at all stations north of and at White Plains.

Croton Falls—5 P. M.

White Plains—6.10, 7, 8.20 A. M., and 12.30, 4.15 P. M.

Williamsbridge—5.30 A. M. and 7.05 P. M.

Croton Falls, White Plains and Williamsbridge trains stop at all stations.

JOHN BURCHILL, Superintendent.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS,** and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.

Cost per hour, 5 cents.

Cost of wicks, chimneys, per year, $4 80.

Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 23 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **21 Nassau st.,** or by addressing

CHAS. W. WELSH,
Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 19, 1863.

The Relations of Astronomy and Magnetism to Commerce and Navigation.

This JOURNAL though popularly known for more than thirty years as the AMERICAN RAILROAD JOURNAL, is nevertheless devoted to other great interests, as its title page shows, among which are those of navigation and commerce. It will thus be found that these two subjects are fully treated in our columns, and their results carried forward from year to year by constant records of their progress and tabulated exhibits. We therefore, are always gratified to record the progress of these sciences which contribute to the safety of navigation and the extension of commerce, even if their direct application is not at first so obvious. Thus we notice with pleasure in a late Montreal Gazette an account of some important scientific arrangements which have been recently made in that city. Before we allude to them more particularly however, we would remark that to astronomy we owe the knowledge to direct the course of ships across the ocean, and to another, that of magnetism, to guide and keep them on their course, no matter whether the skies are clear and the heavenly bodies are visible or not. These two sciences have therefore not only a theoretical but a very practical character, and enable the inhabitants of the most distant parts of the globe to have constant communication and intercourse with each other, to exchange their various products with facility, and to concentrate at any one desired place, the surplus of their industry, and the supplies on which human life and comfort depend.

Men now traverse the ocean with no greater liability to accident than when travelling by land. The storms which vex the seas are just as dangerous on shore, and there is no vehicle which man has ever contrived not liable to destruction. But there are far more remedies for misfortune of all kinds at the present day than ever. And so in navigation our seamen are able to escape many dangers by their superior skill. They have accepted the teachings of science, and boldly launch their barks for the most distant oceans, with full confidence in their ability to cross them in safety; strongly and strangely in contrast with the timid mariner of the classic ages, who scarcely ventured out of the sight of land, and who often doomed by adverse winds to unexpected peril, could only imitate the example of—

"The homeless Lybian on the stormy deep,
—To call upon his country's name and weep."

One of the most important results obtained by the discoveries in magnetism as benefitting navigation is the power to communicate signals from a central point of observation to the coasts of maritime countries, or such prognostics of the weather as will enable navigators to choose the best time for their departure. This is fully practised both in England and France, and the most striking advantages have been realized from the system. In the former country the arrangement has been under the direction of Admiral Fitzroy. Another is the establishment of the magnetic observatories, of which an admirable model has been put in operation in Montreal, equal, we understand, to the best which previously existed in Europe or this country.

Another is the correction of compasses, more than ever necessary since the introduction of iron ships. Still another is the plan of the Time ball, by which the true time of 12 o'clock M. can be given to a whole city, so that there may be an uniformity of movement in clocks and watches.

In Liverpool which is a large commercial city like New York, the Time ball is found highly advantageous to navigators in taking their departure from port, since as is well-known, longitude is now easily obtained through the means of the chronometer. Every hour of a vessels' progress east or west from a known meridian is convertible into longitude with readiness and accuracy.

A few years ago a Time ball was erected in this city for a similar object. Mr. Tileston, a well-known, enterprising, and patriotic merchant, supplied the necessary funds to the extent of seven hundred and fifty dollars. The apparatus was designed and executed by the Messrs. Chester, of this city, and Mr. Hammond, the well-known chronometer regulator, watchmaker and astronomer, of William street, took charge of it. The original intention was to connect it with the Dudley Observatory in Albany, where the mean time of noon, corrected for the latitude and longitude of New York, was to be sent by electricity over the Hudson River Railroad telegraph, where, on the arrival of the current, it was to act upon a magnet in the Custom House, which liberated the ball and allowed it to drop from the mast on which it was poised. The late Gen. Mitchell took a lively personal interest in the success of the project. It was found, however, that the communication could not be made accurately within some seconds, for reasons no way affecting the principle, and Mr. Hammond undertook to give the time from his own observations.

The apparatus however, did not work to his satisfaction. Some part of it frequently gave way, and the project after having had great temporary success was abandoned. But it should by no means be left in this condition. What it requires, to be thoroughly successful, is a modification of the machinery to wind up the ball to the top of the mast, and an annual appropriation to defray the expenses of attendance. The Chamber of Commerce, or the Common Council, or the Department of the Treasury should forthwith provide the means for keeping up this admirable arrangement. But more than this, we should have a regular Magnetic Observatory for scientific pur-

poses not only, but for the advantages of a purely commercial character. The apparatus is very simple, but the results are invaluable. A memorial to this effect was presented to the consideration of the Chamber of Commerce several years since, explaining the nature and objects of such an institution by Mr. Bloodgood, associated with the editor of this JOURNAL, but it was referred to a committee and nothing ever came of it. We hope that the example recently set us by the enterprising and intelligent merchants of Montreal may excite those of our own city to reconsider the subject. The following description of what has been done in this and kindred scientific departments by the former city is exceedingly interesting.

DESCRIPTION OF THE MONTREAL OBSERVATORY.

The principal room is on the first floor, and contains a small library of books used for the different calculations, also barometers, thermometers, anemometer, globes, a telegraph apparatus in connection with the fire alarm telegraph—for the purpose of furnishing correct time to the city.

A single touch of the key causing all the church bells to strike at the hour of noon, also a quadrant and artificial horizon.

Transit Room.—Which is in an unfinished state, contains a transit instrument, chronometer, star maps all used, nautical almanac for correcting the chronometer to mean solar time.

Basement.—In this room more particularly, as also in the general construction of the building, iron has been carefully excluded, and is destined for magnetic observations, containing a dip circle, the one used during the magnetic survey of Great Britain, a declinator and instruments for vibration, and horizontal and total force; besides a small library of books for the calculations, also a barometer, hygrometer and standard thermometer.

Ascending the stairs to the leads—a flat roof—here are rain gauges, dry and wet ball thermometers, solar and terrestrial radiators, drosometer, evaporator, and apparatus for experiments on ozone, also a telescope for observing the sun's spots—possessing a large field. There is also a 3 in. Dolland's Achromatic Telescope on the first floor, the transit room is finished with a revolving dome for the purpose of receiving an equatorial, whenever any good citizen can be found to furnish one; near the entrance is a siesmometer for earthquake phenomena. There is also erected a pole for the purpose of ascertaining the amount of electricity in the atmosphere, and testing a new kind of conducting wire, and also a Whewell's Anemometer.

The observatory is 180 feet above mean sea level.

The observatory is destined only for metorological and magnetic observations, the only astronomical will be the transit of stars, solar spots and eclipses.

The observatory is so placed that a perfect north and south horizon is seen, the mountain not at all obstructing the view.

We believe that important practical results will flow from these observations, and we have no doubt that it is of provincial importance to have a magnetic survey along the whole line of the St. Lawrence below Quebec. It would render the navigation more certain, make the rates of insurance lower, and be the means of saving many lives, for magnetic variation is the fruitful parent of disaster. We believe that this variation is a determinable quantity, and it would be well for the province to have it at all costs determined.

Another and a very important addition might now be made, having a direct bearing on our shipping and commercial interest, that is the erection of a Time ball on the dome of the royal insurance buildings at the wharf, similar to those which exist in different seaports, and which would furnish time to the ships in port; this might be nnected by telegraph with the observatory.

Petroleum.

The all absorbing question at present, among those who are interested in the oil trade, is in relation to the duration of the supply of petroleum from the valley of Oil Creek, and whether the present amount of daily flow will be materially increased. At the present time, when a 1,000 barrel well is struck, the owners become millionaires in an incredibly short time. At six dollars per barrel, which is now the ruling price at the wells, this would amount to the snug little sum of $5,000 per day. A short six or eighteen months has, with a few exceptions, been the average lifetime of the flowing wells. The latter portion of their time of running is also marked by a decrease of at least three-fourths of the original flow. This, and the fact that all the wells struck have proved similar, is what tends to impair the confidence of many.

Such conclusions as the above are doubtless correct, so far as they go. But let us take a look at the reverse of this picture. We can see but little material difference in the amount produced twelve months ago and now. Oil was then selling for eighty to ninety cents per barrel, at the wells. There had been some 550 wells bored upon Oil Creek from the Sherman Well to the mouth of the Creek. The result of the new wells was to about keep up the supply of 7,000 barrels per day. The spring of the present year commenced with increased activity in the line of new wells. The high prices that had ruled the fall previous, caused almost every one who could procure a lease to commence boring a well forthwith. The prevailing idea with many was that, in consequence of so many wells going down, oil would naturally rule very low in price during the season. But the reverse proved the case. At the most unpromising, or what has been so considered previous to this season of the year, oil ruled firm at $3 to $4 per barrel, at the wells, and is now $6 per barrel. —*Oil City Register.*

Sandusky, Dayton and Cincinnati Railroad.

The earnings of this road for the years ending June 30, 1862 and 1863, were as follows:

Earnings:	1862.	1863.
From passengers	$111,938 42	$151,235 46
" freight	278,259 43	411,774 42
" mail	16,080 00	16,080 00
" express	9,344 58	10,662 04
" car mileage	12,959 41	10,063 21
" storage	1,528 59	64 98
	$430,130 13	$599,880 11
Expenses, viz:		
Maintenance of way	$68,348 02	$88,859 14
Do. renewals	18,209 49	41,626 94
Locomotive power	53,542 20	89,264 04
Do. renewals	35,365 52	15,396 82
Machine shop	12,257 21	27,821 23
Train expenses	46,972 77	44,676 70
New Freight Cars	.....	50,790 00
Station expenses	45,668 97	63,830 69
Office expenses	33,537 44	42,568 57
General expenses	4,620 39	5,724 31
Taxes	11,109 69	13,058 00
Loss and damage	1,488 15	1,476 95
	$331,119 85	$484,593 39
Leaving a balance of	$99,010 58	$115,286 72

Of this sum $80,550 have been applied to the principal, and $4,947 58 to the interest of the company's bonds due in 1856, completing the payment of that issue. The remainder has been applied to interest account on maturing securities. The report says:

The final liquidation of all past due obligations —(the floating debt of the company having been extinguished under the arrangement entered into in 1858)—leaves the company's affairs in a better condition than they have been for the past ten years, or since the process of weakening existing securities by the issuing of new ones overlaying the old, based on new works built in the name of outside corporations, was inaugurated. The bonds due in 1875 were issued subsequently to the adoption of this policy, and their holders may not complain at being overlapped by the creation of an outside security superior to their own.

The present, therefore, seems to offer a fair opportunity of capitalizing the various original securities of the Mad River and Lake Erie Company, upon some equitable plan. Several *projets* have been discussed since the partial failure of the programme adopted in 1858. Thus far, none have met the views of all; but it is to be hoped an agreement may yet be effected which will meet the acceptance of interested parties.

A review of the business of the road for the past few years, gives cause to be satisfied with prospects in the future. The company has been freed from its immediate pressing liabilities; the rolling stock and machinery have been largely improved in quality and efficiency; the track has been improved, and about fourteen hundred tons of new and rerolled iron have been laid down within the past year, leaving about four hundred tons of old iron ready for the mills.

Much work remains to be done before our road can be classed as a first class road in every particular. It was the pioneer road in the State, and consequently encountered all the difficulties which beset railway enterprises at that early day. The efforts that have been made to retrieve these errors have not always been successful; but much has been done, and more is within our reach, for the correction of past mistakes.

The receipts from freight the past year have been the largest but one since the opening of the road. As is well known, the passenger business has been on the decrease since 1853, from the loss of through travel. The efforts to retain it by building steamboats and by other expedients, involved large expenditures without corresponding returns. An improvement in the item of passenger receipts from 112,000 dollars last year (the lowest point reached,) to 157,000 the present year, is owing mainly to the development of local travel. Our freighting has improved from the same cause, to wit, a closer attention for the past few years to our local business. The efforts in this direction have been attended with gratifying results, and will be persevered in.

The cash receipts and disbursements during this year ending June 30, 1863, were as follows:

RECEIPTS.

Balance on hand, July 1, 1862	$26,229 44
Receipts from transportation	584,667 12
" lands sold	1,155 00
" stocks and bonds sold	1,329 38
" locomotive sold U. S.	10,500 00
	$623,880 94

DISBURSEMENTS.

Operating expenses, taxes, etc.	$368,139 07
Renewals, as above	107,813 76
Past due bonds—principal	80,550 00
" interest	4,947 58
Sandusky City and Indiana coupons	22,810 55
Coupons under programme of 1858	48 00
Insurance for year 1863–'4	2,250 00
Balance, June 30, 1863	37,321 98
	$623,880 94

The company have 17 locomotives in first class order; 5 second class in serviceable condition, but requiring an estimated outlay of $10,700 to make them first class engines; 3 third class engines, not worth rebuilding, but still in use; 4 rebuilding, requiring an estimated outlay of $6,400 to make them first class; 2 requiring to be rebuilt at an estimated expense of $3,500; 1 has been cut up during the past year and materials sold; 1 in first class order was sold to the U. S. Government. The rolling stock consists of 26 passenger, baggage, mail, express and wood train cars; 254 box freight cars; 47 stock cars; 77 platform cars; and 44 hand cars. Number of

miles run by engines, 418,328. Through freight transported, 54,817 tons; way freight, 125,380 tons.

CONDENSED BALANCE SHEET.

Railway	$3,195,994 00
Stations	790,874 37
Rolling stock	595,400 00
Bonds of the company 1875	81,000 00
Bonds and stock of other companies	23,865 00
Bills receivable, etc.	1,865 74
Materials on hand	46,162 63
Cash	36,669 20
" in New York and Boston	652 78
Post office department	2,221 99
Freight balances	29,659 36
Ticket "	17,893 21
Balances due from sundry parties, uncollectable or offset by claims.	21,948 93
Springfield and Columbus Railroad.	74,118 04
Boats	158,503 02
Insurance	2,250 00
Profit and loss	322,009 51
	$5,401,087 78
Capital stock	$2,697,090 00
Second mort. bonds due in 1866	997,000 00
Third " " 1875	1,000,000 00
Dividend bonds due in 1860-'62	69,500 00
Six per cents due in 1878	422,324 61
Dividends of 1850-'51-'52, unadjusted	7,778 50
Bills payable	7,800 00
Balance of earnings account	145,573 65
Pay rolls for June (since paid)	23,834 12
Due for wood, ties, etc. (part paid).	24,186 90
Taxes, six months' proportion	6,000 00
	$5,401,087 78

President.—O. FOLLETT, Sandusky, O.

Directors.—T. A. Neal, I. M. Spelman, John P. Yelverton, Elisha C. Litchfield, E. P. Williams, R. M. Pomeroy, Wm. Wilshire, J. Harshman, S. A. Winslow, O. Follett.

State Directors.—I. S. Gardner, R. W. Shawhan, Rice Harper.

Secretary and Treasurer.—L. H. LATHAM.

Superintendent.—HARVEY RICE.

Railroad Companies.—Assignment of their Corporate Powers.

AN ASSIGNMENT OF THE ROLLING STOCK AND REVENUES OF A COMPANY IS NOT A TRANSFER OF ITS CORPORATE ENTITY OR PROPERTY. PATENT BRAKES—USE OF THE SAME BY THE ASSIGNEE.

The complainant, Asahel Emigh, brought this action, as the assignee of the State of Wisconsin, of a patent right issued to Francis A. Stevens, for a combination and arrangement of levers, link rods, and shoes or rubbers, whereby each wheel of both tracks of a car on a railway is retarded with uniform force when the brake is put in operation, against Selah Chamberlain, for operating or causing to be operated, the La Crosse and Milwaukee Railroad in the State of Wisconsin, by the use of cars with the improved brakes.

It appears that the company had purchased the right to use the brakes of F. A. Stevens. Subsequently they mortgaged or assigned the use of the rolling stock and the revenues of the company to the defendant, for the purpose of paying a debt due from the company to the defendant, and other defined objects. The defendant continued to use the patent brakes in question, and the plaintiff then sought to recover against him for the use of the same, on the ground that Stevens had imparted the right of use to the company only, and not to the company's assignee.

The questions to be determined involved the nature of the assignment of the company to the defendant, and the powers confered upon the company by Steven's license to use the brakes upon their road in the State of Wisconsin.

The case was determined by the District Court of the United States for the District of Wisconsin, which court now held that the defendant used the brakes as the agent of the company, and not as a purchaser; and his use of them, in the name of the company, was exclusive, in the meaning of the license. The court dismiss the complainant's Bill. The following is the opinion in full delivered at the decision of the case.

MILLER J.—The complainant, as the assignee for the State of Wisconsin, of a patent right to Francis A. Stevens for a combination and arrangement of levers, link-rods, and shoes or rubbers, whereby each wheel of both tracks of a car on a railway is retarded with uniform force when the brake is put in operation, brings this bill against defendant for operating, or causing to be operated, the La Crosse and Milwaukee Railroad in this state, by the use of cars with the improved brakes. The defendant set up a deed from the Patentee, Francis A. Stevens, given previous to complainant's assignment, to the said railroad company, whereby, in consideration of six hundred dollars to him paid in full satisfaction, he licensed and conveyed to the company the full and exclusive right and liberty of using the said improvement on any or all of their own cars, over any part of their road. Defendant further shows that, by an instrument of writing called by him a lease or mortgage, the company granted to him, for an indefinite time, its entire railroad and road route, together with right of way and depot grounds, and all buildings and property of every description, including the rolling stock. He to operate the road and receive all the revenues, and out of them defray all expenses of operating the road, purchasing additional rolling stock, paying interest of liens, and the residue to apply towards a claim of his own against the company. And when his claim should be paid, either by the company, or out of the revenues of the road, the property to revert to the company. The company was using the patented improvement upon the cars that passed to Chamberlain, and which he continued to use. Chamberlain, after operating the road for some time under the deed of the company, was superseded by an order of this court appointing a receiver.

The assignment to complainant excepts the license to the company. Whether Stevens would be the proper person to claim damages is not made a question by the pleadings. Can the complainant require defendant to account to him, is the only question submitted.

The deed of Stevens to the company licenses and conveys the full and exclusive right of using the improvement on their own cars. There is no power granted to the company to rest the right in any person, by conveyance or otherwise. It is simply a license.

In order to test the right set up by the defendant, we must bear in mind that the railroad company is incorporated by a law of the state, and to such Stevens made the license, and as such the company made the assignment to defendant. The duties imposed upon the company by its charter, were not fulfilled by the construction of the road. Important franchises were granted the company to enable it to provide the facilities to communication and intercourse required for the public convenience. Corporate management and control over these were prescribed, and corporate responsibility for their insufficiency was provided, as a remuneration to the community for the legislative grant. The corporation cannot absolve itself from the performance of its obligation without the consent of the legislature. Defendant could only operate the road under and subordinate to the charter of the company; and not he but the company is responsible for the performance of all the corporate duties to the public. He only could perform those duties in the name of the company. The franchises of the company were not, and could not be vested in him. He was nominally substituted for the company in the active use of the road and property.

The corporation as a creature of the law, must use the franchises granted it by means of officers of its own appointment, either directly or indirectly.

It is contended on the part of the complainant, that defendant was a mortgagee in possession, and as such, he held under a title, in the nature of a conveyance from the company. This court has uniformly considered the rolling stock of a railroad company as a fixture not liable to levy and sale apart from the realty. And we have placed liens by mortgage of those companies on the same footing as of individuals. In this State the mortgagor is the owner of the premises, until a sale is made in pursuance of a decree of the court. The note and mortgage are choses in action. The morgagor may put the mortgagee in possession of the mortgaged premises until the debt is paid by receipt of rents and issues; but the mortgagee would not hold adversely to, but under the mortgagor.

Technically, the deed under which defendant held possession of the road, was not a mortgage. The defeasance does not make it a mortgage; as, without it, the company would have the equitable right to regain possession upon discharging its debts to defendant, and to require him to account. The deed is an assignment of the revenues of the road to a preferred creditor, with the privilege of using the road and property of the company for the mutual interest of the debtor and creditor. The rolling stock and the road, at the date of the assignment to defendant, were subject to mortgagee, whose accruing interest he became obliged to pay out of the revenues of the road. If he replenished the stock, he did so from the same source. The company being insolvent, devised the scheme of placing their property in the hands of defendant, for the purpose of completing the road to La Crosse, of paying the annual interest of liens, and of satisfying his claim.

Although this court pronounced the arrangement fradulent and void as to creditors, yet it was valid between the parties, and this suit can be defended under it. The deed to defendant is not a conveyance of the property. The rolling stock was the property of the company in defendant's hands. It might as well be claimed that the receiver appointed by this court should account for the use of the patented improvement, which, I presume, will not be pretended. The receiver holds the property of the company for the benefit of its creditors. Defendant did so with the con-

sent of the company, for the same purpose. In both cases, the company is the owner of the cars with the patented improvement attached. The company did not divest itself, by its deed to defendant, of its corporate entity or property.

Defendant is to be viewed in the light of an agent and trustee. He was a mere substitute for the company, and his use of the cars was the same as that of the company, and exclusive as to third persons or other interests in the meaning of the license.

The bill will be dismissed.

Milwaukee and St. Paul Railway Company.

The Milwaukee and St. Paul Railway Company was organized May 5, 1863, and is the successor, by purchase, of the late La Crosse and Milwaukee Railroad Company, the Milwaukee and Western (commonly called the Watertown) R. R. Co., the Milwaukee and Horicon R. R. Co., and the Ripon and Wolf River R. R.

The property embraces 233 miles of main track of road, equal to any first-class single track railroad in the country. The Company have purchased the iron for, and are building 28 miles additional road, from Columbus to Portage, thus making them the owners in fee of a through and complete line of road, from the city of Milwaukee, on Lake Michigan, to La Crosse, on the Mississippi River. They have a branch extending from Watertown to Sun Prairie, which is within 12 miles of Madison, the capital of the State; this 12 miles, when finished, will make the distance by this route about 20 miles less than by any other route from Milwaukee to Madison. They have, also, a branch extending from Horicon to Berlin, and from near Ripon to Omoro, on the Fox River. The Company operate 95 miles, from Milwaukee to Portage, under orders of the United States District Court, accounting to that Court for its use. The Company operate, in all, 346 miles of railroad —28 miles of which are in process of construction; they own, absolutely, nearly all the rolling stock and equipments in use on the whole line of road, embracing—43 locomotives; 29 first class, and 6 second class, passenger cars; 11 baggage and express, 662 covered, 132 platform, 11 rubble, and 86 hand cars, valued at $1,200,800. Used by the Company as follows:

* *Main Line.*—31 locomotives; 19 passenger, 6 second class and baggage, 3 baggage, 3 mail and express, 448 covered freight, 6 caboose, 76 platform, 48 hand, and 8 rubble cars.

Horicon Division.—5 locomotives; 3 passenger, 2 baggage, 1 caboose, 89 covered freight, 40 platform, 6 hand, and 3 rubble cars.

Watertown Division.—7 locomotives; 5 passenger, 3 baggage, 125 covered freight, 16 platform, 15 gravel and 32 hand cars.

The cost of building the 28 miles of road is contracted at a price which will not exceed $394,000. $49,000 duties, and the freight on iron, are required to be paid in gold, the price of which will increase or diminish the cost of the road.

To pay for said 28 miles, the Company have $200,000 in mortgage bonds, which amount is embraced in the $4,600,000 below named; the balance of the cost will be paid for from the sale of stock, if a satisfactory price can be had therefor, otherwise it will be paid out of the earnings of the road.

The building of the 28 miles, from Columbus to Portage, removes the only known objection to the Company receiving a patent for the lands donated by Congress to aid in constructing this line of road. Upon finishing this 28 miles, the Company will be entitled to receive about 460,000 acres of land. This claim to lands, and all the Company's title thereto, is covered by the mortgage; and the whole proceeds from sales of lands are mortgaged as and for a sinking fund, for the payment of the Company's mortgage bonds, at their market price.

The lands are deemed well worth the Government price, $2.50 per acre; at that price they will reduce our mortgage debt about $1,000,000. The real value of the lands is variously estimated—some competent persons value them at a price which will cancel the whole mortgage debt of the Company.

It is fully believed that, with prudent and economical management, the Company are now earning sufficient to pay a dividend on the whole present cost of the road—$8,144,138.

The future railroad connections of this Company are full of promise. The Winona and St. Peters road is under contract to responsible parties west from Winona to Owatonia, 88 miles. The Minneapolis, Farribault and Cedar Valley Road is in process of construction, by able and responsible parties, from Owatonia to Minneapolis, 70 miles. The St. Paul and Pacific road is in operation for 17 miles north, and within thirty days will be extended to Anoka—30 miles—and is under contract, and will be completed within a short time to Watarb, 80 miles.

A company of English capitalists have recently bought all the rights and property of the Hudson Bay Company, at $35,000,000. It is understood that the new company expect to make their profits by developing and settling up the country; that their unemployed capital is very large; that to induce immigration, they are to build an extensive system of railroads—to do which they must first build northerly in our country to Pembina, either from the northerly terminus of the St. Paul and Pacific road or from Superior City. In either event, their supplies, emigrants, and equipments are likely to be transported over the Milwaukee and St. Paul Railway. If but a small part of the expectations of this English company are realized, the Milwaukee and St. Paul Company will have business enough from this source alone to pay reasonable dividends.

The Company owe no floating debt, and have no other liabilities than its mortgage bonds and the income bonds below named.

The mortgage covers the entire property of the company of every nature and kind, and the mortgage bonds are all similar in form and equally secured upon the whole line of road.

It is probable, at some future day, the Company will acquire the absolute ownership of the ninety-five miles now operated by them under the orders of the United States Court; in which event, the mortgage contains a provision that it may be enlarged $2,000,000, and the Company are authorized to issue $750,000 additional of preferred stock, and $1,000,000 of common stock.

The amount of the preferred or common stock below named is liable to be increased about $200,000 for building the road from Columbus to Portage, and about $289,000 to pay or retire the income bonds.

Present cost of road and entire property (261 miles) $8,144,138,=$31,203 per mile.

Divided as follows, viz.:

		Per mile.
1st and only mort., 7 p.c. 30 y'rs.	$4,600,000	=$17,624
Income bonds	289,138	
Preferred stock, 7 per cent.	2,255,000	
Common stock	1,000,000	
Total cost	$8,144,138	=$31,203

Earnings and operating expenses Milwaukee & St. Paul Railway Main Line—200 miles.

	Earnings.	Expenses.	Per cent.
1856	$517,948 24	$203,684 35	40
1857	540,423 68	199,385 23	37
1858	492,453 80	248,329 12	50
1859	665,493 56	407,997 56	60
1860	756,475 75	426,895 84	56
1861	1,070,821 86	640,218 45	60
1862	1,095,046 48	652,137 54	59

Articles of Association of the Purchasers of the La Crosse and Milwaukee Railroad Company, to organize a Corporation under the Statute Laws of Wisconsin, under the name of the Milwaukee and St. Paul Railway Company.

Whereas, that part of the La Crosse and Milwaukee Railroad and the property, real and personal, described in the mortgage deed made by that Company to Greene C. Bronson, James T. Soutter, and Shepherd Knapp, dated December 1, A. D. 1856, in trust to them to secure the payment of the indebtedness therein named, and also described in a deed, executed by the same parties, supplemental to the mortgage deed, in trust, last above named, and dated Jan'y 28th, A. D. 1858, both of which deeds are recorded in the office of the Secretary of State for the State of Wisconsin, and copies thereof are on file in the District Court of the United States for the District of Wisconsin, in the case of Bronson, Soutter and Knapp, trustees, complainants, against the La Crosse and Milwaukee Railroad Company and others, defendants, to which copies, records, and files reference is here made for a more particular description of the property, real and personal—has been sold in pursuance of certain foreclosure proceedings had in the United States District Court for the District of Wisconsin, on the complaint of said Greene C. Bronson, James T. Soutter, and Shepherd Knapp, trustees, under said mortgage deed of trust made by the said La Crosse and Milwaukee Railroad Company, dated December 31st, A. D. 1856, and of a certain supplemental mortgage deed of trust, executed by the same parties, and dated January 28th, 1858, to the records of which Court, and to the proceedings had therein in said action, reference is here made for a more full and particular statement thereof.

And whereas, the undersigned have purchased said road at said sale, and all its property, real and personal, franchises, as described in said deeds.

Now, therefore, be it known that we, the undersigned, purchasers as aforesaid, being desirous of forming a corporation, under and by virtue of the laws of the State of Wisconsin, do hereby associate together for that purpose, and do hereby declare the following to be the certificate or articles of association, and we execute the same in duplicate, to the end that one may be filed in the office of the Secretary of State for the State of Wisconsin, and the other to remain in the records of our

* The rolling stock on the Main Line is owned jointly by the Milwaukee and St. Paul Railway Company, and the creditors of the Eastern Division of the late La Crosse Railroad Company, in the following proportions, viz.:

Milwaukee & St. Paul Co.		Creditors E. D.	
Locomotives	87½ per ct.	12½ per ct.	
Covered freight cars	74 "	26 "	
Passenger "	95 "	5 "	
Baggage & mail cars	100 "		
Platform & caboose "	100 "		

corporation, as a record of our corporate rights, privileges, and immunities.

First.—Our corporate name shall be the "Milwaukee and St. Paul Railway Company."

Second.—The number of Directors shall be not less than nine or more than thirteen, and each Director, from and after ninety days from this date, shall own at least one hundred shares of the capital stock of this corporation: and if, at any time, any Director shall cease to own such amount, he shall be disqualified from being such Director, and his office shall be from thenceforth vacant.

For the first year, and until others are chosen in their place, the following persons are the Directors: Isaac Seymour, N. A. Cowdrey, Horace Galpen, David M. Hughes, William Gould, Frederick P. James, George Smith, all of New York; Asahel Finch and William H. White, both of Milwaukee.

Third.—Our capital stock shall not exceed, except as hereinafter provided, $4,200,000, divided into 42,000 shares, which said shares shall be subdivided as follows:

An amount not exceeding $3,450,000, or 34,500 shares, shall be set apart and designated as "Preferred stock," and the full sum of $100 per share we hereby declare and acknowledge to be paid thereon, except on so much of this class as is hereinafter designated as "Scrip preferred stock;" and on this scrip stock, we hereby declare and acknowledge the sum of one dollar per share to be paid.

The balance of said capital stock of $750,000 or 7,500 shares, shall be designated as common stock; and we hereby declare and acknowledge the full sum of one hundred dollars per share to have been paid thereon.

Of the said $3,450,000 preferred stock, an amount not exceeding $2,200,000 at par, or 22,000 shares, shall be set apart and designated as "Scrip preferred Stock;" the scrip preferred stock here named, or hereafter named, shall not, at any time, exceed the amount of outstanding mortgage bonds hereinafter named.

The scrip preferred stock shall not be subject to any assessment, and shall entitle the person, in whose name it stands upon our books, to all the rights and privileges of other stockholders, except that it shall not entitle the holder to any dividend, or other profit or increase from the income or assets of this Company.

It shall be issued in certificates of five and ten shares each, and shall accompany each mortgage bond of the Company.

The holder thereof shall have the right, at any time within ten days after any dividend shall have been declared, and become payable on the preferred stock, to make the scrip preferred stock attached to his bond full paid stock, upon the surrender to the Company of the mortgage bond named by its number in his scrip certificate, and bond he shall be entitled to receive therefor the same number of shares of preferred full paid stock, and entitled to dividends.

The said preferred stock, except said scrip stock, shall be entitled to a dividend of seven per cent. per annum, from the net earnings of each current year, after payment of interest on all the mortgage bonds, if the Company earn so much during the current year, and before the payment of dividends to any other class of stockholders; but the Company may reserve a reasonable working capital or surplus, before the dividend shall be declared or paid on said preferred stock, which surplus shall not exceed, at any time, the aggregate sum of $250,000, over and above the floating or unfunded debt, and the accrued interest on the mortgage bonds. If the net earnings of the Company are not as much as seven per cent. in any one year, then the said preferred stock shall receive, for that year, a dividend of whatever the said net earnings are, after the payment of interest on the mortgage bonds, and the reasonable reserve for a working capital as above described. Said preferred stock shall not have any claim upon the earnings of any other year, for the non-payment of dividends of any preceding year.

And whenever the Company earns sufficient, over and above the payment of interest on the bonds and the reserve above named, to pay a greater sum than seven per cent. on said outstanding preferred stock, and seven per cent. on the common stock, then the said preferred stock shall share *pro rata* with the common stock in such earnings.

Fourth.—The Directors of the Company shall have power to increase the said capital stock, as follows, viz.: To acquire, by purchase or otherwise, either the road and property now known as the Eastern Division of the La Crosse and Milwaukee Railroad Company—or any bonds secured by mortgage thereon—the sum of $4,000,000, which shall be subdivided as follows, into the Preferred Stock named in the Third Article hereof, and in addition thereto, and as a part thereof, $2,750,000 or 27,500 shares, of which $2,000,000, or 20,000 shares, shall be designated as scrip preferred stock of the same class, and to be issued and used in the same manner as is provided in the Third Article hereof. The balance of said $4,000,000 increase—$1,250,000, or 12,500 shares—shall be in addition thereto, and as a part thereof, of the common stock, as provided in said Third Article.

And if, at any time, the Directors deem it for the best interest of this Company to acquire, by purchase, or otherwise, the road and property not known as the Milwaukee and Western Railroad—commonly called the Watertown Road—or any bonds of said road secured by mortgage thereof, then, and to that end, and for the construction thereof from Columbus to Portage, and for other uses of the Company,—the Directors are hereby authorized to increase the capital stock, and to issue the like amount of bonds, preferred stock, scrip stock, and common stock, as named in the previous paragraph of this article and in addition thereto.

And if, at any time, the Directors deem it for the interest of this Company to acquire, by purchase or otherwise, the road or property now known as the Milwaukee and Horicon Railroad—or any bonds of said Company, secured by mortgage of said road—then, and to that end, the Directors are hereby authorized to increase the capital stock, and to issue it in addition to the amounts previously stated, as follows, viz.: of the preferred stock, $800,000, or 8,000 shares, of which $400,000, or 4,000 shares, shall be designated as scrip preferred stock, of the same class, and to be issued and used in the same manner as is above provided; and to issue of the common stock, $250,000 or 2,500 shares.

If at any time the directors deem it for the best interest of this Company, to acquire, by purchase or otherwise, the road or property of any railroad company, connecting with the railroad of this Company, and which they are now, or hereafter shall be, authorized by the laws of Wisconsin to consolidate or join stock with; then, and to that end, the directors of this Company are hereby authorised to increase and issue either or both classes of its capital stock, in addition to the amounts above provided, to an amount not exceeding the gross amount of the capital stock of the company acquired, consolidated, or joined stocks with.

Fifth.—This corporation shall have all the powers, privileges, and immunities of railroad companies under the laws of Wisconsin; and especially to sue and be sued, to acquire, use, and sell, bargain, lease, and convey all kinds of property, real and personal, necessary or convenient to operate, use, and maintain said railroad, or the part or the whole of any other railroad hereafter acquired by them within the State of Wisconsin. To make any by-laws for the government and management of the corporation, or its officers, not contrary to the laws of Wisconsin, or of the United States. To make, have, and use a common seal, and the same to alter and renew at pleasure. And the said corporation is hereby invested with all the powers, privileges, and immunities, which are necessary or convenient to carry into effect the purposes and objects of this corporation as herein expressed.

The said corporation is hereby authorized to take, transport, and carry property and persons by railway, by force and power of steam, or of animals, or of any mechanical or other power, or of any combination of them, which said Company may choose to apply, and from any part of the city of Milwaukee to the Mississippi river, and to and across said river, and to and from all intermediate places. They are also authorized and empowered to lease, buy, purchase, receive, hold, use, sell, and convey all the property and franchises, furniture, and equipments, real and personal, of the La Crosse and Milwaukee Railroad Company, the Milwaukee and Minnesota Railroad Company, the Milwaukee and Western Railroad Company, the Milwaukee and Horicon Railroad Company, or of any other railroad company to which either of the above-named companies is or may be a successor; or with which this Company may join stocks, or consolidate with, also the capital stock of either of them, and any or all mortgage bonds, or other evidences of debt made by either of them, and when purchased by this Company, they shall have all the legal and equitable rights that the holders thereof had before their sale to this Company.

Also, to support, maintain, hold, use, sell, and convey, one or more steam ferry-boats, to be used on the Mississippi river.

Also, to purchase, hold, use, sell, and convey, upon this line of railway or elsewhere, any materials, engines, cars, steam ferry-boats, or any other property, real or personal, necessary or convenient for this corporation, and for their use in transporting persons and property, to purchase, receive and hold, and to sell and convey such real estate as may be necessary and convenient in accomplishing the object for which this Company is incorporated.

This Company shall also have all the powers, rights, privileges, and equities which are or were had by the La Crosse and Milwaukee Railroad Company, to acquire, receive, hold, bargain, sell, and convey lands; and they shall also have power to purchase, acquire, receive, hold, bargain, grant, sell, and convey all or any part of the lands, or the appurtenances thereto, which have been heretofore, or shall hereafter be, granted or donated by the United States to the State of Wisconsin, to aid in the construction of railroads in that State, or by either of them to aid in building the road of this Company, and also all rights, equities, or things whatsoever pertaining to said lands; and also to have, hold, bargain, and sell all claims, demands, or equities to said lands, against the United States, the State of Wisconsin, or against any and all persons or corporations whatsoever.

Also, to fix, regulate, and receive the tolls and charges by them to be received for transportation of persons or property.

The said corporation shall have power to build and construct any new line of railway necessary or convenient in straightening the old line, or in extending it so as to conform to the requirements of the charters of either of the companies herein named, or with the law of the State of Wisconsin, and to build or extend their line of railway in such a manner and form, and to such place or places, now or hereafter authorized by law, as the Directors deem for the best interest of the Company, but no expenditure shall be made for this purpose, unless it is from the surplus earnings of the Company, after providing for the payment of interest on all its mortgage debt, then outstanding.

Sixth.—The Corporation shall have power to issue bonds in some of $500 and $1,000 to an amount not exceeding two million two hundred thousand dollars, unless the Company shall purchase or acquire either the said Eastern Division of the La Crosse and Milwaukee Railroad or some or all of the bonds which are a lien thereon, known as first mortgage Eastern Division, City of Milwaukee mortgage, or the second mortgage so called of said Eastern Division, in which event the Corporation is authorized to issue an additional

amount of said bonds not exceeding two million of dollars, and unless the Corporation shall purchase or acquire either the said Milwaukee and Western Railroad (commonly called the Watertown Road) or some or all of the bonds which are a first lien thereon, and shall build or undertake to build or extend said road from Columbus to Portage, in which event the Corporation is authorized to issue an additional amount of said bonds not exceeding two millions of dollars, and unless the Corporation shall purchase or acquire either the Milwaukee and Horicon Railroad or some or all the bonds which are a first lien thereon, in which event the Corporation is authorized to issue an additional amount of said bonds not exceeding four hundred thousand dollars. All of said bonds shall bear an interest of not exceeding seven per centum per annum, the principal and interest payable in the city of New York, the interest semi-annually, the principal within thirty years from date; they shall also contain a provision that if the Company make default in the payment of interest, or in the application of the Sinking Fund, as hereinafter provided, for six months, the principal shall thereupon become due, without demand or notice. The said Corporation shall have power to secure the payment of all of the bonds above authorized to be issued, by a mortgage or trust deed upon this franchise, and all the real and personal property of the Company, now owned or to be hereafter acquired by them, and to embrace the entire corporate property, and all its franchises and privileges.

The mortgage shall also contain a provision for a sinking fund for the payment of said mortgage bonds, by which the new Company shall obligate themselves to pay to the trustees of said mortgage bonds all such sums of money, less the expenses of sales, as shall be derived from the sale of any lands which may have been or shall hereafter be donated or granted by either the United States or the State of Wisconsin, to aid in building this road, or that shall in any manner be acquired by this Company. And said lands shall be fairly and equitably valued and classified by the Company, or by such persons as they together shall appoint; and upon sale of said lands, said mortgage bonds may be received at par, and accrued interest in payment therefor, and the bonds thus received in payment shall be immediately cancelled. The Company shall keep a proper registry or account of all the bonds thus paid by them, and the number or amount of bonds thus cancelled shall be reported by said Company to the stockholders, at each annual meeting, and said bonds shall be presented and shown at said meeting. And said trust deed shall contain all other reasonable and proper provisions for making said lands the most productive and available to the Company, as a sinking fund for the payment of said bonds.

The bonds secured by said mortgage shall be convertible, at the option of the holder, into the preferred stock, at any time within ten days after any dividend shall have been declared and become payable on said preferred stock.

The said mortgage deed and bonds shall be signed by the president, or vice-president, and secretary, and the seal of the Company shall be affixed thereto.

And except as herein expressly provided, the corporation shall have no power or authority to mortgage or otherwise encumber their property, real or personal, unless the assent in writing of a majority in interest of the owners and holders of all the capital stock issued by said corporation shall be first had and obtained, authorizing the same, and no assent shall be taken from agents, or by proxy, unless the power of attorney held by the agent or proxy shall expressly authorize such assent.

And in the event of this Company acquiring the said Eastern division of the La Crosse and Milwaukee Railroad, the said mortgage or trust deed, shall also contain a provision requiring so many of the mortgage bonds above authorized to be issued as are reserved for the payment of the first mortgage Eastern division, to be cancelled from time to time as the present sinking fund on that mortgage shall have cancelled of that mortgage.

The said mortgage, or trust deed, may also contain covenants and agreements authorizing the bondholders to vote in all stockholders' meetings as follows: each one hundred dollars of the principal of the outstanding bonds shall be entitled to one vote; and giving the bondholders the same *pro rata* voice in the management of the Company with, and as if they were stockholders to the amount of their bonds.

Seventh.—The immediate government and direction of the affairs of the Company shall be vested in a board of not less than nine nor more than thirteen directors; and after the period for which the present directors are designated expires, said directors shall be chosen by the stockholders of said Company by ballot, at their annual meeting in each year, and shall hold their office until the next annual meeting of the Company, or until others are duly elected, and qualified to take their places as directors.

The preferred stockholders shall elect the directors until a dividend shall have been earned, declared, and paid on the common stock, and, until then, the common stockholders shall have no vote or voice in the election of directors.

The said directors shall elect one of their number president of the board, who shall also, by virtue thereof, be president of the Company, and shall also elect a vice-president from one of their number. They shall also appoint a secretary, and such other officers or agents as the necessity or convenience of the Company requires.

A majority of the directors of the Company shall constitute a quorum to do business; a less number may adjourn from time to time.

In all meetings of the stockholders of said Company, each share shall entitle the holder thereof to one vote, which vote may be given by said stockholder in person, or by lawful proxy. But this shall not authorize a common stockholder to have a vote for the choice of directors until a dividend has been paid on the common stock, as above provided.

In case it shall so happen that an election of directors shall not be made on the day appointed for that purpose, said corporation shall not for that cause be dissolved, but said election may be had on any day to which the stockholders shall adjourn, or which shall be appointed by the directors. And said directors shall have power to fill any vacancy which may occur in their board by death, resignation, or otherwise. Also to add to their number so as not to exceed thirteen in all.

The said directors shall have power to make and prescribe such by-laws, rules, and regulations as they shall deem proper and needful, touching the disposition and management of the stock, property, estate, and effects of said Company, the transfer of shares, the duties and conduct of their officers, agents, and servants, and all matters whatever which may appertain to the concerns of said Company, not contrary to those established by the stockholders, or to this act, or to the laws of the State of Wisconsin, or of the United States.

Also, to petition and apply for any law of the State of Wisconsin, in alteration hereof, but such law shall contain a clause requiring the same to be submitted to the stockholders for approval, upon which the validity of any alterations hereof shall depend.

Eighth.—The signing of this certificate or articles of association is hereby declared to be a special meeting of the stockholders, and a vote, and the assent of the stockholders to borrow money, and to mortgage the road for the amount, as above set forth, and also to be a waiver of any notice required of the meeting on that subject.

Ninth.—The certificates of stock issued by this Company, shall, upon their face, be made subject to all the terms and conditions of these articles of association.

Tenth.—Upon the dissolution of this corporation, after the payment of all its debts, the remaining assets shall be divided among the different classes of stockholders, according to their preferences, that is to say, the preferred stock, except the scrip stock, shall be first paid in full, and the balance divided among the common stockholders *pro rata*. But this corporation shall not be dissolved by any act of the Company, without an affirmative vote of two-thirds of each class of stockholders.

Eleventh.—These articles of association may be modified, altered, or amended, at any annual or special meeting duly called, at which a majority in interest of each class of stockholders shall be present, and voting in the affirmative. But no stockholder shall become liable to pay any money by any such action, unless he shall have voted therefor or assented thereto.

Twelfth.—Annual meetings of the stockholders for the choice of directors shall be held in the State of Wisconsin, in the month of June in each year after 1864, which meeting shall be called by the directors, who shall specify the time and place for holding the same. And at least thirty days previous to each annual meeting, the directors shall send through the post-office to each stockholder, to the address as shown by the Company's books, a full and specific statement of all the business, acts, and doings of the corporation up to the 1st day of January preceding.

Witness our hands at the city of Milwaukee this 5th day of May, 1863.

WM. WALLACE PRATT.
WM. H. WHITE.

Peninsula Railroad.

From parties from Little Bay de Noc, we learn that the Peninsula road is being pushed forward with great energy, that from 800 to 900 men are at work on the grade and in getting out the ties. Several cargoes of the iron have arrived at Sand Point. It looks as if the promise made that at least twenty miles of the road would be completed before winter would be more than fulfilled.

It is found much less difficult to obtain labor over there than here, for the reason that it is much nearer the populous towns and cities on Lake Michigan, and we predict the completion of the road will have a most healthy effect upon the labor of the whole iron district and also upon that of the copper range, when the connection reaches some point upon it, which will be done in a very few years.

The work at this end of the road is also being prosecuted with considerable vigor.—*Lake Superior News.*

Exports of Breadstuffs.

The annexed statistics of the annual export of breadstuffs for a series of years is from the Circular of Mr. Edward Bill. The export trade of this country, in breadstuffs, to Great Britain and Ireland for the past three years, has greatly exceeded that of any former period, and its importance is duly estimated by all reflecting minds. The tables are made up to the end of the cereal year, and may be relied on for their general accuracy. In addition to the English and continental shipments, the clearances to Mexico, Brazil and other South American ports, the West Indies, British Provinces, etc., for the last year amount to 1,825,143 bbls. flour, 85,174 bush. wheat, 599,894 bush. corn, 283,598 bush. oats, 50,889 bush. barley, 15,374 bush. rye, 134,280 bbls. corn meal, 6,364 bbls. rye flour, and 29,340 bush. peas. This city has shared largely in the foreign business, the total exports of the year to all ports footing up 2,691,033 bbls. flour, 22,899,648 bushels wheat, 10,503,767 bushels corn, 487,672 bushels rye, 283,598 bushels oats, 50,889 bushels barley, 78,909 bushels peas, 6,364 bbls. rye flour, 135,344 bbls. corn meal. The wheat crop of the present year throughout the country is reported to be fully an average one, (although not free from some local injuries,) and has been gathered in good order Of corn the crop is large, but a late severe frost

has injured it in some sections, to what extent is not yet known.

Export of Breadstuffs to Great Britain and Ireland from Sept. 1, 1862, to Sept. 1, 1863.

From	Flour, Barrels.	Wheat, Bushels.	Corn, Bushels.
New York	1,164,119	20,471,460	9,836,826
New Orleans ..	.....	.....	.....
Philadelphia ..	121,927	1,134,318	201,368
Baltimore.....	46,553	306,105	270,074
Boston	46,123	.....	16,088
Other ports ...	100,690	1,255,307	10,000
Total, 1863	1,479,413	23,107,190	10,334,356
" 1862	2,672,515	25,754,709	14,084,168
" 1861	2,561,661	25,553,370	11,705,034
" 1860	717,156	4,938,714	2,221,857
" 1859	106,457	439,010	342,013
" 1858	1,295,430	6,555,643	3,317,802
" 1857	849,600	7,479,401	4,746,278
" 1856	1,641,265	7,956,406	6,731,161
" 1855	175,209	324,427	6,679,138
" 1854	1,846,920	6,038,003	6,049,371
" 1853	1,600,449	4,823,519	1,425,278
" 1852	1,427,442	2,728,442	1,487,898
" 1851	1,559,584	1,496,355	2,205,601
" 1850	574,757	461,276	4,753,358
" 1849	1,137,556	1,140,194	12,685,260
" 1848	182,583	241,300	4,300,226
" 1847	3,155,845	4,009,359	17,157,659
Total, 17 y'rs.	22,983,842	123,098,318	110,315,958

To the Continent, from New York and other Ports, year ending September 1st—

	Flour, Barrels.	Wheat, Bushels.	Corn, Bushels.	Rye, Bushels.
1863	213,579	2,343,314	68,957	435,205
1862	626,672	7,617,472	322,074	1,612,926
1861	142,129	3,452,496	101,145	347,258
1860	49,243	178,031	19,358	.....
1859	51,388	58,845	25,519	.....
1858	303,100	390,428	16,848	13,100
1857	483,344	2,875,653	543,590	216,162
1856	748,408	2,610,079	282,083	1,975,178
1855	7,763	4,972	308,428	35,569
Total..	2,625,626	19,530,290	1,688,002	4,635,398

From Canada to Great Britain and Ireland, via St. Lawrence, years ending September 1st—

	1862.	1863.
Flour, bbls.	617,308	687,986
Wheat, bushels	6,376,905	5,272,377
Corn, bushels	2,016,040	1,578,458
Peas, bushels	822,060	694,999
Oats, bushels	780,756	9,024
Oat Meal, bbls.	7,242	1,020

Atlantic and Great Western Railway.

We would draw the attention of such of our friends as are interested in this undertaking, to the following official notice:—"The main line from Salamanca to Akron is now in active operation. By extension of the rails from Franklin to Titusville, in September, the oil regions will be connected with the main line by a loop of 60 miles—giving control of the traffic east and west. The Cleveland and Mahoning, many years open from Warren to Cleveland, on Lake Erie, has been leased, and a direct entrance into the important harbor of Cleveland has been obtained. Treaties for interchange of traffic with all the leading railways have been made. Mr. Kennard, the engineer in chief and vice president of the Atlantic and Great Western, is actively pushing forward the works, and will reach Cincinnati in October, completing the junction with the Ohio and Mississippi. The Atlantic and Great Western property, before the close of this year, will consist of—the main line from Salamanca to Cincinnati, 438 miles; from Warren to Cleveland, 60 miles; branches, 60 miles; total, 558 miles, through the richest portions of the five Free States of New York, Pennsylvania, Ohio, Indiana and Illinois; and control the only direct route, without change of carriages, between the cities of New York and St. Louis, with an ample supply of rolling stock, entirely new, of the most approved construction, built under the superintendence of Mr. Kennard."—*Satterthwaite.*

Railroad in Buenos Ayres.

We learn by advices that the works of the Southern or Chascomus are likely to be soon commenced. The communication from the Government respecting the recognition of the contract with Messrs. Peto and Betts had been taken into consideration by the Chambers, and in the course of a few days a decree was voted by both Houses authorizing the Government to approve the contract after being examined by professional men, which formality was being complied with. Mr. Hopkins had presented a scheme for the canalisation of a part of the Parana, which will lessen by fifty miles the sailing distance between Buenos Ayres and Paraguay; the project was before the House, and there was every reason to believe it would be favorably received. In relation to Mr. Wheelwright's Rosario and Cordova, the *Buenos Ayres Standard* states—"Men of every shade of politics watch with anxiety the progress of the works of the Great Argentine Central, as it is believed by persons of considerable experience that when that road is open to Cordova our exports will be doubled or considerably augmented. Coal has been discovered in several of the interior provinces. Copper abounds in Cordova, silver in San Juan, and wine and sugar in Mendoza; yet, owing to the enormous freights, none of these valuable products ever find their way to the Atlantic seaboard. The railroad will open up these countries, which as yet consume scarcely any of our English manufactures, simply because, their produce being unsaleable, they have not the wherewith to pay for them. Every exporter or manufacturer has a direct and positive interest in the success of this enterprise, which, if carried out, will plant English shopkeepers at the foot of the Cordillera."—*Herapath.*

Strange Contest about Oil Wells.

On the Story farm, some five miles from this place, are five wells, all within a space of about five acres, viz: The Ladies' Well, which formerly produced 300 barrels per day; the Eicholtz, 350; Dalzell & Ewing, 500 barrels; the Columbia Oil Co.'s well, and Ritchie, Geo. & Co.'s well. These two latter are new wells, and have never flowed much oil. All these wells are evidently connected with each other, for upon pumping one all the rest will pump oil. The Columbia Co.'s well appears to be the key to the whole of these. Upon removing the tubing from it all the rest were stopped, and have been so for some time past.

Numerous have been the efforts made by the different wells to test their individual capacity, but as they are all separate interests, some one of the number would pull up their tubing as soon as the others commenced to work. For several weeks past all the parties have been stripped and ready for the fight. When one well commenced operations, all the rest did likewise. The one failing to get oil as soon as he wished, would pull up the tubing and stop the rest. This state of affairs continues up to the present date, and is what we should consider expensive amusement, as we have to watch over each other all the time. Would it not be better for all parties to compromise the matter in some way, as the locality where these wells are is on the best producing territory on the creek.—*Oil City Register.*

Greek Fire.

The name "Greek fire" is applied to a peculiar compound of bitumen, naptha and pitch, that burns on the surface of, or under water. It is composed largely of what the chemists call "arsenical alcohol," most destructive in its effects, and, in the course of its discharge, emitting a most offensive odor. "Greek fire" has frequently been employed in European wars, but not often in modern times. The secret of its preparation and use was derived from a native of Heliopolis, Syria, about a thousand years ago.

Railroad Earnings—Weekly.

The traffic of the Great Western Railroad for the week ending Sept. 4, 1863, was as follows:

Passengers	$27,095 08
Freight and live stock	21,572 43
Mails and sundries	1,240 86
Total	$49,908 37
Corresponding week of 1862	46,350 04
Increase	$3,558 33

The earnings of the Grand Trunk Railway for the week ending August 29, 1863, were:

Passengers	$31,625 96
Freight and live stock	41,178 15
Mails and sundries	2,800 00
Total	$75,604 11
Corresponding week, 1862	60,080 47
Increase	$15,523 04

The earnings of the Chicago and Alton Railroad for the 1st week of September, 1863, were:

Passengers	$22,977 80
Freight	26,260 03
Sundries	1,074 84
Total	$50,311 67
Same week last year	29,373 78
Increase	$20,937 89

The earnings of the Galena and Chicago Union Railroad for the 1st week of Sept., 1863, were:

Freight	$45,934 83
Passengers	13,029 38
Mails	1,300 00
Total	$60,264 21
Same week, 1862	44,130 10
Increase	$16,134 11

The earnings of the Chicago and Northwestern Railway for the 1st week in September, 1863, were

	$32,966 35
Do., 1862	18,000 23
Increase	$14,966 12

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 1st week in Sept., 1863, were

	$29,446 00
Same week, 1862	20,276 00
Increase	$9,170 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in Sept. have been

	$29,093 49
Same week, 1862	27,321 65
Increase	$1,771 84

The earnings of the Michigan Southern Railroad for the 1st week of Sept., 1863, were

	$64,988 46
Do., 1862	54,387 21
Increase	$10,601 25

The earnings of the Chicago and Rock Island Railroad for the 1st week of September, 1863, were

	$53,637 00
Do., 1862	35,211 00
Increase	$18,426 00

The earnings of the Cleveland and Toledo Railroad for the 1st week of September, 1863, were

	$24,413 00
Same week, 1862	20,538 00
Increase	$3,885 00

The earnings of the Michigan Central Railroad for the 1st week of Sept., 1863, were

	$60,503 00
Same period, 1862	54,512 00
Increase	$5,991 00

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds / Coupon Bonds... } Under Act 31st December, 1848	8,908,842	6	1868	106
		6	1868	103
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	104
Registered Bonds / Coupon Bonds... } Under Act 14th June, 1858	20,000,000	5	1874	95
		5	1874	97
Registered Bonds / Coupon Bonds... } Under Act 22d June, 1860	7,022,000	5	1871	98¾
		5	1871	99
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	106
Registered Bonds / Coupon Bonds... } Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	106
		6	1881	106¼
Treasury Bonds (coupon) / Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	105⅛
		7.3	1864	106⅜
Registered Bonds / Coupon Bonds... } Under Act 25th February, 1862; redeemable at pleasure after 5 years...	25,050,350	6	1882	102
		6	1882	102
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	----
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju & 5 Au.'61 & 17 Ma.'62 } convert into 20 y'r b'ds due '81	14,913,315	---	Dem.	----
		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	101⅛
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	118
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112
Georgia—Coupon Bonds	525,000	7	'62-'74	112
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	99
" —War Fund Bonds of 1861	2,000,000	6	1879	100
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	65
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	103
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,293,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	66
Maine—Coupon Bonds	669,000	6	'63-'77	112½
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	113
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	115
" — " " of 1861 "	247,000	6	'68-'72	117
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	121½
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	87
" — " " (loans to Railroad Companies)	2,475,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	70
" — " "	100,000	6	1862	70⅜
" — " " (loans to Railroads)	25,800,000	6	'72-'96	85
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	103
" —	----------	6	'64-'65	103
" — " State Loan	$6,756,654	6	65-'66	112
" — " Railroad Loan	339,000	6	'72-'75	121½
" — " Canal Debt—(old)	9,739,025	6	1874	115
" — " " " —(new)	13,200,000	5½	1865	----
" — " " " —(misc.)	642,585	5	'66-'74	110
" — " " " —(floating)	2,500,000	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	66½
Ohio—Inscribed Certificates	4,095,309	6	1881	103
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	108½
" — " "	1,000,000	6	1875	109¾
" — " "	2,400,000	6	1886	108
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	106
" —War Loan (1861)	1,212,039	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates } (1st January, 1862	37,687,760	5	'61-'82	103
		5	'61-'82	100
" — " "	400,630	6	1879	108
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	434,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	65
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	105½
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'98	82
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " "	285,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	83½
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	109
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108½
" — " " (Bank Stock)	553,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	109
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	113½
" —Coupon Bonds (Water)	6,228,787	5	Var.	115½
Chicago—Coupon Bonds (Municipal)	860,000	6	1875	102½
" — " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1884	110½
" — " " (Water Works)	1,133,000	7	1882	104
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	110
" — " " " " " "	2,140,000	5	1887	118
" —Public Education Stock	150,000	5	1873	109
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	100
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	90
" — " " (Municipal)	1,136,200	6	'61-'80	90
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	97
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	103
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	107
" " " Unsecured Bonds	2,773,726	5	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	110
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	100½
" " 2d " "	3,980,670	6	1882	83
" " Improvement " "	586,500	6	1876	67
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	62
" " Preferred Interest Bonds	227,569	6	1864	25
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25½
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	100
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	94
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,000,000	---	------	23
Chicago and Alton, Preferred	2,464,336	7	------	89
Elmira & Williamsport, Preferred	500,000	---	------	53½
Erie Preferred	8,535,700	---	------	105⅝
Housatonic Preferred	1,180,000	8	------	74
Marietta & Cincinnati, 1st preferred	4,198,462	---	------	60
" " 2d "	3,123,914	---	------	40
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	130
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	102
" " " 2d "	1,014,000	7	------	85
New York & Harlem, Preferred	1,500,000	---	------	135
Philadelphia & Reading, Preferred	1,551,800	7	------	58
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	82
Toledo & Wabash, Preferred	926,200	---	------	80½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1861	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1862	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
1863													
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	75,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	140,000	151,865	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,070	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	963,859	8,400,334
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,546	90,180	148,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,243	212,946	143,517	160,716	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,068	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,084	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,324	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	260,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	206,221	193,328	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	85,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,004	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,005	116,898	114,090	125,817	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,856	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,800	451,884	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,789	383,314	348,003	404,898	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,089	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	166,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	104
" " " 1850	700,000	6	Jan. & July.	"	1880	103½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	102¼
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	100½
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	107
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	106
Income ½ in '99, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'79	
Camden and Amboy:						
English debt (s. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	104
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	106
" " $800,000	790,600	6	"	"	1870	104
" " $675,000	675,000	6	"	"	1875	104
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	104¼
Consolid. Mort. Loan $5,000,000			"	"		108½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65 -'70	103½
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	102
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	102
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	122
" " " inconvertible	3,034,000	8	" "	" "	1883	122
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " Plain	29,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	97
Chicago and Milwaukee						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	106½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	96
2d Mortgage	2,000,000	6	" "	" "	1890	66
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	101
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	82
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	114
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	96
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	108½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land 2d Mortgage		8			1891	
Florida, tlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	114
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	110
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	5,000,000	7	April & Oct.	" "	1881	77
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	119
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	125
Convertible	1,002,000	7	" "	" "	1867	105½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	117
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	116½
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington & Cincinnati (exchanged)	200,000	6				
	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	106
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.	----	80
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1861	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	117½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	102
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	111
2d General Mortgage	2,656,500	7	" "	" "	1877	106½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.		103
2d Mortgage	200,000	8	" "	" "		
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	103½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		58
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1886	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1880	----
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	107
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	116½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102½
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	130
R. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	104½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	114½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	110
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	100½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	102
3d Mortgage	980,300	7	Jan. & July.	"	1867	100
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	107½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101¾
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100
2d Mortgage	3,077,000	7†	" "	" "	1861	26½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	95½
Chattel Mortgage	360,000	10	" "	"	1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	105¾
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	------	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	110¾
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	600,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	----
" 1849, "	3,084,600	6	April & Oct.	"	1870	103
" 1861, "	273,000	6	Jan. & July.	"	1871	108
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	116
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	138
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	107
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	When payable	Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	334,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	72
2d Mortgage	937,500	7	" "	"	1863	17½
3d Mortgage	440,000	7	" "	"	1863	4
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----------	----------	1856	----
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1876	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	105
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	102
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	103½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	102½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	93½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	93½
Interest Bonds	245,700	7	----------	----------	------	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	82
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	868,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	108
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	—	50.6	—	—	—	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	37,806	—	—
28 Feb. '59	30 3	—	—	58.1	2	2	19	*Alabama and Mississippi*	481,505	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,806	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	—	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	—	—	23	14	253	Montgomery and West Point	1,838,718	427,266	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	505,156	260,269	6	—
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	—	—	—	—	—	—	—	—	—	—	—	—	—
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,544	—	—
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	—
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	—
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	330,299	11	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	—	284,485	70,187	4	—
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	—	206,420	97,700	6	—
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by		N. Y.	& N. H.	4	—
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66 0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518 810	1,036,437	454,096	12	123
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	93
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	—	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	—	150	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	—	—	—	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	—	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	—	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	—	—	—	—	—
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229 0	879 468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,166,000	312,500	—	8,123 343	232.0	—	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,020,868	50.0	—	202,714	110,516	8	—
1 May, '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	—	—	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	128.8	—	—	388,853	13	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	—	832 343	454,541	—	—
								ILLINOIS.													
31 Dec. '62	220.0	—	—	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8.721,057	281.0	976,381	1,225,001	457,794	—	78
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	263.0	1,308,148	2,412,821	1,206,039	8	121
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,035	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	—	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	—	1 083.054	448,503	—	34½
31 Mar. '63	181.8	—	—	*	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	110
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	—	—	—	—	—
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	108½
31 May, '62	174.5	5.5	14.3	—	20	21	472	Great Western	2,054,890	*	—	1,600,000	2,391,000	—	—	180.0	404,700	591,409	237,605	—	65½
31 Dec. '62	454.8	252.5	—	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	127½
— — —	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	—
— — —	148.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	—	148.0	—	—	—	—	—
— — —	46.6	—	—	—	—	—	—	Peoria and Bureau Valley	—	—	—	—	600,000	—	—	ope.	by Chic.	& R. Is.	125,000	—	—
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	186.0	—	—	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	—	186.0	—	—	—	—	—
31 Dec. '62	100.0	—	—	—	—	—	—	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100 0	oper. by	Bur. &	Quincy	—	—
— — —	1.0	—	—	—	—	—	—	Rock Island Bridge	—	—	—	—	—	—	—	oper	by Chic.	& R. Is.	—	—	—
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	—	—	3,700,000	6,700,000	—	10,400,000	203.0	—	1,117,693	568,020	—	60½
								INDIANA.													
— — —	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,879	1,006,125	—	—	108.0	—	—	—	—	—
— — —	29.0	—	—	73.0	—	—	—	Cincinnati, Peru and Chicago	—	—	—	—	—	—	—	29 0	—	—	—	—	—
31 Aug. '57	109.0	—	—	—	—	—	—	Evansville and Crawfordsville	2,233.413	*	2,750	986,061	1,219.100	51,772	2,233,748	109.0	—	249,867	119,342	—	—
31 Dec. '62	72.4	—	—	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,0 0	1,254.500	15,900	1,102, 61	109.0	—	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497.952	540,043	25,689	1,639,900	1,36 .284	140.6 9	3,4 0,10	10 0	—	448,858	230,834	9	85
31 Dec. '62	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,9 1	991,400	11,036	2,193,839	84.0	—	450,079	247,338	—	—
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,22	108.0	312,859	527,863	268,156	—	—
— — '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	—	—	—	—	—
31 Dec. '60	86.0	49.0	—	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,949	3,060,128	135.0	201,402	230,563	99,080	—	—
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,827	371,40	—	—
— — '58	74.0	—	—	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	—	—	—	—	—
30 Nov. '62	73.0	—	—	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	—	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	—	—	—	—	—
31 Dec. '59	86.0	—	—	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,0 4	—	86 0	7 mo's.	85,239	46,771	—	—
31 Dec. '62	111.0	—	—	289.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	—	228,560	122,931	—	—
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	—	—	—	—	—	—	—	—
1 Jun. '58	38.5	—	—	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	—	38.5	11 mo's.	468,821	21,356	—	—
1 Jun. '59	11.2	—	—	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745.703	*	—	548,216	414,000	60,452	1,022,608	11.2	—	—	—	—	—
— — '62	135.0	95.0	—	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	—	230.0	—	—	—	—	30
								KENTUCKY.													
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,160	2,930,000	337,532	4,375,993	111.8	—	426,408	227,534	—	85
30 Jun. '57	20.0	—	—	113.0	—	—	—	Lexington and Big Sandy	634,024	*	—	sold, 1859,	for $26,0	00.	—	20.0	—	—	—	—	—
— — '58	13.0	—	—	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	—	13 0	oper. by	Cov. &	Lex.	—	—
30 Jun. '62	29.0	—	—	—	—	—	—	} Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746.068	29 0	215,031	78,985	26,784	2	80
30 Jun. '62	65.1	—	—	—	13	10	230	} Louisville and Frankfort	1,396.229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	3	66
30 Jun. '62	185.0	84.0	16.9	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	3,293,200	198,785	9,340,067	289 0	374,997	822,998	508,591	—	—
— — '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	—	—	—	—	—	—	—	18.8	oper. by	Cov. &	Lex.	—	—
								LOUISIANA.													
— — —	22.0	—	—	—	—	—	—	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22.0	—	—	—	—	—
— — —	27.0	—	—	—	—	—	—	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	—	—	—	—	—
31 Dec. '60	80.0	—	—	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	805,260	—	3,342,518	866,000	339,297	5,855,320	80.0	180,204	481,922	228,649	—	—
31 Mar, '61	206.0	—	—	208.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	—	2,665,000	1,150,717	—	206.0	—	1,232,624	868 434	—	—
1 Aug '60	58.7	—	—	138.3	—	—	—	*Vicksburg, Shreveport & Texas*	1,864,091	*	—	1,262,015	248,000	108,434	1,719,519	53.7	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	36.5	—	.....	—	6	4	74	Androscoggin	1,060,000	*		151,833	444,638	205,584	757,381	36.5	76,344	70,761	43,461	—	—
31 May, '62	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,733,857	184,812	2,385,130	137.0	171,593	254,242	74,105	—	6
30 Jun. '62	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59				14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '62	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,829	1,213,600	73,912	1,860,674	54.7	oper. by	An.&K.	55,572	—	.....
31 May, '62	51.3	—	.....	—	19	3	108	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	207,484	94,500	6	169½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,060,000	*	—	370,000	450,000	270,000	1,060,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	88½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,280,000	5,150,000	402,054	9,838,821	155.0	940,558	1,920,641	927,341	—	40
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6⅔	105½
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	127
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	129
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	133½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	105
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	103
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,760	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	360,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	116
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	306,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,762	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	123½
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	—	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	20.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	140½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,000,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,686	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,000	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	40
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	148
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,363	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	80
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	119½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	91½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	—	—	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	44½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	46
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	62½
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,796	525,205	ope	r. by Eas	tern Mass.	—	4	105
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	116½
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,390	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	67
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	68.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,238	*	3,971,090	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	178
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,886	65,128	—	12
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	.....
31 Dec. '62	—	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6⅔	110
31 Dec. '62	38.6	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,803	212,500	31,742	821,984	—	82,963	90,123	46,328	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Re	ns. & S	arat.	—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	r by Ti	oga.	44,100	—	—
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,987	807,217	14 5	803,720	127,843	10,887	—	—
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,300,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	—
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	276,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	72
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,500	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	.....	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,792	*	—	19,973,200	19,831,500	480,666	40,285,365	633.0	4,582,369	7,863,973	2,993,542	—	107½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	295,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	137
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2½	42
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,583	—	41,966,835	654.9	5,368,772	9,356,828	3,749,077	6½	135
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	807,373	1,154,003	456,698	—	147½
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,390	22,000	—	875,774	5.0	779,880	89,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	—
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6½	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	90
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	.....	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	68
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	358,033	88,285	10	—
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462 500	.....	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	782,601	—	—	30,000	680,000	—	52,601	.....	oper. by	the 4	Comp'a.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,567	—	—
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	223.0	.....	.....	.....	.....	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	97.0	.....	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	.....	.....	.....	.....	—	—
31 Dec. '62	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	17
31 Mar. '63	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	.....	.....	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	10,180	—	—
31 Dec. '62	135.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,928	1,724,917	1,033,637	20	155
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,085	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	89
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	—	3,300,000	1,500,000	—	.....	96.7	484,297	1,551,628	915,923	33½	185
30 Nov. '62	101	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,806	94,329	8,251,646	203.5	.....	1,436,317	562,800	—	99½
31 May '63	109.4	79.4	—	—	32	40	498	Cleveland and Toledo	6,700,495	630,727	55,025	3,526,800	3,667,595	—	7,810,958	188.6	663,371	1,361,537	747,562	4	117½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,202	ope	r. w. Lit.	Miami.	229,885	8	—
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,747	339,553	4,800	2,452,217	2,904,190	810,444	6,509,826	144.0	414,779	663,705	427,072	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,1.8	492,979	442,283	2,981,26	1,400,000	—	4,879 806	138.0	846,782	1,632,488	689,649	15	129
1 Feb. '63	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84.133	9,874 843	226.6	31 mos.	1,179,202	328,974	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,832	119,032	—	14
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '62	163.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,896	605,900	232,179	2,697,000	2,589,258	41,126	5,377,413	205.9	40 452	438,163	107,033	—	—
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper	r. by C.	C. & C.	.....	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	—	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,500	8,785,373	250.0	1,614,932	1,938,202	950,462	—	72
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	—	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	79
30 Sep. '62	66.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115.752	3,749,752	146.0	549,045	275,880	.....	—	7½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	165,427	8	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	181
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,496	—	36
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	83,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	65½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,585	500,000	100,000	2,409,585	32.3	23,476	29,799	5,079	—	—
31 Oct. '62	31.3	19.2	8.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570.961	1,166,030	289,153	2,026,144	50.5	150,984	196.0 4	164.134	—	21
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205.000	2,662,833	80.0	242,400	307,389	109,066	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	956	Lehigh Valley	3,373,022	554,363	*	2,297,250	1,465,000	31,547	3,927,385	76.0	36 .230	822,927	460,516	8	78
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,808	*	—	2,256.100	980,000	72,600	3,288,700	38 8	62,155	126,316	68,801	—	48
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	— —	451,918	174,455	8½	81
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447 780	66.4	268 334	397,186	218,960	—	18½
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274.100	9,527.400	—	28,324,213	441.4	.....	10,304,291	4,873,218	8	64½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,541,520	238,289	*	1,243,500	438,900	—	1,852,696	24.0	229.0 8	262,333	129,742	6	66½
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157 739	12,129,857	190.0	218,574	413,472	180,909	—	20½
30 Nov. '62	147.4	5.5	137.8	—	143	67	7,300	Philadelphia and Reading	21,762,330	3,765,774	667,130	11,548,929	12,036,100	94,466	25,528.164	355.0	2,088,166	3,911,830	2,095,776	—	58½
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,512	—	218,000	575,000	175,000	930,000	31.0	58,218	97,416	20,861	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	—
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,9 9 924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	68½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,883	72.0	194,000	129,918	50,379	—	—
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	81½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,289,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	—
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,928	159,534	99,000	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	302,600	311,370	140,707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	4 7,417	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	—
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,366	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	—
— — '58	40.3	—	----	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	—
1 Jan. '59	143.2	21.3	----	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	—
31 Aug. '58	22.5	—	----	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	—
31 July '58	32.0	—	----	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	—
28 Feb. '59	102.0	—	----	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	—
31 Dec. '60	136.0	100.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----------	1,499,636	701,943	7	—
31 July '58	25.1	—	----	41.9	—	—	—	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	—
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,866	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,027,797	291.0	----------	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----------	----------	----------	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	313,518	----------	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,740	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	—
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	—	—	—	Buffalo Bayou, Braz.& Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	—
— — '58	56 0	—	----	184.0	—	—	—	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275 000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110 0	—	—	—	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	—
— — '59	28.0	—	----	756 0	—	—	—	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	—
								VERMONT.													
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,606	----------	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	—
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713,418	191,466	—	½
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	----------	1,378,500	ope	r. by Vt.	Central	----------	4	156
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	—
30 Jun. '62	89.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	352,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----------	----------	----------	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	11
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,555	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,986,579	*	62,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	28,853	----------	43.5	1,058,064	163,783	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	62,926	1,639,648	80.0	----------	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	—
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,829,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	72
— — '57	50.0	—	----	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	----------	—	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	—
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	384,331	344,769	83,839	—	—
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,798	67,652	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	—
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	—
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	2,196,810	533,990	—	—
31 July, '62	229.0	128.0	----	—	92	126	1,688	Great Western (half year)	23,846,460	*	1,260,000	16,750,785	9,120,440	----------	26,104,725	357.0	----------	1,221,145	585,885	1½	—
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	—
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	—
— — '62	54.0	—	----	—	5	8	116	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	—
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12 0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	136,000	1,709,232	60 0	----------	132,555	36,070	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
1 Dec. '62	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,668	5,000,000	3,375,000	—	10,763,723	48.7	----------	1,743,294	1,013,444	13	158

New York Stock Exchange.

Actual Sale Prices for the week ending September 16.

	Th 10.	F.11	Sat.12.	M.14	Tu.15	W.16.
American Coal Co.	68	68	67½	68	----	----
Buffalo & State Line	----	----	----	----	----	----
Buffalo, N.Y. & Erie	----	----	----	----	----	----
California 7s	----	----	----	118	118	----
Canton Co.	33	32½	31½	31½	32½	33
Chicago & Alton	----	----	73	76	76	78
" " pref.	90	----	----	88	----	89
" " 1 M.	----	----	----	----	----	----
" " Inc.b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	122	122	----	----	----	121
" " " 8 p.c.	----	----	----	----	----	122
Chic. & Northwest'n.	35½	33	33	34½	34½	----
" " pref.	----	----	----	----	----	----
" " 1st M.	87½	87½	87½	----	----	88
" " 2d M.	66½	66	65	----	----	66
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
" " Ap.Ex'n.	----	----	----	----	----	----
" " G.B.Ext.	----	----	----	----	----	----
Chicago & Rock Isl.	109½	106½	104	106½	109½	110
" " 1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg.	100½	97½	96	97	97½	99½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	82	----	----	----	----	----
Clev. and Toledo	118½	116½	114	114	116½	117½
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	32½	32	29½	30½	30	30½
Del. & Hudson Canal	161	161½	159	159	158	----
Del., Lack. & West.	----	----	----	----	----	161
" " 1M.8p.c.'71-5.	----	----	----	----	----	----
" " 2M.8p.c.'81	----	----	----	----	----	----
Erie	107	105½	102	104	105½	107½
" pref.	105½	104½	102	103½	104½	105½
" 1 M. 7 p.c. '67.	----	----	----	----	----	----
" 2 M. 7 p.c. '79.	----	----	----	----	----	----
" 3 M. 7 p.c. '83.	----	----	----	----	----	----
" 4 M. 7 p.c. '80.	110½	----	----	----	----	110
" 5 M. 7 p.c. '88.	----	----	----	----	----	----
Galena and Chicago.	100	106½	104	105½	106½	108½
" 1M.7p.c.'68	----	----	----	----	----	----
" 2M.7p.c.'75	----	----	----	----	----	----
" 1M. Ex.'82.	----	----	----	----	----	----
Hann. & St.J. bonds.	83	----	----	----	----	----
Hudson River	144	139	132	132	134	137
" 1M.7p.c.'69.	----	----	----	----	----	----
" 2M. S.F.	119	----	----	----	----	----
" 3M. 7p.c.'75	129	----	125	----	125	----
" conv. bonds	----	----	----	----	----	----
Illinois War Loan	100	----	----	----	----	----
Illinois Central scrip.	127½	125	121	123½	123½	127½
" full stock.	----	114½	114	----	----	----
" bonds.	117	----	----	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
La Crosse & Mil.L.G.	----	----	----	----	----	----
Louisiana 6s	66	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Michigan Central	120	119	117	118	118½	119½
" S.F.8p.c.'82	----	----	----	----	120	----
" conv.8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	94½	90	83½	86½	87½	91½
" " guar'd.	132	----	----	----	----	130
" " 1M.S.F.'72	----	----	111	----	----	----
" " 2 M.	106½	106½	----	----	----	----
Mil. and P. du Chien.	77	72½	65½	71½	71	72
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	103½	----	103½	----	----	103½
Minnesota 8s	----	87	----	----	----	----
Minnesota Mining Co	----	----	----	----	----	----
Missouri 6s	70½	70	69½	69½	70	----
" iss. to H.&St.J.R.	----	----	----	85	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	135	133	130	131½	132½	135
" " 7s, 1864	103	----	----	----	----	----
" " 7s,S.F.'76.	----	----	----	----	----	----
" " 7s,conv.'76.	----	----	----	----	----	----
" " 6s, S.F.'83.	107	----	----	----	----	----
N. York & Harlem	145½	141	134	144	144	147½
" " "pref."	135	----	----	----	----	----
" " 1M.7p.c.'73	----	----	----	----	----	----
" " 2M.7p.c.'64	----	----	----	----	102	----
" " 3M.7p.c.'67	----	----	----	----	----	----
North Carolina 6s.	66	----	65½	----	66½	----
Norwich & Worcester.	92	93	----	----	----	----
Ohio 6s, 1886	109	----	----	108	----	----
Pacific Mail S.S. Co.	226	220	214	210	----	212
Panama	----	----	----	----	188	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	117½	116½	113½	115½	116½	117½
Pitts. Ft.W.&Chicago.	84½	82	77	78	80½	81½
" " 1M.10	----	----	----	107	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	85	----	----	----
St.L., Alton & T. H.	62	60	58	59	59	60½
" " pref.	----	----	77	79	79½	82
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	92	----	----	----
" " Inc.b'ds.	85	----	84	84	----	85
Tennessee 6s, 1890.	66	----	65	----	----	65
Toledo & Wabash	74½	75	71½	71	----	72
" " Pref.	----	----	----	79	----	80½
" " 1M.	101½	----	----	----	----	----
" " 2M.	----	----	----	----	93½	----
" " Int.b'ds.	----	----	----	----	----	----
Virginia 6s.	----	----	----	60	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending September 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	105¾	105¼	----	106	----	
U. S. 6s, 1881, cou.	106¼	107	----	106¾	105¼	106
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1881, " iy.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	101¼	101¼	----
U. S. 6s, " " new	99½	99½	99½	99½	99½	----
U. S. 6s, 5-20s, coupon	102	----	102	102	----	----
7.30 Notes, Feb. & Aug.	----	105¼	----	----	----	----
" " Ap'l & Oct.	107	107	107	107	106¾	----
American Gold	131¼	129¾	128¾	130¾	131	131¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending September 15.

	W. 9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Beaver Meadow	79	----	----	----	----	----
Cattawissa	----	7½	----	----	----	----
" preferred	23	----	----	----	----	----
Camden & Amboy	172	173	----	173	173	----
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	----	----	----	----
" " 6s,'89.	104¾	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	41	----
Elmira & W'mport	----	----	----	36	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	108	----	108	----	----	----
" " 10s.	----	----	----	----	----	----
Harrisburg	65½	----	----	----	----	----
Lehigh Navigation	----	----	----	58	----	----
" " 6s	----	107	----	----	----	----
" " scrip.	44½	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip.	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	47½	48	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	61
Minehill	----	----	----	----	----	----
Morris Canal	69	----	----	----	----	----
" " pref.	135½	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	18¾	18¾	18¾	18¾	18¾	----
" " 6s	95¾	95	----	----	----	95¾
" " 10s	120	----	----	----	----	----
Pennsylvania R. R.	65¾	65¾	----	----	----	----
" 1st m.	110¾	----	----	----	----	108¾
" 2d m.	108¾	----	----	----	----	----
Penn. State, 5s	100¾	100¾	100¾	100¾	100	----
" " 5s, coupon	103	----	----	----	----	----
" " 6s, "	----	----	----	108	108	----
Philadelphia City, 6s	101¾	----	----	----	103	----
" " new	107	107	107¾	108	108	----
Philad., Germ. & Nor.	----	60¾	----	----	----	----
Phila. & Reading	59¾	58¾	58¾	57	57¾	57¾
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	108	----	----	----	----	----
Philadelphia & Erie	26¾	26¾	----	26¾	----	26¾
" " 6s.	105	----	----	----	105	105
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	12	----	----	----	----	----
" " pref.	----	24½	----	24	----	----
" " 6s '82.	----	----	----	83	83	----
" " 6s '76.	----	----	----	----	----	----
" " 6s '72.	----	----	----	----	----	----
Sunbury and Erie, 7s.	----	----	----	----	111	----
Susq. Canal	15½	----	----	----	----	----
" " 6s '78.	63	----	----	----	----	62
" " scrip.	----	----	61¾	----	----	----
Union Canal, pref.	----	----	4½	----	----	4
" " 6s '83.	----	----	----	----	----	----
West Br. Canal 6s '78.	----	----	----	----	----	100
Wyoming Canal	----	----	57	----	----	----
Arch street, (Horse)	25½	----	25½	----	----	----
Chestnut & Wal. "	60	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	44¾	45	----	----
Race and Vine, "	----	10½	----	----	----	----
2d and 3d streets, "	----	----	----	----	80	----
Spruce & Pine, "	----	15	15	15	15	15

Baltimore Stock Exchange.

Actual Sales Prices for the week ending September 14.

	Tu.8.	W.9.	Th.10.	F.11.	Sat.12.	M.14.
Baltimore City 6s, 1875.	109	----	----	----	----	----
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	----	----	----	----	----	107
Balt. and Ohio	89	89½	89½	----	----	88¾
" " b'ds,'62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	103¾	----	----	----	----	----
" " " '85.	104	104	----	----	----	----
Northern Central	----	----	----	----	40	----
" " b'ds,'85.	----	----	----	----	----	101¾
" " " '95.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending September 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W. 16.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	126¼	127¼	----	128	127	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	133	133	----	----	----	133¼
Cheshire, pref.	46	46	46	----	----	----
Concord	----	----	62¼	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	103¼	----	103	----	103	103
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	116¼	115	116
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	119	----	----	----	----	119
Northern, N. H.	67	----	----	----	----	----
Old Colony and Fall R.	----	----	140	----	140½	----
Ph., Wil. & Baltimore	69	68	----	69¾	----	69¾
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	156	----	----	----	----	----
Vermont & Mass.	40½	39½	39½	40	----	40
Western	----	147½	----	----	148	----
Broadway (Horse)	----	65½	----	----	----	----
Cambridge "	126	----	----	----	----	126
Metropolitan "	79	77	----	----	----	----
Middlesex "	109¼	----	----	100	----	100
Central Mining Co.	----	----	----	55	55	55
Franklin "	52¼	----	----	52¼	----	52
Isle Royale "	24	----	----	----	----	23
National "	29	28¼	----	30	----	----
Minnesota "	----	----	----	81	----	----
Pewabic "	63	62	61	61¼	61¼	61
Pittsburg "	----	----	----	76	76	----
Quincy "	84¼	----	85	85	----	84
Rockland "	16	16¼	16	----	16	----

American Railroad Journal.

Saturday, September 19, 1863.

Stock Exchange and Money Market.

The commerce of this port continues to exhibit great activity, and we notice that at Boston, Philadelphia and Baltimore, there is a similar movement. The Government in these four great Atlantic cities, collected during the month of August past, between eight and nine millions of duties in gold, largely in excess of the calculations of the most hopeful of its friends. From the official tables prepared at the Custom House we perceive the imports of foreign goods during the month of August at this port, amounted in the aggregate to $14,924,252, against $14,212,140 in the same month in the previous year, showing an increase of $712,112. The foreign exports during the same period, of domestic products were $10,666,959, against $13,046,389 in the same month of the previous year. The amount of specie exported during the month of August in

1862 was	$3,713,532
1863 "	3,465,261

By this it will appear, that our exportation is less by $2,978,892 in August 1863, than the same period in the year 1862.

From these Custom House tables we also learn the character and value of the general commerce of the port for the last eight months, that is to say from 1st of January to 31st of August. The imports of foreign goods were:

In 1862	$119,484,000
In 1863	121,239,000

The exports of domestic produce during the same period were:

1862.	$86,101,000
1863.	$113,759,000

thus showing a very favorable increase in the shipments of our domestic products.

The exports of specie have accordingly lessened in amount very considerably. During the same period in 1862, the amounts of specie exported from New York was $40,758,000, in 1863 they were but $29,367,000; a decrease in amount of $11,391,000. So that the general result of the eight months business appears to be, that our ex-

ports from this city were $27,658,000 more than during the same period in 1862, and that our exports of specie were $11,391,000 less. Certainly nothing can be more decidedly favorable than this statement at this time.

We also perceive from these Custom House returns, the fact that the amount of cash duties in gold paid into the treasury in this port for the month of August, was $6,332,334, against $4,762,581 for the same month in 1862.

The deliveries of gold at this port from California during the past eight months have been $8,694,951, against $15,964,675, during the same period in 1862, showing a falling off of almost one half. This difference is readily explainable in the fact, that the operations of the rebel privateers have made the transmission of gold in American ships very hazardous. Our Secretary of the Navy with five hundred ships at his command has been totally unable to capture these destroyers of our commerce. In consequence therefore of this difficulty our California treasure has mostly gone in English ships to England. The result, however, is the same to us financially, for such large shippers as Wells, Fargo & Co., have been able to draw bills against their gold sent to England, instead of selling it in the uneasy and unsteady market of New York. So that practically as long as the American merchants, bankers and Express companies control the gold of California, it is no matter where they realize the proceeds.

On a further survey of the condition of the Money Market for the last week, we are more and more convinced, that the opinions we promulgated in the face of the panic, were founded on correct estimates. One of the chief causes of the fright was the appearance of the Secretary of the Treasury's offer for a loan of fifty millions. It now turns out that the banks had in their vaults at the time, seventeen millions of greenbacks, and now that they have actually paid two instalments into the sub-treasury, they have it is asserted even a larger sum on hand than ever, viz., twenty-one millions, thus showing that in the course of business the money paid out by the Government, flows back again into the vaults of the banks with unerring certainty. For the last few days the return of confidence in railway securities has been marked. Instead of the earnings of the roads having fallen off, the Erie, Central and Hudson show a large increase in the earnings so far, in this month of September. The natural increase of business with the natural increase of the population, and the constant opening in the West of new centres of consumption and distribution are enough of themselves to assure prosperity to our railway system.

Gold at the first intimation of a doubt about Charleston, and the fearful announcement of the dreadful news that Mr. Chevalier had written *a pamphlet* in favor of recognition, went up a few per cent, and relapsed somewhat. We should like to know under whose direction this telegraph news from Cape Race is manufactured for the New York market. Reuter's telegrams on the other side are notoriously and disgracefully altered to favor the rebel cause. If this operator prepares the news for the Cape Race telegraph, we can understand how the most trifling *on dits* are *galvanically batterised* into alarming rumors for the benefit of the bears of this city. This Mr. Chevalier is an erratic Frenchman, with a good deal of misdirected talent. He was one of the great supporters of the crack-brained St. Simon, who established a society in Paris years ago to regenerate the world, and committed all sorts of follies. He was succeeded by a person who called himself the Pere Enfantin, and his teachings became so dangerous to the Government, that they silenced the school and scholars, Michael Chevalier among the rest. The dispersed then betook themselves to some other employments to raise the wind, and some of the cleverest have drifted into the Imperial service, where they got better paid for their work, than when walking in procession in the harlequin uniform of the St. Simonians. Chevalier has written on the question of the recent production of gold, and like some other philosophers is very fearful that property is to be greatly affected by the surplus of the mines now pouring into the commercial transactions of the world by hundreds of millions a year. We imagine that neither property, nor trade, nor any pursuit of life will be much damaged by an increase of the general wealth of nations. If it will take more gold to buy an article than it did fifty years ago, there will be more gold to do it with, and more people having the article to sell, and the gold to give for it.

But this story about Chevalier's pamphlet which did its work for a few hours, even on people who did not even know who he was, has collapsed after the facts about him and his brochure were made known, and now after another recovery of prices and confidence, we have a semi-official letter from Washington, positively assuring the public, that all is friendly and favorable to us at the Court of the Tuilleries. It has been said pretty openly that these panics and movements in Wall street work especial advantages to certain parties in the friendship of the Secretary of the Treasury. Certain it is, the information Mr. Chase can give them, would enable them to make large fortunes at any time, but it is not conceivable that Mr. Chase should abuse his high trusts in this way. His career as a financier has given him a dazzling reputation. His great ability is acknowledged, and his friends are enthusiastic, but not even these would give them their support as they have done, if he was supposed to favor the interests of any clique in Wall street. Nothing brings down a public man so quickly as the belief in his pecuniary unscrupulousness.

The better impression as to our foreign affairs prevailing on Thursday last, (for we now count by days, as great events fill up our weeks) was, that France would not at present recognize the Confederates; that if she did, it would amount to nothing, unless it was followed up by an active alliance; that it was not certain that Maximilian would accept the throne without guarantees which no one will give; that the Vienna Press boldly denounces the whole scheme, and that a war in Europe is not so certainly postponed as was expected.

So all the rams which are building for the rebels in England are not likely to depart on their mission of destruction, although now claimed as private property by a French Banker, *our Government having formally notified the British Government, that the unchecked departure of these vessels will be considered by us as good cause of war.*

This position may wake up Lord Palmerston to "a realizing sense" of the consequences of his policy in trying indirectly to destroy the Union by virtue of the laws of England administered by Baron Pollock.

Our readers will find the quotations and sales of stock for the last week, in their appropriate places, and with their unfailing accuracy.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Marietta and Cincinnati 2d pref., 40; Illinois Central cancelled bonds scrip, 105; Little Miami, 129; Chicago and North Western 1st mort., extended 91; Cincinnati, Hamilton and Dayton, 125; New Jersey R. R., 160; Bhffalo, New York and Erie 1st mort., 108; Warran R. R., 110; Second Avenue R. R., 88; Ohio and Miss. certificates, 30; Miss. and Mo., 31½; do., L. G. bonds, 58; Quicksilver, 64¾. By auction—Cayuga and Susquehanna R. R., 114½@115; Del., Lack. and Western, 180½@185½; Warren R. R., 113; Great Western, Ills., R. R., 65½; do., 1st mort., 1865, 102½; Second Avenue R. R., 81; do., bonds, 103½; Toledo, Logansport and Burlington 1st mort., 79¾; Stonington R. R., 117¾; Manhattan Gas Light Stock, 260@262; do., scrip, 225@226; Metropolitan Gas Light stock, 134½; N. Y. and New Haven R. R., bonds, 1866, 107½; Scioto and Hocking Valley R. R. 1st mort., 1881, 2; Coney Island R. R., 72.

Philadelphia.—Camden and Atlantic, 12; do., pref., 22; do., 2d mort., 68½; Camden and Amboy mort., 108½; North Penn. chattle scrip, 85; do., mort., scrip, 89; West Chester 7s, 105; do., 8s, 80; Philadelphia and Reading 6s, 1843–'80, 110; Phila., Wil. and Balt. 6s, 135; Allegheny Co. 6s, 83; do., coupon off, 80¼; Huntington and Broad Top, 21; do., 2d mort., 85; 13th and 15th streets, 33; 17th and 19th streets, 12½; Wyoming Canal bonds, 97. The latest quotations are: City 6s int. off, 102@102½; do., new, do., 108@108¼; State 5s, 100@100¼; Reading, 57⅞@58; do., 6s, 1843–'80, 109; do., 1870, 107½; do., 1886, 115@117; Camden and Amboy, 173@175; Pennsylvania R. R. div. off, 65¼@65½; do., 1st mort., 111½; do., 2d mort., 108½@108¾; Little Schuylkill R. R., 47@47½; Morris Canal, 70; do., pref., 135½; Susquehanna Canal, 14¼@14½; do., 6s, 62@62½; Sch. Nav., 12@12¼; do., pref., 23¾@24; do., 6s, 1882, 83; Union Canal bonds, 23@25; Delaware Div. Canal, 41@41½; do., bonds, 103; Elmira and Williamsport, 35; do., pref., 53½; do., 7s, 1873, 108@109; Beaver Meadow, 73½@74; Harrisburg, 65; Long Island R. R., 42; do., bonds, 102; Lehigh Coal and Navigation, 59; do., scrip, 44½; North Pennsylvania, 18½@18¾; do., 6s, 95½@96; do., 10s, 120; Philadelphia and Erie, 26@26½; do., 6s, 104¾@105; Minehill, 60¼@62; Catawissa, 7@8; do., pref., 22½@23; Lehigh Valley, 78; do., bonds, 106@108; Frankfort and Southwark (horse,) 56; Second and Third, 80½; Race and Vine, 11; West Philadelphia, 67½; Spruce and Pine, 14⅞@15; Green and Coates, 44@45; Chestnut and Walnut, 59; Arch, 25¼; Thirteenth and Fifteenth, 32⅛@33⅛; Seventeenth and Nineteenth, 12½12¾; Girard College, 25½; Tenth and Eleventh, 42; Philadelphia, Germantown and Norristown, 60.

Boston.—Vermont Central 50c.; do., 1st mort,

82; do., 2d mort., 22¾@22; Northern (Ogdensburg) 1st mort., 100; do., 2d mort., 27¼@26½; Old Colony and Fall River 6s, 1869, 105; Connecticut and Passumpsic Rivers R. R. 6s, 101; Cheshire 6s, 1881, 102¾@102; Rutland and Burlington 1st mort., 74@73; do., 2d mort., 17½; Vermont and Mass. 6s, 104; Worcester and Nashua, 80; South Shore, 15@16; do., 6s, 98@99½; Taunton Branch R. R., 126; Nashua and Lowell, 123½; Fitchburg and Worcester, 105; Boston and Lowell, 105⅜; Portland, Saco and Portsmouth, 108@109½; Massachusetts 6s, 1872–'75–'76, 115; Maine 6s, 1871, 104¼; do., 1883, 108¼; Rhode Island 6s, 1883, 109¼; Chicago 7s, 110½; Chelsea, horse, 52¾; Acton Mining Co., 4⅞; Albany and Boston, 13¼; Bay State, 10¾; Black River, 60c.; Bedford, 60c.; Canada, 1⅜; Chaudere, 50c.; Columbian, 7; Copper Falls, 21½; Dana, 2⅛; Dacotah, 7; Dunham, 75c.; Dudley, 4; Great Western, 4¼; Hancock, 13½; Hamilton, 2; Hanover, 1¾; Huron, 24; Manhattan, 6; Madison, 4; Mesnard, 13¼; North Western, 7; North Cliff, 5½; Norwich, 4; Ottawa, 28c.; Pontiac, 8¾; Phœnix, 27; Petherick, 27; South Side, 5¾; Star, 7⅛; St. Mary's, 6½; Superior, 8¼; Toltec, 3¾; West Minnesota, 1¾; Wickam, 87½c.; Winthrop, 4½.

Baltimore.—N. W. Va. 1st mort., 103½; do., 3d mort., 25¼@26½; City Passenger R. R., 18¾; Western Maryland bonds, 81½; Central Ohio 4th mort., 40. The latest quotations are: Balt. and Ohio, 88½@89¾; do., 6s, 1867, 101½@103; do., 1875, 103; do., 1880, 102½; do., 1885, 104@105; Northern Central, 40@42; do., bonds, 1885, 101@102; N. W. Va., 7¾@11; do., 1st mort., 104; do., 2d mort., 101; do., 3d mort., 25@26½; Central Ohio 2d mort., 102; do., 4th mort., 37@40; do., income 1857–'60, 20@26; Western Md. bonds, 81@82¼; do., guar., 105; Maryland 6s, coupon, 1870, 112; do., Ins., 112; do., 1890, 112; Baltimore 6s, 1875, 109; do., 1886, 106¼; do., 1890, new, 106½@107¼; do., coupon, 109; do., 5s, 1838–'70, 100.

Albany and Susquehanna Railroad.

The celebration of the opening of thirty-five miles of this road took place on the 15th inst. From an extended description of the ceremonies in the *Albany Evening Journal* we take the following interesting particulars. Two hundred citizens of that place, together with the Mayor and Common Council, and many distinguished guests, were present and took part in the ceremony. The President of the Company, E. P. Prentice, Esq., stated the following facts in the course of a fete which was given in honor of the occasion at the Central Bridge, the present terminus. The enterprise was inaugurated in 1851, and has for years struggled with the greatest difficulties, until by a grant of the credit of the State, it was enabled to obtain means enough to ensure its completion. From Central Bridge, the line proceeds across the Schoharie Creek, follows the Cobleskill valley to the summit near East Worcester, and down the Scheneves to the Susquehanna at a place called Maryland. It then follows the valley of this stream to Nineveh, whence by the way of Osborn Hollow, it reaches Binghamton. There of course it connects with the Erie and the broad gauge lines west, so that the cars of the Albany and Susquehanna road will be seen at Cincinnati and Chicago, and those of the two cities come to Albany. The part of the road between Central Bridge and Oneonta, 45 miles, is all under contract, and will be in use in the course of another year. The remaining part between Oneonta and Binghamton, 60 miles, is now all re-surveyed for subletting, and will be completed in two years.

The part now opened to travel is described in the *Journal* as follows: From and down Church street to the south boundary of the city and along the river to the valley of the Normanskill, thence to the slopes of the Heilderburgh Mountains, near Knowersville, seventeen miles from the city; from thence up the valley of the Bozakill to its head, into the valley of the Normanskill a second time, and through the County of Schenectady ten or twelve miles; it then enters the valley of the Schoharie Creek opposite Esperance, and following the Southern slope, with a descending grade, reaches the creek at the Central bridge, thirty-five miles from the city. It is a broad gauge road, and executed under the direction of C. W. Wentz, Engineer. The heavy grades are all encountered going westward, some of them seventy feet in a mile, thus giving a great advantage to the descending freight which will be principally the heavy products of the country. The contractors, who have faithfully performed their engagements, are Messrs. Brady, Phelan, Blake, Keenholtz, Rosebrook and Smalley, and the Superintendent is M. Delbett, who is well spoken of. The elegant passenger cars in use were built by the well known carriage-makers, Gilbert & Co., of Troy; the locomotives, by Richard Norris & Son, of Philadelphia.

The Governor and Comptroller were present, E. C. Delevan, its first President, Judge Gould, of Troy, and others, who made appropriate addresses, and it was confidently asserted that it would be one of the most useful and best paying roads in the country. The coal bearing region will now be open to Albany, from whence it can be cheaply transported to this city, in active competition with longer and more expensive routes.

We regret that it was not in our power to accept the invitation of the President, and to have been present at this interesting ceremony.

Dr. Willing's Notes of Exploration.

We have in to-day's Journal a third extract from the notes of Dr. Willing's account of the basin of Colorado with its inexhaustible mines of gold and silver. It is very evident that he has treated his subject in the most careful and scientific manner, and all that has been said even in the language of exaggeration of this region, falls short of the reality. No one can foretell the consequences to this country of the opportune discoveries of these mineral resources.

Milwaukee and St. Paul's Railway Co.

We give elsewhere the statement of this company, as taken from its recent publication, together with the articles of association under which the company was organized.

Chicago Tunnel.

We learn that the contract for constructing a tunnel under Lake Michigan, for the the purpose of supplying the City of Chicago with pure and wholesome water, the proposals for which were advertised in the Journal, has been awarded to Messrs. Dull and Gowan, Harrisburg Pa., for the sum of $315,139, with a small addition for extras.

[From the U. S. R. R. and Mining Register]

The Gold and Silver Mines of the Great Colorado Basin.

EXTRACTS FROM THE JOURNAL OF DR. WILLING'S EXPLORATIONS.

Continued from page 874.

(c) *Valley of the San Juan—Navajos Country—North East Arizona.*

The new Territory of Arizona is bounded on the east by the Territory of New Mexico, on the south by the Province of Sonora, in the *domain* of old Mexico, on the north by the Territories of Utah and Nevada, and on the west by the southeastern part of the State of California. It is included within the following parallels and boundaries, viz: Commencing at a point where the 109° of longitude intersects the 37th° of north latitude; thence south on said degree of longitude to the boundary line between the United States and old Mexico; thence west on said boundary line to the boundary line of southeastern California; thence north on said boundary line to the 37° of north latitude; thence east on said parallel of north latitude to the place of beginning. It contains 126,141 396-1000 square miles, or 78,730,621 acres. Three-fifths of this territory is composed of mountains—one-fifth of sandy sterile *deserts*, and one-fifth of arable lands.

About one tenth of the mountain ranges are good pastoral lands, and one-sixth is well timbered. The area of the arable lands comprises the valleys of the Colorado, the Moquis, Rio Virgen, Rio Verde,* Colorado *Chiquita*, (or Flax river,) *Chelle* river, Rio San Juan, Chaca and the Cosninas rivers.

The *mesas* or table lands are generally without vegetation or water. These deserts vary in size from a few miles to upwards of seventy miles wide and a hundred and fifty in length, and are composed of sand and silicious stones, loose in many places and subject to be blown or shifted during heavy gales of wind. In some places the deserts are hard and compact, forming a mirror-like appearance, the reflections of which gives rise to the mirage so often witnessed in this country. * * * * * *

The metalliferous region may be summed up as containing near nineteen thousand square miles, or twelve millions one hundred and sixty thousand acres. This large area embraces every description of metals known to exist among the primitive rocks, and in such abundance as to be beyond comprehension. Before enlarging on the resources of this country, a few general remarks upon mines and mining may have a salutary effect, and which will not be out of place in this connection.

The country is not wanting in a class of persons who decry mining enterprises, and pronounce all attempts for developing its mineral resources, as schemes rather of expectation than of reasonable prospect of accumulating wealth, from this source. This class of persons, though wealthy, never invest their means (or their money rather) in mines.

* * * * * * *

There is another class of persons who, though equally unbelieving in the real value of mines, and also ignorant of their character, are ever ready to plunge into such speculations where the project is sufficient to make a bubble, and may be inflated into consequence. This class of men have little to lose, are always reckless in representations, and are ever ready to avail themselves of such arts as are necessary to carry out their visionary schemes. There is a third class of persons who look at matters in a different light. They are satisfied, from practical experience and scientific attainments that there do exist valuable mines, and who see, that for years to come, the increased wealth of the nation is to be drawn from this great storehouse, and which now is concealed in the bowels of the earth and hidden from the world, except where the eye of science reveals and brings it to light. These invest their money

* Rio Verde is the stream between the Colorado Chiquita and the Chelle rivers.

content with the fair gains of the business. The course pursued by the second class has been so notorious as to give dubious character to mining enterprises and to invest them with a suspicious appearance. * * * *

The great desire of these extracts from the Notes of Exploration is to present the value of the mines within the Colorado basin, by giving them a prominency to which they are entitled, and also to show that it is to the interest of the public to foster and entertain all mineral enterprises, when undertaken in a proper spirit and upon a reliable basis. The time is not far distant when mining for the more valuable metallics will form one of the great industrial pursuits of the country. Every blow of the pick, and each gunpowder blast in the metallic region, will add their farthings to the common wealth of the nation, for every ounce of gold, silver, copper, lead or iron thus taken from the earth, is a real addition to its resources.

It is not to be expected that one quarter of the veins containing gold and silver will turn out inexhaustible mines. If, indeed, one in ten of the thousands of veins which permeate the hills of the great mountain chains turns out well, then the mines within the basin of the Colorado must become the greatest in the world, the principal deposits being contained within the limits of the new territory under consideration.

Mining operations in this country have been conducted upon a very loose scale, and but little, if any, artistic appliances have been used in gathering the metals; this is owing to the fact that present and immediate gains have been sought for. Sudden accumulation of wealth, has heretofore, and even at this date, usurped the place of reason and common sense. In all mining operations fanciful speculations of becoming suddenly rich, by the least expenditure of either *brains* or money, overrides all other considerations, and thus disappointment ever will be attendant upon a large majority of those who seek after the yellow or white metals; some are fortunate in obtaining large amounts, but a majority of miners are doomed to disappointment. All experience proves that the wealth of a mine is variable—some zones are rich while others are comparatively poor. This is also observable in surface or *drift* diggings, hence one reason for the uncertainty of mining.

These remarks are made, not for the purpose of discouraging persons who desire to engage in mining, but to illustrate, with some degree of reasonableness, the difficulties attendant upon mining operations by persons ignorant of the position which the metallics are made to occupy. And, indeed, it is an excellent idea so far as it relates to the mineral resources of the country in question; for the description which follows, showing the immense deposits of gold and silver, could not fail to create an exaggerated excitement. No country *perhaps* on the globe presents such an interesting field for exploration as that of Arizona. Besides the immense deposits of gold and silver with which it abounds, remains of ancient towns and cities, once the residence of the Aztec race and the home of the Montezumas, are still in existence, and represent what was formerly a densely populated country.

The traditionary and historical account of Arizona is elaborate and full of interest; containing many startling facts relating to the mineral deposits and the existence of precious stones, a detailed account of which would be too lengthy to incorporate in this series of articles.†

These ruins, especially upon the left bank of the Rio San Juan or *Nabajos*, are about fifty miles below the junction of the Chaca with the San Juan, represent the former existence of immense structures, which, in the art of building in the present day, for massiveness, cannot be excelled. The houses seems to have been quite lofty, and having several stories, the rooms of which were of immense proportions. Broken pottery, carved and otherwise embellished according to the rude trade of the aborigines, is found everywhere among the rubbish of the ruins.

In the kingdom of *Totonteac*, spoken of by Friar Marco de Nica, were the cities of the San Juan or *Cia-qui-visi*. The Indians who lived there, about the time Sevadra explored the upper of the Rio Grande del Norte, were called *Lontos*, but since the year 1539 no trace of them is to be found other than remains of their numerous towns. Aside from the superstitious views entertained by the present generation of Indians now living in Arizona, their traditions are worthy of notice, as they comprehend many details having a direct bearing upon the original state of the country.

The number of towns comprising the kingdom of Totonteac, the ruins of which are still to be seen, and many of which are yet occupied by Indians, are as follows:

1. Chen-e-hue-vitz.
2. Hu-il-pa-ich.
3. Mat-hat-e-vatch.
4. Pa-haul-chitz.
5. Mac-ha-ves.
6. Ya-ba-pais.
7. Cos-ni-nos.
8. Timbi-bachi.
9. Cia-*qui-visi*.
10. Chem-p-quis.
11. Jumb-qui.
12. Na-ba-joa.

The Apacheria name for the Colorado is Hah-weal Asientic. The name for the San Juan river is Hah-weal-ha-mook. The name for the Chelle river is Hah-qua-si-il-la.

The number of Indians who inhabit the country within the limits of these enumerated remains of ancient towns and cities, are composed of the following tribes—1859:

Navajos—Males over 21	2,300
Pueblo—Females over 18	2,100
Tim-bi-bac-chi—Old men and women	1,850
—Boys and girls	3,750
Total	10,000

APACHERIA OF THE INNER BASIN OF THE COLORADO.

Moquinos—all ages—Pueblo Moquis	6,720
Pinal Lenos and Coyoteros—near Moquis	3,000
Lontos, Cosninos and Jumbqui	6,000
Chem-p-quis, Cu-chans and Mac-ha-ves all ages	8,500
Total	34,220

The outer basin of the Colorado has numerous tribes of Indians which will be spoken of hereafter. The list given above comprises all the tribes within the basin of the Colorado, marked by the canons of Chelle, Tim-bi-bac-chi, the Moquis and the Black Canon. The area of this beautiful park is about 22,500 square miles. The principal sterile wastes within this limit are the celebrated painted desert and the mesas or plains which surround the three sulphur pyramids near the volcano *Jum-bui-ric-vari*, described hereafter.

The area of the arable portion of the San Juan valley is about nine hundred square miles, or 576,000 acres; this includes the main branches and the valley of the Chaca river. The soil is a rich alluvium, and like other valleys or bottom lands within the mountain range, is clothed with a luxuriant growth of nutritious grasses with which wild oats, barley, wheat and flax are intermixed. The mesas or table lands, near the settlements and ruins of the ancient towns, are generally fertile, but need irrigating because of their elevated and arid position. Near the ruins and all the present settled pueblos are tanks and cisterns affording a bountiful supply of water.

The bottom lands of the San Juan and a few of its affluents have small groves of walnut, ash and oak. The mesquite or bean tree is very abundant, and peach trees are scattered throughout the whole district. Natural vineyards are to be found everywhere upon the lowest bottom lands bearing luscious fruit. The peaches are seedlings, and of course many varieties occur. The tree flourishes well, and is found almost everywhere upon the water courses forming the valleys. The fruit ripens as early as August and as late as November.

The valley of the San Juan is the chief grazing ground of the Nabajoa Indians, and also upon its rich soil they produce wheat, maize, pumpkins, squashes, melons, beans, onions, &c., in greatest plenty. The mode of cultivating is very primitive, and the yield is surprising. Irrigation is seldom resorted to; the growing season of the year is accompanied with frequent mists which sufficiently moistens the soil to keep up a vigorous growth of the plant. These mists are from drifting snows, and sometimes clouds which form below the Alpine heights, afford showers of rain of short duration, and which are invariably accompanied with severe lightning and thunder, and heavy gales of wind that sweep across the mesas or table lands, driving before it clouds of sand and gravel in such immense bulk as to render traveling extremely uncomfortable and dangerous. When this occurs, the trails leading across the mesas are obliterated, and the plateau has the appearance of a desert waste over which no travel has been performed.

The painted desert which intervenes between the Moquis valley and the San Juan is a high mesas or plain, slightly rolling, with here and there rising uplands or hills having abrupt and steeps sides. These hills are composed of carboniferous sandstones, and in many instances show upon the escarpments distinct water-worn surfaces, as if they were beat against by the waves of an inland sea, which evidently at some ancient period existed. The painted desert is composed of striæ of ocrous beds of various colors, *tufa* and shales. Its area is about 2,400 square miles.

The occurrence of precious stones in this part of Arizona is quite frequent, and it is highly probable that the working of such mines may be made profitable. The ruby, or *tellessie of Haiiy*, is found throughout the whole plain, but as yet no perfect *corunduns*. Obsidian, cornelian and jasper are seen in fragmentary angular pieces all over its surface, and silicious stones of various colors are thickly strewn upon it.

This large area of land, situate between the Moquis and San Juan, is without the least vegetation and entirely destitute of water, excepting where arms or points of the desert make out towards a stream. Its boundary extends as far southwest as the San Francisco mountain, and owing to the light nature of its composition every wind that has any force shifts the debris from one place to another, thus covering up the trail that may be made to-day on the morrow—one reason for the non-appearance of established routes of communication.

The principal gold region of the San Juan valley comprises the mountainous district which flank it on the east and north. These are the southern slopes of the Sierra San Juan range, and the western slopes of the Sierra Luncha.

The ravines descend very rapidly, and are numerous, narrow and deep; they convey but little water, and, indeed, where they contain the richest deposits of freed or drift gold, they are dry, and sometimes even without springs. To make such locations available for mining purposes canals will have to be constructed to convey the water to them. This is an easy task, inasmuch as the flowing streams generally are not farther off than fifteen or twenty miles, where a sufficient fall can be had to bring it to the tops of the hills binding the ravines containing the gold, silver and other metals.

The amount of gold freed from the veinstones by the natural process of the former denudating period within this district, and which now lies in the beds of these ravines, must be immense and beyond any reasonable calculation. The number of these metalliferous ravines cannot fall short of three thousand, having an average length of one and a quarter miles. These are crossed and recrossed by numerous veinstones, and in no instance is there a ravine that does not have more than one vein of ore passing across it or running parallel with it. If, indeed, it is assumed there is but one vein, the value of this district is immense. * * *

It is a safe calculation that each of these ravines will average four veins of gold bearing quartz. Their acclivities 2,000 feet, and in thickness one

† See Ives, Ward, Wilson and Bourne, Humbolt, Marco de Nica, Sevadra and others.

yard, the entire district of the *San Juan*, calculating on this scale, contains in drift or freed gold the enormous sum of one hundred and eight billions of dollars. It is highly probable the San Juan is the locality from whence was taken the *balls* and plates, and other pieces of silver obtained by the Spaniards, if the traditions of the Indians are to be believed. They assert that the pieces or plates obtained by the Spaniards in the earlier settlements of the country by that people, and especially the missions of the Gila valley, were deposited or hid there by the natives, and that the real place where such large masses were first found was within the mountains flanking the San Juan valley. The historical account of the finding such masses is appended to this series of articles for the purpose of illustrating the great wealth of this region in the finer metallics, and their occurrence in greater quantities than found in other sections within our own territory.

After the conquest of Cu-li-a-can by the Spaniards, Don Antonio de Mendoca, Vice Royal and Captain General for the Emperor's Majesty in New Mexico, which included all of Arizona, commissioned Friar Marco de Nica, a Franciscan Monk, to make an exploration of the country, where it was supposed the Montezumas obtained their wealth in gold, silver and precious stones. He departed upon his journey on the 7th day of March (Friday) 1539, and after a long and tedious journey he arrived at the city of Ci-bo-la, the present cite of old Zuni. Here he relates: "*I was shown turquoises and other stones of value; vessels of gold and silver, and other ornaments made of the same material, of which the people had great store, and all of the vessels which the people were served with were made thereof; besides they had flat pieces of gold wherewith they scraped the sweat from their bodies, and the doorways were ornamented also with gold and turquoises—the riches whereof were too wonderful to calculate.*" He also describes seeing white men and women with blue eyes and chestnut colored hair, very handsomely formed, and the women very "beautiful to look upon." They dressed in cotton robes and fabrics of wool. * * *

Ascertaining that all this great wealth was obtained from what he termed the Pin-ta-dos, who were a strong nation residing in large cities farther north, called by the people of Cibola, Te-ton-te-ac, he was deterred from visiting it on account of the hostile demonstrations made against some of his party sent forward to reconnoitre the route, when he returned with all possible speed to the province of Cu-li-a-can and finally to Compostella.

Francisco Vasques de Ceronado upon the report of Friar Nica immediately set on foot an expedition thoroughly armed for the occasion, to the country of Cibola, with the intention of making conquest. Upon his approach the natives sent off all their women, children and valuables to the mountain fastnesses, and for some time held out against the Spaniards, but finally were overcome, their defenses scaled, and they themselves reduced to abject slavery for the time, being tortured and otherwise maltreated because they would not impart to their conquerors the locality containing their hidden treasures. Coronado was deterred from going to the kingdom of Tetonteac on account of the stories told him of a great hot lake, which he feared as being near the dominions of his *satanic majesty*.

The entire spoils of this expedition amounted to about a pint of emeralds, which he found scattered on the floor of one of the casas, and a few pieces of nugget gold in its native state; disappointed and discouraged he returned to the province from whence he set out. The natives, rid of their tormentors, then commenced the building of the present town of Zuni. In 1581, Friar Augustin Ruyz, a Franciscan Monk, made a "*voyage*" to New Mexico, and travelled 250 leagues north, into a country called the province of De-los-Liguas or *Tiguex*. The soldiers who accompanied him returned, after one of the priests had been killed by the Indians.

Soon after this occurrence an expedition was fitted out by a citizen named Antonio de Espejo, who left San Bartola 10th November 1582. Ascending the valley of Rio del Norte to the Jemez-pueblo, he was told by the people that a five days' journey would bring him where the precious metals were in abundance, and that fifteen days' travel would take him to a large lake with great houses and towns upon its borders. On their march, as directed they noted the good soil and abundance of precious metals. Arriving in the province of Tiguas,* which contained sixteen towns, they found plenty of food and rich metals of gold, silver and copper,† but the inhabitants had fled. In two days travel from the Liquez he found another province containing 11 towns and 40,000 inhabitants.‡ Pursuing a northerly course fourteen leagues, he found another province called Cu-ma-nes, with five towns of which Cia-qui-visi, (now in ruins,) with a round casa, was the largest, having 20,000 inhabitants; it had five market places and houses plastered and painted in various colors. The people presented him with curious wrought mantles, and showed metals of gold and silver in great abundance and mountains near by where were the mines.

(The ruins of this town are upon the Rio San Juan, and which the Navajoas assert was the former residence of the Montezumas.) He visited other towns, among them were Acoma, Ameies, Timbibachi and Cosninas. Captain Espejo found most all of the people wearing bracelets of gold and other ornaments made from the same metal.

Whilst at *Cia-qui-vi-si* he took, with his own hands from the mines, large amounts of the precious metals, and relates that they were on the mountains and easy to get at. He visited many of their farms, and adds that upon the streams grew many vines bearing excellent grapes. Roses were abundant; the people were industrious and happy; their houses were built of stone, very strong and of massive magnificent proportions; the people were comely in their persons, and among them were many beautiful women. After obtaining as much of the metals as he could with convenience transport, and the status of the natives having suddenly changed from a friendly to a very hostile nature, he was compelled to retrace his steps and seek safety among his own people. This continued hostility on the part of the Indians caused other expeditions that were on foot to be abandoned by the Spaniards, who contented themselves with the section of country bordering upon the Gila, the San Pedro, and the Rio Sonora, Cinola, Zacaticas and Durango.

All research was given up to discover the source from which Montezuma obtained his great wealth, until the year 1795, when Friar Pedro Font penetrated as far as the Sulphur Pyramids, more particularly described in the present series, in another place. Here he came across a town of the Apacheria tribe, called Tim-bi-bac-chi, or Tam-jabs, the present race of Jumb-qui-Nabajoa.

True to their general character, the Indians gave no encouragement to the explorers, and placed every obstacle in their way to deter them from penetrating the country, and Father Font only succeeded in skirting the western edge of the painted desert, and reaching as high up the valley of the San Juan to the ruins of the Circular Casa and Cia-qui-visi.

Since Friar Font's expedition, the Baron Humbolt, Ward, Wilson, Bourne and Ives have traversed a considerable portion of the inner basin of the Colorado, but in such a hurried manner that little satisfaction is given as to the true character of the country. It is true that all of them speak of this region as containing great metallic wealth, consisting chiefly of gold and silver and far surpassing the mines of the older Mexican States. The statements made by these explorers, of the ruins of ancient towns the discovery of pottery ware and other relics, are evidences of the once populous state of the country, and which corroborates the statements of the Spanish explorers, who enumerate over one hundred towns being in existence as late as the year 1540, containing more than 300,000 souls.

It is highly probable, and indeed there is sufficient data to establish the fact, which will be more particularly alluded to in another place, but which in this connection it is proper to mention, that within the past three centuries this country, as well as the entire Pacific coast, from Mazatlan to Puget's Sound, has been subjected to frequent earthquakes, and that these causes may have swallowed up or engulphed whole communities in the space of an hour, and the famous city, whether fabulous or not, of Qui-vi-ra might have thus been destroyed, without a vestige having been left behind to mark the spot where once it stood and flourished.

The tradition, although confused, and in many instances of a decided superstitious character in its relations, nevertheless, coincides with the present condition of the country; and so far as its metallic wealth is concerned is *established beyond a doubt*. Surrounded as this region is by rich metalliferous districts—on the east by the mines of New Mexico, on the northeast by the mine's of *Pike's Peak*, on the north by the great silver mountains, on the northwest by the immense deposits of gold and silver ore in Nevada, and the recent discoveries in the southern part of Utah, the rich mines of gold, silver and cinnabar of the San Bernandino mountains, on the west and on the south by the mines recently occupied on the lower Colorado, the Mogollyon mountains, the Sierra Mimbres, the San Pedro and Sonorean mines, and being contained within the centre of that great volcanic region of the chief range of Cordilleras, and to which the exposure of the metallics is owing, it becomes the nucleus from which radiate all the metallic veins which ramify and form the dikes now giving rise to all the mining operations throughout the entire mountain ranges North and South.

The climate of the San Juan is delightful and very healthy. There are no settlements of white people within its boundaries. The Indians have large herds and flocks and lead a pastoral life, cultivating but a small part of the soil. The valleys and bottom lands afford pasturage all the year round. The country is well watered by numerous rivers, with sufficient volume of water for all economical purposes. All other resources are in abundance with which to supply the wants of man.

* Ruins of the Chelle and Chaca Nabajoa—35th parallel north latitude.

†Litteral translation.

‡ This was the Moquis, for he says it bordered on the province of Cibola of Zuni.

Valuation of Beverly.

The valuation of real estate in Beverly for the year 1863, is $1,643,150; personal estate, $1,418,-850. Number of polls, 1,596. The amount assessed is $36,354 64. The ratio of taxation for town tax is $6 80, and for State and county taxes $4 per $1,000.

Valuation of Lowell.

Total valuation of Lowell for the year 1863, $20,761,517, an increase of $575,140 over last year. Valuation of real estate of residents, $5,-027,052; personal estate of do., $3,094,350; total $8,121,402. Real estate of corporations, $8,038,-487; personal estate of do., $3,462,011; total $11,500,498. Real estate of non-residents, $1,121,-075; personal estate of do., $18,542; total $1,-139,617. Number of polls this year is 5,732 against 6,526 last year—a decrease of 794. The rate of taxation this year is $11.20 on the $1,000, against $10.20 last year.

Valuation of Cambridge.

The amount of real estate assessed is valued at $15,320,300; personal estate $7,228,900; total valuation of the city for the year, $22,549,200. There are 5775 polls. The rate of taxation is eleven dollars on the $1000, and the poll tax is $2.

Valuation of Charlestown.

The value of real estate in Charlestown, is $12,907,300; and of personal property, $5,570,000. The amount to be raised by taxation the present year is $189,378 45, the rate of taxation being $9 80 per $1,000, the number of polls, 6,064, and the number of school children, 5,228.

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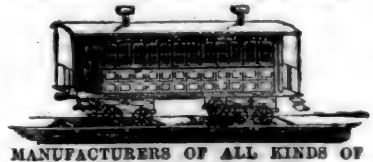
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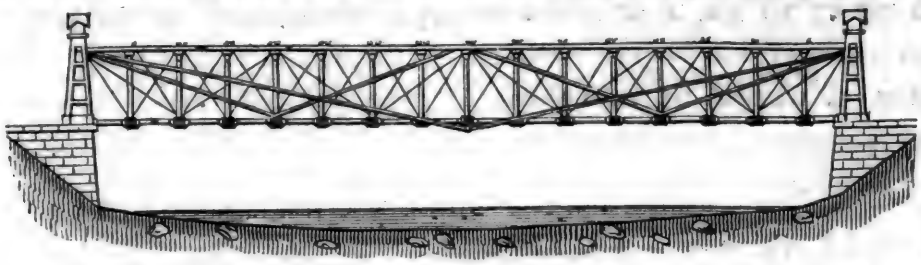
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Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS,** and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.
In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.
You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2.½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, 31 Nassau st., or by addressing

CHAS. W. WELSH,
Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 26, 1863.

☞ The *postage* upon the AMERICAN RAILROAD JOURNAL is only *five cents per quarter*, if paid *in advance* at the Post office where the paper is received.

Ship Canal between the St. Lawrence and the Hudson.

We again recur to this important subject from a profound conviction of the absolute necessity of enlarged water communication with the great West, and with the hope of concentrating public opinion so fixedly upon the project, as to bring about its construction at an early a day as possible. We are constantly told by our statisticians of the enormous amount of Western production, by our statesmen of what is due to the States in the upper basin of the Mississippi, and by political economists of the value to our commerce of its immense products. All admit that staple articles being bulky, can be more cheaply moved on canals subject to tolls, than on railways without tolls, and we know that the Erie Canal is equal in its capacity of transportation to fifteen railways like the Central. For heavy articles, water communication is decidedly the best, and for those whose value bears no proportion to their size, it is the only practicable one. How much cheaper however is that water communication which Nature sometimes gives us, when she offers large lakes and rivers connected with each other, and how remarkably have the United States been blessed with these natural aids to commerce and industry. No artificial navigation can ever supersede the natural channels of the Mississippi, the Missouri, the Hudson and the other many navigable streams which flow into the Gulf and the numerous bays and sounds of the Atlantic.

We will not again discuss the project of enlarging the Erie Canal, so vigorously pressed by able enthusiasts, those who never know when to leave off when they once begin a thing. This Canal is large enough for the business which legitimately belongs to it. Any artificial or temporary pressure upon its capacity is not a reason for extravagant enlargement on a permanent scale. It is now for the first time producing a large revenue over and above the interest of its cost, and the expense of repairs, and if let alone, will be equal to all the expenses of the State Government and its various needs, and relieve us from taxation at an early period; an advantage which no other State in the Union possesses. Here we have a great and beneficial work, the profits of which go to the people, very unlike a railway where the gains go into the pockets of a private company. Now any attempt to change its character so as to pass large ships or steamers, instead of barges, which carry two hundred tons, is to incur a debt of many millions, and put off to some future generation the benefit of a surplus revenue; it is to delay and hinder navigation, and to give a preference to associated capital, such as must combine to produce and manage steam fleets, over the individual enterprise which has now full equality in the character, propelling power, and value of the craft used upon its waters. Worse than this, the scheme ignores that great inland sea, Lake Ontario, and its natural outlet, the St. Lawrence, and proposes to destroy their trade, and sacrifice their ports, for this would be the effect of the proposed ship canal, if it were as practicable of construction and certain in its consequences as its advocates maintain.

Now the position we assume is this, that if the time has come for a ship canal from the lakes, let us construct one which will embrace all the advantages of the other, and many more; which will benefit the commerce of all the lakes, give us the trade of Lower Canada, that of the Ottawa river, the proposed Ottawa Canal, and can be constructed without any serious difficulty, and at a very moderate expense. This is the route of which one hundred and fifty miles are already constructed on a magnificent scale; we mean Lake Champlain, large enough to contain fleets and the scene of very famous actions. This route is almost practicable now, since at one end, it connects with the St. Lawrence by the Chambly Canal, and at the other by the Champlain Canal with the Hudson river at tide water. This idea is not a new one. It has possessed for many years the minds of the most sagacious Americans, and it has also been adopted by some of the most eminent and far-seeing merchants of Canada.

Since our last issue, our prepossession in favor of this great project have been confirmed by an attentive examination of a memoir on the subject, from the pen of that distinguished Canadian merchant John Young, Esq., of Montreal, the President of its Board of Trade, and beyond all question one of the ablest men in the Province. He it was who despatched the first propeller that ever passed up from the St. Lawrence through the Welland Canal to Chicago, and procured the present deep water navigation through Lake St. Peters, by which steamers of 2,000 tons ascend from the Ocean to the docks at Montreal. He it is to whom the project of the hydraulic locks and increased water power for the accommodation of the commerce of that city owes its life, and he it is whose opinions we now proceed to quote in favor of the ship canal from the St. Lawrence to the Hudson, as being of the highest authority, and one which the merchants of the city of New York may pause, in the whirl of their activity, to listen to and adopt. The memoir or rather pamphlet of Mr. Young is composed of a series of letters which appeared in the Montreal Gazette, and is entitled "Rival routes from the West to the Ocean, and Docks at Montreal." The large and liberal views expressed in these letters do him honor, since Mr. Young is a man who never refuses to accept a sound general principle, even if it does not confer any particular benefit on himself. Thus as early as 1846, he saw, that though the connection between the St. Lawrence and the Hudson might seem to result to the particular ad-

vantage of New York, yet that Canada would gain by it its full share, and the gain of both countries was of course the gain of each. This was two years before the St. Lawrence canals were opened for general traffic. In the year 1847 he, in company with an eminent engineer, ascertained by personal examination, that a ship canal between Caughnawaga and St. John's was entirely practicable, and this we presume is the route he would still prefer to the existing one of the Chambly. The route was actually surveyed and an able report made thereon by J. B. Mills, Esq. In 1848 an able memorial was addressed to the Provincial Government in behalf of the Montreal Board of Trade, stating the advantage of such a canal, its cheapness, its opening up the lumber districts, that it would connect the upper lakes with the State and city of New York, and increase the resources of the St. Lawrence canals.

In 1849, a bill was carried through parliament, authorizing a company to construct the work, and it was highly approved and fully endorsed at the convention held in Saratoga, of which we have spoken in our former articles on this subject. It appears that the project was kept alive from year to year in various forms, with an opposition from time to time as to the route, and the principle of its being in the hands of a private company. The details in Mr. Young's pamphlet in respect to this part of the subject are very minute and highly interesting. Various lines were run, some as late as 1855 and 1856, by eminent American and British engineers, among the former of whom were John B. Jarvis, and N. B. Swift. It appears that the cost was estimated at about two millions of dollars, and that the canal could be "fed" either from the Beauharnois Canal, or Lake Champlain. Nevertheless it appears that after all the surveys had been made, apparently in one direction, in consequence of a report of the Committee on Public Works, by Messrs. Lemieux and Killaly to the Canadian Parliament, the final preference was given to "a line *following the Chambly Canal*, and then crossing to Lake St. Louis, as that which would combine and afford in the greatest degree all the advantages contemplated by this improvement. The absolute necessity for this connecting link in the chain of this immense inland navigation through this province, and the United States becomes more and more apparent every year." Although the Chambly Canal was a circuitous navigation as compared with the Caughnawaga route, Mr. Young assented to the substitution proposed, and this has probably given the Chambly route the prominence it at present holds in public opinion, as being a part of the proposed work, and that work in part done. The calculations made by Mr. Young are conclusive as to the cheapness of the route for the western shippers, and we regret we have not space to republish them. He even satisfactorily showed by figures, that if the Champlain Canal was not widened by the State of New York, yet that which he advocated between the St. Lawrence and St. John's would open a vast trade between this State, the New England States and the Canadas, which now exists but partially, and the difference of expense of freighting would still be largely in favor of the lake and St. Lawrence route. We have no doubt of this, and it is precisely the advantage we wish our Northwestern producing States to have. As tolls and freights stood at the time alluded to, Mr. Young calculated, even if the Champlain Canal was not enlarged, that the cost of taking property from Chicago to Troy was, *via* Buffalo, (per mills per mile,) $4.85; *via* Oswego, $4.01; *via* Caughnawaga, $3.90. Mr. McAlpine our former well-known State engineer made similar calculations with similar results. We give them as they are not only curious, but scarcely to be found anywhere in print. He declared that with the Welland and Caughnawaga Canals built, even with the whole Erie Canal enlarged, the cost of transport from Chicago to New York, *via* Buffalo, Oswego, Montreal and Caughnawaga, would be in favor of the Montreal route. His figures are as follows:

First.—From Chicago to New York by the way of the Lake to Buffalo, the Erie Canal, and the Hudson River to New York.

	By sailing vessels.	By steam vessels.
From Chicago to Buffalo, 914 miles lake navigation, at 2 and 3½ mills	$1.83	$3.20
From Buffalo to West Troy, 353 miles canal navigation, at 8 mills	2.82	2.82
From West Troy to New York, 151 miles river navigation at 3 and 5 mills	0.45	0.76
Transferring cargo at Buffalo	0.20	0.20
1418 miles	$5.30	$6.98

Second.—From Chicago to New York by the way of the lakes and Welland Canal to Oswego, and thence by the Oswego and Erie Canals and the Hudson River to New York.

	By sailing vessels.	By steam vessels.
From Chicago to Oswego, 1057 miles lake navigation, 2 and 3½ mills	$2.11	$3.70
Additional expense on the Welland Canal, 28 miles, 3 mills	0.8	0.8
From Oswego to West Troy, 202 miles canal navigation, 8 mills	1.62	1.62
From West Troy to New York, 151 miles river navigation, 3 and 5 mills	0.45	0.76
Transferring cargo at Oswego	0.20	0.20
1410 miles	$4.46	$6.36

Third.—From Chicago to New York by the way of the lakes, the Welland, St. Lawrence, Caughnawaga and Champlain Canals and the Hudson River to New York.

	By sail vessels.	By steam vessels.
From Chicago to New York, 1632 miles, at 2 and 3½ mills	$3.26	$5.71
Additional expenses on the Welland, St. Lawrence, Caughnawaga and Champlain Canals, 167 miles, 3 mills	0.50	0.50
1632 miles	$3.76	$6.21

Fourth.—From Chicago to Montreal by way of the lakes and River St. Lawrence and the Welland and St. Lawrence Canals.

	By sail vessels.	By steam vessels.
From Chicago to Montreal, 1278 miles, at 2 and 3½ mills	$2.56	$4.47
Additional expense in the St. Lawrence and Welland Canals, 75 miles, at 3 mills	0.22	0.22
1278 miles	$2.78	$4.69

Here we have a difference in favor of *Montreal, including the Lachine Canal*, of $2.52 and $2.29 per ton by sail and steam vessels over Buffalo to New York by Chicago, $1.68 and $1.67 per ton over Oswego. Again, the fact is established by these figures that the route by the St. Lawrence, Caughnawaga, and Champlain Canals to New York from Chicago, has a superiority over Buffalo of $1.56 and $0.79 per ton by sailing and steam vessels, and over Oswego of $0.76 and $0.15. Supposing the Champlain Canal, from Whitehall to the Hudson, remains *of the same size as now*, the cost of taking the property on to the Hudson at Troy, would be as follows:—

Chicago to Whitehall—1415 miles at 2 mills.	$2.83
Additional expenses on Welland, St. Lawrence and Caughnawaga Canals—96 miles at 3 mills	0.29
Transferring cargo at Whitehall	0.20
Cost of transport on present Champlain Canal to West Troy—72 miles at 8 mills	0.58
	$3.90

So that the actual cost of each route as far as Troy, would stand as follows, without the Whitehall Canal enlarged:

Via Buffalo.	*Via* Oswego.	*Via* Caughnawaga.
$4.85	$4.01	$3.90

This last table, however, was the deduction made by Mr. Young himself from the previous estimates.

We have now said enough we believe to show, that the enlightened men and merchants of Canada have long seen the benefit to themselves and to the people of the Northern States, of a free navigation, (or what is such in comparison with the Erie Canal route,) by the lakes and short canal connections between them. We notice with pleasure that in a broad and liberal spirit they are willing to give the city of New York the advantage of being the great terminus, content with such share of the trade as Montreal would naturally and meritoriously receive. We have shown that rivalship and jealousy have had no part in the breasts of the enlightened men who have there fostered the design up to the present moment. We have shown in previous articles that the pressure of Western production can be most easily and economically relieved, not by making a ship canal of four hundred miles, but by enlarging two to the proper size only about seventy five miles, not by paying tolls on a long line, but a short one; in fact, by an unshackled navigation, so to speak, against one subject to heavy charges, accidents and modifications of regulations, which can never affect lake navigation.

We therefore desire to press this subject on the attention of the public men of the Canadas, and those of the States immediately affected by the project, as one eminently worthy of their attention and support. We trust that the merchants of Montreal after so long an advocacy of the measure, will not abandon it, and we also trust that the leading merchants of New York, and the Executive of the State will follow it up until it is adopted. The reports on the subject made last winter to the Legislature, (accompanied by the admirable maps from the State Engineer's office,) have given vitality and practicability to the idea, and it would be a scandalous abandonment of our duty to ourselves and to our brethren of the West, if we did not move at once to make this grand improvement, which would cost but half a year's revenue of the Erie Canal, and give the State of New York the advantage of the whole trade of the West and of the Canadas, leaving the

Erie Canal unharmed, and still performing its full share of the work of our internal navigation and commerce.

Boston and Maine Railroad.

The earnings and expenses of this road for the years ending May 31, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From passengers	$457,483 16	$571,653 75
" freights	249,033 79	298,151 52
" rents	12,331 77	20,870 72
" mails	10,623 06	10,465 87
" int., and dividends	2,955 86	21,338 18
" P. S. & P. R. R. surplus	.....	23,500 00
	$732,427 64	$945,980 04
Expenses, viz:		
Repairs of road	$69,607 28	$79,566 94
" bridges	9,565 39	16,357 09
" stations, etc.	20,550 23	31,867 15
" locomotives.	30,254 32	34,338 93
" cars	20,525 17	22,145 37
Coal for locomotives	16,605 88	26,923 50
Wood	37,949 89	28,092 13
Switchm'n, gatem'n, etc.	22,084 32	23,881 47
Passenger expenses	62,699 53	70,443 58
Freight "	49,191 23	57,702 97
Oil and waste	7,866 80	9,181 33
Sawing and pumping	10,524 15	11,064 71
Horse power	9,200 00	5,749 66
General expenses,	14,315 93	13,650 11
Taxes	13,887 51	27,464 61
Danvers R. R. rent	7,500 00	7,500 00
Insurance	2,944 09	3,478 61
Damages and gratuities	1,706 50	1,285 21
Removing ice and snow	2,727 62	433 39
Depreciation of locomotives and cars	14,006 00	3,365 00
Renewal of rail	18,318 30	21,186 32
	$442,021 14	$495,678 08
Net earnings	$290,406 50	$450,301 96
From which deduct two dividends of four per cent. each	$332,456 00	
U. S. tax on same	10,066 05	
Charles River Draw accident	20,249 09	
	362,771 14	
Leaving a surplus of	$87,530 82	

Compared with 1862, the gross earnings of 1863 show an increase of $213,552 40; with an increase in expenses of only $53,656 94—making the increase in net earnings $159,895 46. The report says:

The receipts from the manufacturing companies on our line have been materially reduced during the past year, but the deficit has been more than made good by the transportation of troops, and military business arising from the war.

The steamer Daniel Webster, in which this company has had an interest since 1853, has been sold during the past year. The boat needed extensive repairs, and it was no longer deemed advisable to retain a water interest in competition with our connecting railroads east of Portland. The boat itself has always paid a fair rate of dividends, but it has nevertheless been a source of expense through the necessity of running extra trains, and often at irregular hours. The past year has been an exception. There is included in the earnings of the road the sum of $10,356 38; of which $7,500 is from the earnings of the boat, under the contract with the United States Government, alluded to in the last report; and the balance, $2,856 38, is from the proceeds of sale after deducting $3,652 31, the amount at which the boat stood charged on the books of the company. A still further dividend from the proceeds of sale is expected.

In the appendix will be found a statement of the receipts and expenditures of the Portland, Saco, and Portsmouth Railroad, taken from the report of the directors of that road, for the year ending May 31, 1863. The contract between that road and this company and the Eastern Railroad stipulates, as is well known that in consideration of a guarantee on the part of the two latter, that the former shall always receive three per cent. semi-annually on its capital stock, the surplus earnings, if any, shall be equally divided between the two latter. Owing to military business, and diminished competition from outside boats, and other more general causes, which have acted upon all the railroad interests of the country, the earnings of the Portland, Saco, and Portsmouth Railroad have been unusually large during the past year.

It will be seen that the Boston and Maine and the Eastern Railroads have each received from the surplus earnings of that year the sum of $23,500. The amount appears large, but it should be remembered that in some years they have received nothing: and it is not probable that the Boston and Maine and the Eastern roads, during the whole period of the arrangement, have been more than compensated for services of various kinds rendered to the Portland, Saco and Portsmouth Railroad, and for the use of their passenger and merchandise cars in the transaction of joint business.

The usual amount of work has been done during the past year to maintain bridges, track, rolling stock, and buildings in complete repair.

The new brick engine house at South Berwick Junction has been completed, and a woodshed 300 feet long, which was much needed, has been erected. Other work mentioned in the last report has been completed, and paid for in the past year.

Three locomotives have been entirely rebuilt, and three, not so well adapted to the wants of the road, disposed of. Two of these were taken by the United States, and also twelve merchandise cars. The places of these latter have been supplied by new cars, constructed in our own shops. The valuation of equipment in the construction account shows a decrease of about $12,000. This is caused by striking from the list the three engines which were sold, and by putting a lower valuation upon the cars than in the previous year. The locomotive equipment is really in a more efficient condition; and the present summer's work has more than made good any deficiency in the car department.

The construction account is but slightly varied from last year. The land account shows a decrease of twenty dollars from the sale of a small lot not required for the use of the road. There is also a reduced valuation of equipment, as before explained.

The undivided earnings account is increased by the surplus of this year, $87,530 82, and amounts to $715,443 07. A reference to the trial balance shows that this is properly a balance of account. The capital stock and liabilities are less than the cost of the road, equipment, and other assets, by this amount. The value of this surplus depends upon the value of those assets.

The sad accident at Charles River draw is too fresh in the minds of the public and our stockholders to require any lengthened detail. Additional legislative provisions regulating the use of railroad drawbridges have been obtained, which, it is believed, will obviate the danger of accident in future. The pecuniary cost of this accident to your corporation has been heavy. The returns of this report show that up to May 31, 1862, $20,249 09 had been paid out. Since that date there has been paid a further sum of $26,230 64, making the total amount to this time, $46,479 73. This includes the settlement of five cases of death by decision of court, and one case by agreement. Forty-one claims for personal injury, of varying amounts, have been adjusted. The balance is for expenses of labor, machinery, &c.

There are still some claims unadjusted, where the parties claiming are not thought to have received any real injury. Your directors do not anticipate that the above amount will be materially increased.

On the 22d of December, 1862, an order was passed by the Board of Aldermen of the City of Boston authorizing our company to use steam power to and from their station house in Haymarket Square. Thus was revoked the order requiring the use of horse-power, under which we had been operating since the 1st of January, 1854. We congratulate our stockholders and the public on the permission thus granted, which enables us to conduct our business more satisfactorily as regards safety, expedition, and cleanliness. Certain conditions as to erection and maintenance of expensive gates, and the employ of flagmen were imposed that go far to neutralize the gain in point of economy which this arrangement might be expected to produce. With such conditions we have cheerfully complied, believing the considerations of safety and diminished obstruction of the public ways, of paramount importance.

Our relations with connecting railroad companies remain much the same as at the date of the last annual report. A lease of the Cocheco Railroad, for a term of not less than fifty years, has been offered to your directors during the past year. It was proposed that an annual rent of $33,500 for the road and equipment, should be paid by the Boston and Maine Railroad. The proposed rent seemed large, in view of the receipts of that road in past years, and the offer was not acceded to. The bondholders of the Cochecho Company then organized under a new charter as the Dover and Winnipiseogee Railroad Company, and obtained permission from the last Legislature of New Hampshire to extend their railroad from Dover to Portsmouth, proposing to make a connection at the latter place with the Eastern Railroad. At the time of writing this report it is understood some surveys of the route have been made, but no location determined upon.

The equipment of the road consists of 33 locomotives, 53 passenger cars, 19 baggage cars, and 484 cars for freight, etc. Miles run by passenger trains, 434,669; by freight trains, 176,805; by wood and gravel trains, 8,138; by extra trains, 11,228—total, 630,840. Number of passengers carried 1,845,812; do., carried one mile, 27,878,135. Tons of merchandize carried, 239,718; do., caried one mile, 6,433,817.

Condensed Balance Sheet.

Construction	$3,880,349 64
Equipment	400,463 00
Property accounts	79,058 11
Cash	85,211 59
Notes	67,055 35
Open accounts	42,314 42
Boston and Maine Railroad stock	50,000 00
Danvers Railroad bonds	73,000 00
Danvers R. R., as per agreement	25,000 00
Newburyport R. R. " "	300,000 00
Gt. Falls and Conway R. R. bonds	20,000 00
Suspense account	3,584 51
	$5,026,336 62
Capital stock	$4,076,974 52
Sundry balances	58,471 82
Deposit on account of Newburyport Railroad bonds	2,160 00
Amount payable on account of Newburyport Railroad bonds	1,980 00
Tax on dividend	5,079 21
Dividend payable July 1, 1863	166,228 00
General Reserve Account—being undivided earnings	715,443 07
	$5,026,336 62

President.—I. M. Spelman.
Superintendent.—Wm. Merritt.
Treasurer.—H. B. Wilbur.
Clerk.—James C. Merrill.

☞ The fourth and fifth installments of 20 per cent. on the new stock of the Central Railroad Company of New Jersey have been called, payable to the Treasurer on or before the 15th of October next.

The Ottawa Canal.

We find the following important letter in the Montreal *Gazette*, in relation to the Ottawa Canal. This project is intended to shorten the distance between Chicago and Montreal, about five hundred miles. It is therefore more necessary than ever, that there should be a ship canal navigation, between Montreal and New York by the way of Lake Champlain, and the Champlain and Chamblee Canals. We quote from the *Gazette* the following paragraphs:

It would appear from the following letter in answer to a memorial to the Duke of Newcastle, which had been agreed to by the Town Council of Sheffield, in favor of a ship canal from Lake Huron to the Ottawa, that the Imperial Government view the work with favor, and will give it all the aid they can:—

DOWNING STREET, 31st July, 1863.

SIR:—I am directed by the Duke of Newcastle to acknowledge the receipt of your letter of the 9th inst., enclosing a memorial addressed to His Grace by the Town Council of the borough of Sheffield, respecting the advantages that would attend a navigable line of communication between Lake Huron and the Ottawa. I am to request that you will state to the council that Her Majesty's Government would see with much satisfaction the completion of such a great and important undertaking as is described in this memorial, and that so far as it can be legitimately given, the Imperial Government will accord the project its support. No appeal, however, as the council correctly infer in their memorial, could be made to Parliament for pecuniary assistance.

I am, sir, your obedient servant,

T. ELLIOTT.

Double Track between New York and Washington.

On the 1st of October, the Philadelphia, Wilmington and Baltimore Company will be running a double track to Newport, 35 miles from Philadelphia, and the work toward Baltimore will be continued until it is successfully completed. It is expected that by the meeting of Congress there will be a double track between Baltimore and Washington. A double track is in course of construction between Philadelphia and New York. The junction of railroads in Philadelphia will be in a condition by the 1st of December to run the cars through from Washington to Jersey City without change of cars.

Representatives of railroad interests say that the construction of the bridge over the Susquehanna River is progressing vigorously. The entire length will be 3,500 feet. Thirteen stone piers are cased in iron, some of which are sunk in water 43 feet deep. The great pier will be sunk this month, and the others finished before January. Both abutments will be completed before next Spring, and probably all the pile foundations this Autumn. The bridge will cost about a million of dollars.

Iron Railroad Car.

The latest railroad novelty is a new iron car on the New York Central Railroad, which has been manufactured for the American Express Company. It is of the largest size, built almost entirely of iron, and provided with all desirable conveniences for locking up valuable packages. The inside is lined with wood, and the top is covered with wood, all else is iron, the body of the car being of heavy plates riveted together. The Company consider it burglar proof, and any attempt to destroy it by fire would prove a failure.

Central Pacific Railroad.

The Chief Engineer of the Central Pacific Railroad has just issued his first annual report. Contracts for the construction of the first fifty miles from Sacramento have been let, and work is going on bravely. Materials for the great bridge over the American have arrived, the foundation of two piers completed, and the coffer-dam around the centre pier driven. Six miles, comprising the fifth to the tenth sections, are ready for the track. The next six miles will be ready this month. Six thousand tons of iron have been purchased, and will be delivered at the rate of five hundred tons a month. Much of it is already on the way from the east, as are also the turn-tables for the first fifty miles, six locomotives, six passenger cars, two baggage cars, and twenty-five freight cars. The reasons given why the Central Pacific Railroad Company did not use the Sacramento Valley Railroad, for its length, are, briefly, that it is built of English iron, is mortgaged for $430,000, and is eight miles longer than the new road, which must be built of American iron, and be able to give the United States first mortgages. The estimated cost of the first division of fifty miles, complete, is $3,321,496. The second division of fifty miles reaches to within six miles of the summit, and will be put under contract about the 1st of December.

La Crosse, Viroqua and Mineral Point R. R.

Proposals will be received by this company at Chicago, until the 1st of October, for the purchase of $4,000,000 of its first mortgage 7 per cent. coupon bonds, interest payable June 1, and December 1, in New York, and the principal reimbursable on the 1st of December, 1888; the proceeds to be expended in the construction of the road from Mineral Point to La Crosse; said bonds to be issued upon the completion of the road in sections of ten miles each, and to bear date December 1, 1863. The line of the road will be 90 miles in length, and will form the connecting link in the system of railways, between Chicago, *via* the Galena and Chicago Union and the Illinois Central Railway, and the Upper Mississippi and Red River of the North, connecting at La Crosse and Winona with the Southern Minnesota Railways, now in course of construction toward the Missouri River, and with the Winona, St. Paul and Pacific Railway, also in course of construction, and leading to the Red River of the North, and to Lake Superior, being the "Short Line Route" between Chicago and the British Possessions.

Railway Communication with Knoxville.

The Cincinnati *Commercial* says that work on the Military Railroad from Nicholasville, Ky., to Knoxville, Tenn., has been commenced, and will be pushed forward with great rapidity. A thousand men to the mile will soon be employed. Negro laborers have been impressed along the line of the road, every third slave being taken. They will be clothed and paid. Unemployed blacks who have come into the Federal lines in the Southern States are being forwarded here to labor on the road. They will be paid one-third wages, the balance being reserved to aid in providing them with a home in a foreign country, when the war is over. The city of Louisville has subscribed $600,000 to the Lebanon Branch Railroad, and throughout the State the heartiest co-operation will be given to this great enterprise.

Premiums to Civil Engineers.

The following is the list of premiums recently granted by the Council of the Institute of Civil Engineers, England, for essays:

1. A Telford Medal and a Telford Premium, in books, to John Brunton M. Inst. C. E., for his "Description of the Line and Works of the Scinde Railway." 2. To James Robert Mosse, M. Inst. C. E., for his Paper on "American Timber Bridges." 3. To Zerah Colburn, for his Paper on "American Iron Bridges." 4. To Harrison Hayter, M. Inst. C. E., for his Paper on "The Charring Cross Bridge." 5. A Telford Premium, in books, to Wm. Michael Peniston, M. Inst. C. E., for his Paper on "Public Works in Pernambuco, in the Empire of Brazil." 6. To William Henry Preece, Assoc. Inst. C. E., for his Paper on "Railway Telegraphs, and the Application of Electricity to the Signalling and Working of Trains." 7. To Alexander Woodlands Makinson, M. Inst. C. E., for his Paper "On some of the Internal Disturbing Forces of Locomotive Engines." 8. To Daniel Miller, for his Paper on "Structures in the Sea, without Coffer Dams, with a Description of the New Albert Harbor at Greenock." 9. To Robt. Crawford, Assoc. Inst. C. E., for his Paper on "The Railway System of Germany." 10. To William Cudworth, M. Inst. C. E., for his Paper on "The Hownes Gill Viaduct, on the Stockton and Darlington Railway." 11. To James Grant Fraser, M. Inst. C. E., for his Paper "Description of the Lydgate and of the Buckhorn Weston Railway Tunnels." 12. A Watt Medal and the Manby Premium, in books, to John Fernie, Assoc. Inst. C. E., for his Paper "On the Manufacture of Duplicate Machines and Engines."

Eastern Railroad.

The following is a comparative statement of the receipts and expenditures of this road for the years ending November 30, 1861 and 1862:

Receipts:	1861.	1862.
From passengers	$431,161 69	$472,229 38
" freight	100,196 85	125,838 56
" parcel post and car	14,488 48	13,499 90
" extra baggage	269 10	399 95
" U. S. Mail	9,724 00	9,824 00
" miscellaneous	4,596 68	1,185 66
" property accounts	8,507 20	8,429 90
	$565,939 00	$631,307 35
Expenditures, viz:		
Maintenance of way	$67,299 87	$64,360 42
Locomotive power	52,713 27	44,937 99
Coal	30,417 58	41,618 58
Wood	6,879 12	1,985 16
Machine shop	2,142 86	2,243 79
Train expenses	65,611 67	65,025 46
Office establishment	25,182 26	24,407 97
Station expenses	47,897 56	48,623 83
Mail expenses	1,312 20	1,299 64
Insurance and taxes	9,081 11	10,070 04
Rent of Grand Junction road	11,000 00	11,000 00
Int. paid and accrued	107,139 23	102,197 16
	$426,676 73	$417,770 04
Net income	$139,262 27	$213,537 31

The receipts of 1862 show an increase over those of 1861, of $65,368 35, with a decrease in expenditures of $3,964 62—making the net increase $69,332 97, The increase of net income is $74,275 04. The report says:

In the early part of the present financial year we continued to feel the depression arising from the first outbreak of civil war; but afterwards, and especially in the last half year, our business has been in a high degree prosperous. Our last Report to the Stockholders, in consequence of the change in the time of holding the Annual Meeting, it will be remembered, embraced the period of six months only, to wit, ending November 30, 1861, during which period our total receipts were $282,447 92. During the coresponding six months em-

braced in the present Report, ending November 30, 1862, our total receipts have been $378,247 12, or an increase of $95,799 29, while our expenses have been increased but $16,664 81, showing a net gain of $70,185 30 for the half year.

The road-bed, superstructure, buildings, and equipment, have been kept up and improved in condition. Five hundred and thirty tons of new rails, and 1,167 rails, equal to about 188 tons of welded rails, and 27,290 sleepers have been laid down during the year. Also, 1,278 welded rails, equal to 205 tons, and 5,797 sleepers have been put down on the Essex Road. Work has been done with the gravel train, to the amount of $3,377 16, ballasting, filling, and grading track. One engine has been rebuilt, eight or ten others have undergone thorough and complete repairs, and the remainder have been kept in good condition, with such ocasional repairs as seemed to be necessary. Six passenger cars have been rebuilt, two have been purchased; two new baggage cars, six new short box cars, and six new cattle cars have been built, and eight box cars have been rebuilt; and others have received more or less of repairs, and many passenger and freight cars have been repainted.

The Beverly bridge, of the length of eleven hundred feet, which had been standing since the road was first opened for travel, has been rebuilt new, at a cost of $15,883 05. This important work has been successfully carried through, without accident or the interruption of trains. Other bridges, both in the road-bed and overhead, have received all needful repairs.

At the Wenham station the Company have never had a depot, a room of a private dwelling-house having been used for that purpose. The increasing business of that station has long required better accommodations, and we have now erected there a convenient station house, including dwelling for depot master, and freight-house. A new freight-house has also been built at Newburyport, and the freight-house at Gloucester improved and repaired.

On the 21st of June last our depot on Causeway street, Boston, was destroyed by fire. This was a temporary structure, and was insured to nearly its value, so that our direct loss was not great. By the prompt, liberal, and continued courtesy of the Boston and Lowell Railroad Company in permitting our use of their excellent depot accommodations, both we and the traveling public have been saved from many of the inconveniences which otherwise would have resulted from such a disaster. In determining upon a plan for a new edifice we felt that the interests of the Corporation and the demands of our great and increasing passenger traffic required that it should be a permanent structure, of ample proportions, with so much of ornament as should be consistent, at the same time, with both good taste and rigid economy. The rear part, or car shed, 330 feet long, already substantially completed, has its walls of brick, and its roof of iron and slate, and is therefore fire-proof. The front part, or head-house, besides spacious corridors, and waiting-rooms, for the convenience of passengers, will also contain proper and convenient rooms for all the principal offices, and also for the ordinary meetings of the Corporation thus saving, in rent, an amount equal to the interest on a considerable portion of the cost of the building,

The system of package tickets, at reduced rates, the introduction of which, to a limited degree, was referred to in our last Report, has been considerably extended, and with increasing success, especially to points affected by horse-railroad competition. Between Lynn and Boston, in particular, during the six months from June 1 to December 1, 1862, while the package tickets have been in use, we carried (besides the season ticket travel, which has been but little varied) 120,006 passengers, for which we received $22,793 70, while, for the corresponding period of the preceding year, the number was but 37,986, receiving therefor $11,395 80, showing an increase of 82,020, or more than 200 per cent. in numbers, and 160 per cent in receipts.

It will be rembered that, by a vote of the Stockholders, at their Annual Meeting in July, 1861, the Directors were authorized to take such measures as they should find necessary to protect the interests of the Corporation in the second mortgage of the Great Falls and Conway Railroad, given to secure the Eastern Railroad in New Hampshire, as guarantors (under an indemnity given by this Corporation in 1854) of the bonds of the Conway Road, to the amount of $100,000. The first mortgage bonds being of the amount, also, of $100,000, with overdue coupons thereon, amounting to ($7,635, less $2,000, since paid) $5,635, became due, January 1, 1862. To prevent the taking possession of the railroad, and a foreclosure, which by the laws of New Hampshire may be perfected in one year, under that first mortgage, it became necessary to assume the purchase of these first mortgage bonds and coupons. This has been done (except one bond of $100) at par, and they are now held by us. There is also a third mortgage on that Railroad to secure bonds, to the amount of $75,000. These last named bonds, with their coupons, with the exception of a very small amount, are also held by us at a cost of $13,188 91; and this third mortgage has been absolutely foreclosed for our benefit, so that the Great Falls and Conway Railroad, with its equipmen, is substantially owned by our Corporation, at a cost of about $218,718 91, made up as follows, to wit:—

1st mort. bonds and coupons, as above,	$105,535 00
Liability on second mortgage bonds,	100,000 00
And cost of third mortgage bonds,	13,183 91
	$218,718 91

Aside from any indirect advantage of that Railroad as tributary to ours, its earnings, when not diverted or withdrawn to other uses, have in general been about sufficient, and in future it is hoped and believed will be more than sufficient to pay the interest on both the first and second mortgages. The length of the road is about 20 miles.

In accordance with the suggestions in our last Report, and with the vote of the Stockholders, at their Annual Meeting in February, 1862, the bonds of the Grand Junction Railroad and Depot Company, amounting to $140,000, guaranteed by this Corporation, were taken up and paid by us at their maturity in March last, and on the 6th day of May, 1862, we made formal entry for possession and foreclosure, under the mortgage of the piece of railroad held as security for that guarantee, to wit, about two miles of track, constituting a portion of our main line of road through Charlestown and Chelsea. These bonds, as well as the Conway bonds, both of which are now held as assets of our Company, have been paid for, partly by sale of our own bonds, and in part by the temporary use of ordinary revenue. The annual instalment of $75,000 of income bonds has been paid from earnings, as usual.

A settlement of our difficulties with the Eastern Railroad in New Hampshire and its Stockholders has been agreed upon, which will be submitted for your action at the Annual Meeting.

Our usual immunity from accidents has not attended us during the last year. On the 17th of September, through an unfortunate misunderstanding in regard to an order for the meeting of trains, a collision occurred at Hamilton, between a regular passenger train and an excursion train, causing serious injury to several passengers, and the death of three faithful employees of the road.

The results of the year's work on the Essex and South Reading Railroads, appear in the tables hereto annexed. The steamer Daniel Webster has been sold, and our portion of the proceeds has been sufficient to replace the original outlay, and leave the sum of $6,514 to the credit of Profit and Loss in final settlement.

The earnings of the Portland, Saco, and Portsmouth Railroad have been largely increased, and we have received, within the year, $5,000, and may reasonably expect further income from that source.

The equipment of the road consists of 27 locomotives, 47 passenger, 18 baggage, 155 box, 78 platform, 17 cattle, 139 coal and gravel, 28 hand, and 12 rail and stone cars; also 7 snow ploughs and trucks.

The construction account, or cost of road and equipment to November 30, 1862, is as follows:

44.2	miles	Main line	$3,317,925 99
3.0	"	Marblehead branch	55,843 05
13.1	"	Gloucester branch	338,879 71
3.8	"	Salisbury branch	79,189 38
8.4	"	Saugus branch	45,468 85
8.1	"	South Reading branch	74,900 44
80.6	"	Cost of Mass. road & br.	$3,912,207 42
16.6	"	in New Hampshire	510,779 41
97.2	"	Total cost of road	$4,422,986 83
		Equipment, valued at	315,165 00
		Total cost of road and equipment	$4,738,151 83
		28,534 shares stock in Mass.	$2,853,400
		4,925 " " N. H.	492,500
			3,345,900 00
		Balance	$1,393,251 83

The receipts of the South Reading Branch were in 1861 $16,756 86; expenses, $18,538 47—loss, $1,781 61. In 1862, the receipts were $14,320 90; expenses, $17,217 33—loss, $2,896 43.

The receipts on the Essex railroad in 1861 were $56,060 35; expenses, $45,872 66—net income, $10,187 69. In 1862 the receipts were $55,423 31; expenses, $40,320 26—net income, $15,103 05.

The receipts on the Portland, Saco and Portsmouth railroad in 1862 were $207,483 75; expenses, $112,983 40—net income, $94,500 35; less dividends, $90,000—surplus $4,500 35.

The number of miles run by engines during the year was: with passenger trains, 301,627; with freight trains, 86,136; with other trains, 64,405—total, 452,168. Miles run in 1861, 432,100, showing an increase of 20,068 miles. Passengers carried in 1862, 1,246,502. in 1861, 1,122,405. Tons of freight carried in 1862, 105,926; in 1861, 80,071.

BALANCE SHEET.

Railroad and Branches	$3,912,207 42
Equipment	315,165 00
Essex railroad	264,102 34
Stocks	32,000 00
Notes receivable	23,321 25
Bonds	261,540 17
Cash	13,337 55
Baring Brothers & Co.	12,881 66
Balances due from agents	33,214 52
Boston and Maine Railroad	20,361 53
Trustees Great Falls Branch	4,962 36
Machine shop, stock, fuel, etc	49,757 78
Suspense	7,868 75
Real estate	84,375 61
Boston depot	14,045 64
	$5,048,591 58
Capital stock	$2,853,400 00
State of Massachusetts	500,000 00
Bonds due in 1872	590,000 00
" " 1874	672,600 00
Income bonds	150,000 00
Coupons due	5,427 41
Dividends due	1,476 00
Balances due other roads	10,820 16
Trustees Essex bonds	4,133 92
Essex railroad income account	13,490 89
Great Falls Railroad "	34,192 83
Interest account	25,918 18
Income bills	16,668 37
Notes payable	30,000 00
Profit and loss	140,461 87
	$5,048,591 58

President—GEORGE M. BROWN.
Treasurer—J. B. PARKER.
Superintendent—J. PRESCOTT.

Conveyances.---Law of Agency.

CONVEYANCE OF REAL ESTATE FOR THE BUILDING OF THE CINCINNATI, WILMINGTON AND ZANESVILLE RAILROAD COMPANY. A PARTY MAY ACT AS AGENT FOR BOTH THE GRANTOR AND THE GRANTEE.

This action was brought in a District Court of Ohio, by one Thomas Iliff against the Cincinnati, Wilmington and Zanesville Railroad Company, to recover damages for an alleged trespass upon, and appropriation of the plaintiff's lands for the construction and use of the defendant's railroad.

It appears that previous to the construction of the road one Carrol, who was agent of the company, solicited of the plaintiff, a conveyance of a certain tract of land upon which interested parties desired the railroad to be built. The plaintiff at first refused, but upon being told that if he would make the conveyance to the company, three of his neighbors, Reed, Crosby and Cherry, would deliver to the company like unconditional releases of rights of way through their respective farms, he consented to do so. He accordingly executed a written conveyance to the company of land in question, and deposited it in the hands of the agent Carrol, with instructions to deliver the same to the company, provided his said neighbors should do the same, but if his neighbors should not execute like conveyances, to redeliver the instrument to himself.

The plaintiff now alleged that his neighbors did not execute like unconditional releases; but entirely different ones. Carrol instead of returning to him the conveyance, delivered the same to the company, who proceeded to enter upon his farm, dig up his land, take down his fences, and otherwise do him great damage.

The point of contest was, whether the release had ever become operative by what in law amounts to an effective delivery. It was claimed by the company that the act of the plaintiff, in handing over the instrument of release to a known agent of the company to procure the right of way for its road, was of itself, and *necessarily* in law, an effective delivery to the company. On the part of the plaintiff it was contended that he did not deliver the paper as a completed instrument of release to Carrol, as the agent of the company, to accept such delivery; but that, at the time he handed the paper over to Carrol, he distinctly constituted him his own agent, or depository to hold the instrument as on *escrow*, until the performance of the condition mentioned; and in case of its non-performance to return it to him; and that such act of handing the paper over to Carrol, was not in law a delivery to the company.

At the trial the judge charged the jury—"that if they found the release of the plaintiff was executed, and delivered by him to Carrol, upon the condition hereinbefore stated, and that the condition had not been performed at the time Carrol delivered the release to the company, the same was obligatory upon the plaintiff, if he knew, or had good reason to believe, at the time he so delivered the release to Carrol, that Carrol was the agent of the company for the purpose of procuring for it the right of way for its railroad through the country; *unless* Carrol was distinctly constituted the plaintiff's agent, as well as the agent of the company, for the purpose of holding and *returning to him* the paper, in case of the non-performance of the condition; and that this could be done, although the plaintiff knew that Carrol was acting as the agent of the company in obtaining such right of way; that it was competent for the plaintiff, by plain and distinct terms, to constitute Carrol his own agent, for the purpose of holding the release, and returning it in case of the non-performance of the condition; and that it made no difference that the company did not know or give its consent to, such agency in behalf of the plaintiff."

The jury rendered a verdict for the plaintiff. The defendant appealed to the Supreme Court of the State, which now affirms the decision of the court below. The following is the opinion of the court upon the main question involved:

BRINKERHOFF, J.—There can be no doubt according to the uniform current of authority, that if in this case, the instrument of release had been as a completed instrument, delivered to Carrol simply as the agent of the company to procure the right of way, although the delivery may have been accompanied with verbal stipulations that the instrument should not *operate* as a release, until and unless certain conditions were first performed, the release would have been operative according to its terms, and the verbal stipulations in respect to its operation after delivery, would have amounted to nothing. And this view of the law of the case upon the state of fact supposed, is not only consistent with the first part of the charge of the court, but is plainly declared by it.

But a delivery of an instrument of release, as a completed and fully executed instrument, to a known agent of the grantee, acting simply in the character of such agent is one thing; and the act of placing such instrument in the hands of the same person—placing it in his hands, not to be by him handed over to the releasee at all events, but to be retained by him, and returned to the releasor in case of the non-performance of a condition named—the paper to be held by him, and, in case of the non-performance of the condition returned, as the agent or depositary of the releasor and his selected custodian of the instrument for that purpose, is certainly, a different thing in point of fact, whatever it may be in point of law. The word "agent" is used by the court below to designate the supposed relation between the plaintiff and Carrol. Perhaps "depositary" or "custodian" would have been a better word; but as his supposed functions are fully defined in the charge, the word employed is of no moment.

It is upon the hypothesis that the jury should find this latter state of fact to be true, that the remainder of the charge of the court below proceeds, and in which it is insisted that error has intervened. And so the question is raised, not whether delivery to a known agent is, in law, a delivery to the principal—for that was in effect, distinctly charged by the court below; but whether Carrol's agency for the company was so incompatible with the relation of agent or depositary of the plaintiff, and his custodian of the paper as to legally incapacitate him for the acceptance of the latter relation. The majority of the court has been unable to see, either in principle or authority, any solid foundation on which the proposition involved in the affirmative of this question can rest.

And first how stands the question on principle? Carrol, for aught that appears in the record, was a man of full age, of sound mind, and under no duress or undue influence. He was under no personal disability to assume any lawful relation open to citizens in general. And if there were no necessary conflict between the two he was as free to accept an agency from the plaintiff, as he had before been to accept one from the company. No such necessary conflict is shown in the case. He was the agent of the company for the purpose of procuring releases of the right of way for its road. But how was he to procure them? By fraud or other undue means; by the grabbing and appropriation of instruments signed and sealed, but not delivered nor to be delivered, as completed and fully executed instruments; or in any other way than by the free consent of the releasors? Certainly not. Nothing of the kind can be presumed, nor could the law recognize the valid existence of any such agency, if an attempt had been made to create it. If then the plaintiff having signed and sealed the instrument of release, had handed the same to Carrol and formally said, "I hereby hand you, as my agent and depositary, this paper to be held and retained by you until the condition heretofore named and understood between us has been performed; and, in case of its non-performance, the same is by you to be returned to me;" what was there, either in the relations or obligations of Carrol to the company to prevent his acceptance of the trust! What duty to the company would be thereby violated? If this instrument had been handed over to a person who was an entire stranger to the company, under such similar instructions and conditions, and with similar restrictions on his authority, it is clear that it would be but an *escrow;* and had he, in violation of his trust, delivered it to the company, it would have been in the hands of the company, entirely inoperative. And the same result must follow if the acceptance of this trust by Carrol from the plaintiff involved the violation of no duty which he owed to the company. And so far as I am able to see, there was no necessary antagonism between the duties which, as its agent, he owed to the company, and those which the charge of the court below supposes him to have assumed to the plaintiff. He could faithfully discharge his duties to either, without a violation of duty to the other; and therefore, on principle, the law could impose upon him no disability to prevent his acceptance of both.

And looking into the books we do not find anything to shake, but do find something to sustain our position on this question. Counsel for plaintiff in error have been diligent in their researches and they cite us to numerous cases, all of which, however, go only to assert and sustain the general doctrine embraced in the former part of the charge of the court below. * * * *

Judgment affirmed.

☞ A large meeting of the friends of the proposed railroad from Southbridge in Worcester Co., to Palmer in Hampden Co., was held at Brimfield, Mass., last week. The estimated cost of building and equipping the road is $650,000; and responsible parties are ready to lease it, when built, for a long term of years, guaranteeing six per cent. on the cost. There is a good prospect that the road will be built,

Alexander's Roofing Cement Paint.

We invite attention to the Advertisement, in another column, of W. C. PERKIN'S, Esq., General Eastern Agent for the sale of "*Alexander's Roofing Cement Paint.*" This Cement or Paint, was first compounded in 1852, and tested by experiments and use, until 1857, since which time it has been improved upon until it has reached its present perfection. In 1857 there were made and sold 29 barrels only. In 1862, 3,594 barrels were disposed of. In 1863, to July 1, sales to the amount of 3,273 barrels were effected; and the present indications are that upwards of 6,000 barrels will find a market during the whole of the present year.

The uses to which this paint is adapted are various. Applied to Canvas, it searches out and fills every fiber and pore, rendering it soft and pliable, and *preserves it from decay.*

Used on old tarred or painted canvas roofs, it fills all the cracks, or leak holes in the old paint, and will prevent leaking for years.

On tin, zinc and iron, it has proved itself a perfect success; protecting it from corrosion or rust, leaving a smooth *wearing* surface, that *will not crack or scale* in any climate.

It penetrates wood; is impervious to all dampness or water, thereby rendering it the most valuable material for painting the upper surface and joints of car and bridge timbers, ever before used or known.

Numerous testimonials in its favor have been volunteered to the manufacturers from the superintendents of railroads, engineers, house builders, master mechanics and ship and bridge builders. It is an economical application as compared with ordinary paint; and with the addition of sand spread upon it, becomes *fire-proof.* Perfect satisfaction is *guaranteed.* For further information, and a descriptive circular, address W. C. PERKINS, Esq., 271 Broadway, New York.

New York Canal Tolls.

The gross receipts of Canal Tolls for the fiscal year ending September 30, 1863, were.	$4,986,141 40
Same for the year 1862	4,790,518 09
Increase in 1863	$195,623 31
The gross receipts of Canal Tolls from May 1, 1862, to August 31st, same year—4 months—were	$2,819,467
Gross receipts for same period in 1863.	2,672,528
Loss in 1863 compared with 1862	$146,939

The fiscal year at the Canal Department commences on the 1st day of October and closes on the 30th day of September following in each year.

The heavy shipments after September in 1862, helped to swell the tolls for the fiscal year.

The canal revenues are still adequate to meet all the constitutional charges upon them without any resort to taxation.

Jefferson Railroad, Pennsylvania.

The surveys for the Jefferson Railroad are completed, and the report of the engineer made up. We may state that the saving in distance over the Delaware River line is about 18 miles; that the grade from Hawley to Honesdale averages twelve feet to the mile, from Honesdale to within 5 miles of the Summit forty feet to the mile, and from the Summit to the Starrucca bridge fifty-four feet to the mile. It is possible that a survey will have to be made for a branch, from the Starrucca down the Lackawanna to Carbondale, before a conclusion can be reached.—*Honesdale Democrat.*

Commerce of New York.

Value of imports at New York from foreign ports for the month of August:

1861.	1862.	1863.
Entered for consumption	$3,389,695	$10,289,427	$10,004,580
Entered for warehouse	2,614,652	2,396,604	6,429,421
Free goods	1,816,224	999,992	509,781
Specie and bullion	1,049,552	92,703	113,877
Total entered at the port	$8,940,123	$13,768,726	$17,057,659
Withdrawn from warehouse	2,660,457	2,939,721	4,409,891

Value of imports at New York from foreign ports, for eight months from January 1st:

1861.	1862.	1863.
Entered for consumption	$38,561,615	$70,734,461	$70,462,820
Entered for warehouse	28,611,202	32,540,645	40,251,617
Free goods	22,074,189	17,024,951	8,538,967
Specie and bullion	33,955,718	824,259	1,149,890
Total entered at the port	$123,197,724	$121,124,516	$120,403,294
Withdrawn from warehouse	33,102,133	31,124,807	41,996,200

Duties received at New York for eight months ending with August:

1861.	1862	1863.
7 mos. ending July 31	$12,654,926.81	$32,275,205.76	$28,756,795.46
In August	1,558,824.11	4,761,581.54	6,296,735.58
Total 8 months	$14,213,749.92	$37,037,787.30	$35,052,532.04

Value of exports from New York to foreign ports for August:

1861.	1862.	1863.
Domestic produce	$9,682,301	$13,046,389	$10,666,969
Foreign merchandise (free)	57,965	417,100	90,815
Foreign do. (dutiable)	176,682	266,680	231,774
Specie and bullion	3,600	3,713,532	3,465,261
Total exports	$9,890,448	$17,433,701	$14,454,809
Exclusive of specie	9,886,848	13,720,169	10,999,548

Value of exports from New York to foreign ports for the eight months from January 1st:

1861.	1862.	1863.
Domestic produce	$80,682,529	$86,102,199	$113,758,220
Foreign merchandise (free)	1,946,619	1,852,629	724,398
Foreign do. (dutiable)	3,875,911	3,286,831	3,992,470
Specie and bullion	3,264,058	39,787,220	29,366,109
Total exports	$89,769,117	$130,968,879	$147,841,197
Exclusive of specie	86,508,059	91,211,659	113,475,088

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Sept. 11, 1863, was as follows:

Passengers	$28,177 75
Freight and live stock	25,181 73
Mails and sundries	1,427 74
Total	$54,787 22
Corresponding week of 1862	48,135 75
Increase	$6,651 47

The earnings of the Grand Trunk Railway for the week ending September 5, 1863, were:

Passengers	$32,470 85
Freight and live stock	36,424 48
Mails and sundries	2,800 00
Total	$71,695 33
Corresponding week, 1862	54,504 00
Increase	$17,191 33

The earnings of the Chicago and Rock Island Railroad for the 2d week of September, 1863, were $30,867 00
Do., 1862 ..... 48,738 00
Increase $17,971 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of Sept., 1863, were $66,747 00
Do., 1862 ..... 63,471 00
Increase $3,276 00

The earnings of the Michigan Central Railroad for the 2d week of Sept., 1863, were $64,967 00
Same period, 1862 ..... 64,954 00
Increase $13 00

The earnings of the Illinois Central railroad for the 2d week in Sept., 1863, were $118,000 00
Same period, 1862 ..... 100,243 00
Increase $17,757 00

The earnings of the Galena and Chicago Union Railroad for the 2d week of Sept., 1863, were:

Freight	$44,453 34
Passengers	12,487 86
Mails	1,300 00
Total	$58,241 20
Same week, 1862	42,674 19
Increase	$15,567 01

The earnings of the Cleveland and Toledo Railroad for the 2d week of September, 1863, were $29,417 00
Same week, 1862 ..... 22,353 00
Increase $7,064 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week in Sept. have been $29,981 80
Same week, 1862 ..... 20,383 99
Increase $9,597 81
Total for first 2 weeks in Sept., 1863 ..... $59,075 29
" " " " 1862 ..... 47,705 64
Increase $11,369 65

The earnings of the Chicago and Northwestern Railway for the 2d week in September, 1863, were $37,108 83
Do., 1862 ..... 24,894 17
Increase $12,214 66

The earnings of the Chicago and Milwaukee Railroad for the 1st week in Sept. were $10,582 00
Same week, 1862 ..... 7,018 00
Increase $3,564 00

The earnings of the Chicago and Alton Railroad for the 2d week of September, 1863, were:

Passengers	$16,409 32
Freight	30,934 70
Sundries	3,458 00
Total	$50,802 02
Same week last year	34,386 37
Increase	$16,415 65

The Joliet road proportion is included for both years.

Commercial Intercourse with the Seceded States.

We have received a copy of a pamphlet having the general title "Commercial Intercourse with and in States declared in Insurrection, and the Collection of Abandoned and Captured Property." embracing the Treasury Department circulars and regulations, the Executive proclamations and licenses, and the War and Navy Department orders relating to those subjects. The compilation meets an acknowledged want. It is issued from the Government Office in Washington.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds } Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds } Under Act 31st December, 1848	8,908,842	6	1868	106
Coupon Bonds... }		6	1868	103
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	104
Registered Bonds } Under Act 14th June, 1858	20,000,000	5	1874	95
Coupon Bonds... }		5	1874	97
Registered Bonds } Under Act 22d June, 1860	7,022,000	5	1871	98½
Coupon Bonds... }		5	1871	99
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	106
Registered Bonds } Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	106¼
Coupon Bonds... }		6	1881	106¾
Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	105½
Treasury Bonds (coupon) }		7.3	1864	106½
Registered Bonds } Under Act 25th February, 1862; re-	25,050,850	6	1882	102¾
Coupon Bonds... } deemable at pleasure after 5 years...		6	1882	102¾
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,760,350	6	2 y'rs	----
Under Acts 2 Mar. '61, & 17 Mar. '62 } convert. into 20	14,913,315	---	Dem.	----
Under A's 17 Ju & 5 Au.'61 & 17 Ma.'62 } y'r b'ds due '81		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	101½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1871	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	119
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	108½
Georgia—Coupon Bonds	525,000	7	'62-'74	112
" — " "	2,073,750	6	'63-'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	100
" —University Fund Interest Bonds of 1861	650,000	6	1879	99
" —War Fund Bonds of 1861	2,000,000	6	1879	100¼
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101
" — " " " " not registered	1,525,655	6	1860	96
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " " "	2,054,298	2½	18...	65
" —Canal Preferred Certificates	4,079,500	5	18...	----
" — " " (special) Certificates	1,216,737	5	18...	----
" —Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,241	6	'68-'72	103
" — " " (banks)	600,000	5	18...	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,294,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	65
Maine—Coupon Bonds	669,000	6	'63-'77	112½
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	113
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,100	5	'61-'72	115
" — " " of 1861 "	247,000	6	'63-'72	117
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	118
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	87
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	431,000	6	'63-'83	88½
" — " "	100,000	6	1862	70½
" — " " (loans to Railroads)	25,800,000	6	'72-'86	85
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" — "	----------	6	'64-'65	108
" — " State Loan $6,756,654	----------	6	65-'83	112
" — " Railroad Loan 339,000	----------	6	'72-'78	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	116
" — " " —(new) 13,200,000	----------	5½	1865	----
" — " " —(misc.) 642,585	----------	6	'66-'74	110
" — " " —(floating) 2,500,000	----------	6	1863	103½
" — "	----------	4½	1864	----
" — " —War Loan of 1861	----------	7	1864	108½
	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18...	66½
Ohio—Inscribed Certificates	4,095,309	6	1881	108
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	109½
" — " "	2,400,000	6	1886	108
" — " "	660,835	6	1868	----
" — " "	1,608,905	6	1860	105
" —War Loan (1861)	1,212,099	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds } (1st January, 1862	37,687,760	5	'61-'82	102½
" —Inscribed Certificates }		5	'61-'82	100½
" — " "	400,630	6	1879	108½
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	62½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	105½
" —War Loan (1861)	----------	---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	58½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	83½
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	109
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108½
" — " " (Bank Stock)	553,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	109
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	113½
" —Coupon Bonds (Water)	6,228,787	5	Var.	118½
Chicago—Coupon Bonds (Municipal)	860,000	6	1875	102½
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1884	110½
" — " " (Water Works)	1,133,000	7	1882	104
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	182,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	110
" " " " " "	2,140,000	5	1887	118
" —Public Education Stock	150,000	5	1873	109
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1804	109
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	100
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	90
" — " " (Municipal)	1,136,200	6	'61-'80	90
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	97
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	103
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	107
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	110
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	59
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	101
" " 2d " " "	3,980,670	6	1882	88½
" " Improvement "	546,500	6	1876	67
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	63
" " Preferred Interest Bonds	227,569	6	1864	25
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	100
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	96
Preferred and Guarantied Railroad Stocks.				
Catawissa, Preferred	2,000,000	---	------	24½
Chicago and Alton, Preferred	2,464,336	7	------	90
Elmira & Williamsport, Preferred	600,000	---	------	54
Erie Preferred	8,535,700	---	------	104½
Housatonic Preferred	1,180,000	8	------	74
Marietta & Cincinnati, 1st preferred	5,105,384	---	------	61
" " 2d "	3,424,189	---	------	40
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	130½
Milwaukee & Prairie du Chien, 1st preferred	1,061,000	8	------	109
" " " 2d "	1,014,000	7	------	80
New York & Harlem, Preferred	1,500,000	---	------	125
Philadelphia & Reading, Preferred	1,551,800	7	------	58
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	82
Toledo & Wabash, Preferred	926,200	---	------	80

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1861	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1862	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
1863													
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	838,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	127,507	144,995	171,766	140,000	151,865	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	63,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,886	124,283	115,861	106,491	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,800
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,362	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,889	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,886	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,596	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,106	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,106	963,859	8,400,334
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,269,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,106	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	160,716	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,053	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,803	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,563	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,263	425,047	366,802	270,676	241,771	202,392	190,384	219,561	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	140,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	139,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,861	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	305,018	304,084	279,539	2,647,832
1863	248,784	230,508	254,208	267,693	263,961	237,982	188,141	235,512	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	216,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,471	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	260,134	2,124,314
1862	220,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	206,221	215,449	215,449	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	98,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,805	116,898	114,090	125,817	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278 219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,961	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,364
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	404,898	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,258	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,379	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	'857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	106
" " " 1850	700,000	6	Jan. & July.	"	1880	102½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	103½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	100½
1st Mortgage	300,000	7	" "	New York.	1860	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	109
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	105½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	104
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	106
" " $800,000	790,600	6	"	"	1870	104
" " $675,000	675,000	6	"	"	1875	104
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	104½
Consolid. Mort. Loan $5,000,000			"	"		108½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65 '70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	105
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	3,034,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1892	97
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	103
General 1st Mortgage	3,600,000	7	" "	" "	1885	90
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	98
2d Mortgage	2,000,000	6	" "	" "	1890	67
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
*Cincinn., Wilm. and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	108
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	668,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	82
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	112½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1873	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan & July.	London.	'62-'72	96
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	108½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenn'ss.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,784	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	114
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	107
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	5,000,000	7	April & Oct.	" "	1881	88
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	45
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	119
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	105½
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	117
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	116½
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				----
1st Mortgage	260,000	7				----
2d Mortgage (convertible)	1,000,000	7				----
3d Mortgage	600,000	7				----
Guaranteed by Covington	200,000	6				----
Cincinnati (exchanged)	100,000	6				----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				----
City of Keokuk, (special tax)	150,000	10†				----
Lee County, 20 years	150,000	8				----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				----
City of Keokuk	200,000	8				----
Henry and Louisa Company's	50,000	8				----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	106
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div)	903.000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div)	1,000,000	†				----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,600	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				----
Farm Mortgage	1,087,700	†				----
Unsecured Bonds	1,786,000	†				----
Lexington and Frankfort :						
Mortgage, due 1884, '89 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	103
Extension Bonds	175,000	7	May & Nov.	" "	1890	105
Long Dock Co. :						
Mortgage Bonds	500.000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,899	7	" "	" "		----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				----
Mortgage	24,000	7				----
Mortgage	10,000	6				----
Marietta and Cincinnati :						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1861	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6				----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	115
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	122
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	104
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	112½
2d General Mortgage	2,656,500	7	" "	" "	1877	100½
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				----
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.		103
2d Mortgage	200,000	8	" "	" "		----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	104
Minnesota and Pacific :						
Real Estate	1 200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7				----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		----
2d Mortgage (S. F.)	400,000	8		" "		----
Oskaloosa Division	500,000	7		" "		----
1st Land Grant	2,000,000	7		" "		63½
2d Land Grant	700,000	---		" "		----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1886	----
Mississippi State Loan	202,799	6				----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				----
Tennessee State Loan	674,860	6				----
Alabama State Loan	389,410	6				----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				----
Montgomery and West Point :						
Alabama State Loan	122,622	---				----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee :						
1st Mortgage	249,000	7				----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				----
Chat. and Clev. Subsc. (endors.)	231,000	---				----
*New Albany and Salem :						
Crawfordsville	175,000	7				----
1st Mortgage	500,000	10				----
1st Mortgage	2,235,000	6				----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	600,000	7	Jan. & July.	New Haven.	1869	----
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	108
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	114
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102½
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	139
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	104½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	111½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	111
5th Mortgage	1,791.500	7	June & Dec.	" "	1888	107½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	101½
3d Mortgage	980,300	7	Jan. & July.	"	1867	100
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1866	107½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101¾
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100
2d Mortgage	3,077,000	7†	" "	" "	1861	26
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	9½
Chattel Mortgage	380,000	10	" "	"	1887	12½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	105¾
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	------	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	110
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	108
" 1861, "	273,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,300	6	" "	"	1890	110
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	116½
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	135
Improvement	88,500	6	May & Nov.	Boston.	1868	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	86
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	767,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	74
2d Mortgage	937,500	7	" "	"	1863	17½
3d Mortgage	440,000	7	" "	"	1863	4
Sacramento Valley:						
1st Mortgage	400,000	10	Jan.* & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1876	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						*
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mspt)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1891	93
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	36
Tennessee and Alabama:						
State (Tenn.) Loan	514,000	----------	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	100
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	94½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	94½
Interest Bonds	245,700	7	----------	----------	------	93
Vermont Central:						*
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	85
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guaranteed by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Balt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	108½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	448,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State.	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 8	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	....	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,858	696,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	....	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	....	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,848	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,060	26,924	1,596,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H.	4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,162	75,526	—	696,827	66 0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518 810	1,036,437	454,096	12	123
30 Nov. '62	59.4	7.0	8.5	—	16	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	53.0	.....	168,988	95,612	—	....
.. .. '62	100.0	3.9	10.0	153.5	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879 468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774.244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8.721,057	281.0	976.381	1,225,001	457,794	—	78½
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	264.0	1,308,146	2,412,821	1,206,039	8	124½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,065	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,859	510,983	—	3,731,316	8,338,000	226,641	13,147,136	242.0	.....	1 083.054	448,503	—	35½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,089	228.4	1,030,884	1,529,141	513,100	6	107½
10 Nov. '62	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	108½
31 May, '62	174.5	5.5	14.3	—	20	21	472	Great Western	2,054,890	*	—	1,600,000	2,391,000	—	—	150.0	404,700	591,409	237,605	—	65½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,380	15,080,500	—	36,071,630	708.3	2,561,192	3,446,827	1,870,723	4	124
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — —	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	....	....	....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — —	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
— — —	1.0	—	....	—	....	....	....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,693	568,020	—	60½
								INDIANA.													
.. .. ..	106.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,008,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,699	3,458,108	110.0	.....	448,858	230,834	9	85
31 Dec. '62	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,339	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
.. .. '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	....	....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,909	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
.. .. '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	78.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	78 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
.. .. ..	—	—	....	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	468,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
— — '62	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	16,000	.....	230.0	.....	.....	.....	—	30
								KENTUCKY.													
31 Oct. '59	30.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,998	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	118.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper.by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	....	—	—	—	—	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	.....	78,986	26,794	2	80
30 Jun. '62	65.1	—	....	—	13	10	230	Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,869	65.1	215,031	179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.0	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	3,293,200	198,785	9,340,067	269 0	374,997	822,998	508,591	—	....
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	389,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 424	—	....
1 Aug '60	58.7	—	....	135.8	....	....	....	*Vicksburg & Shreveport & Texas*	1,662,091	*	—	1,283,015	248,969	108,484	1,710,619	58.7	.....	.....	.....	—	....

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An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	36.5	—	.....	—	6	4	74	Androscoggin	1,050,000	*		151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
31 May, '62	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,733,867	184,812	2,385,130	137.0	171,593	254,242	74,105	—	6
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	—	7,988,476	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '62	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,829	1,213,600	73,912	1,860,674	54.7	oper. by	Au. & K.	55,573	—	.....
31 May, '62	51.3	—	.....	—	19	8	103	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,476	207,484	94,500	6	108
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	29,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	89½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,280,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	41½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	536,565	421,9-9	136,191	6½	105½
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	127½
30 Nov. '62	47.0	7.0	32.5	—	25	40	290	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	150
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	135
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	105
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	102½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	116
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,824	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,068	4,187,740	102.1	388,585	580,150	312,031	6	141½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,176	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	13
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,946,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	41½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	150½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	80
								MICHIGAN.													
1 Jun '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	119½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,331	1,461,276	—	89½
-- -- --	—	—	—	39.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	—	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	43
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,988	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,166	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,681	253,285	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,890	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	208,380	92,712	—	43½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049.738	63.6	263,324	298,056	104,643	—	46
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	63
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.8	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	18.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma ss.	—	4	102½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	115
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,552	4	69½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,800	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	83.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	3,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	173½
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	10
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 112	3,630,000	2,000,000	320,433	6,322,193	64.0	697.204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583 951	397,378	1,397,974	4,397,900	678.000	400,017	5,895,704	33.8	512,349	1,111.087	652,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	58,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450 417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	.....	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,207,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	38.5	—	—	47.0	—	—	—	West Jersey	821,984	*	—	581,898	212,500	51,743	821,984	—	82,963	90,122	46,828	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.	—	—	—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,418	123,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper.	by Tioga.	44,100	—	—	—
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	464,073	52,327	16,231	3	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14 5	803,720	127,843	10,887	—	—
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,623	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	—
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,338	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	72
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,505	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	.....	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,792	*	—	19,978,200	19,831,500	480,665	40,285,365	633.0	4,582,369	7,863,978	2,993,542	—	107
30 Sep. '62	144.0	4.0	115.1	—	65	117	698	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,162,545	2,637,529	1,269,954	—	147
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2½	44½
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,583	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6¼	136½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,696	—	140
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	6,000	6	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	—
30 Sep. '62	113.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,691,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	—
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,990	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6¼	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	90
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Rens. & Sar.	.....	.....	—	—
30 Sep. '62	40.9	0.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	358,033	88,285	10	—
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,787	—	—
30 Sep. '62	8.0	—	8.5	—	—	—	112	Third Avenue (New York)	1,652,709	104,321	—	1,170,000	400,000	—	1,757,829	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,168	134,958	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comp'e.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,689	*	—	811,560	—	—	862,089	31.9	61,344	71,899	6,387	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	223.0	—	....	—	...	...	....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
— — '59	97.0	—	....	—	...	...	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,564	236,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	....	—	....	—	...	...	....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,873,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	17
31 Mar. '63	60.3	—	....	—	22	28	452	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	....	69.1	...	...	....	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,828	1,724,917	1,033,637	20	150
31 Dec. '62	67.0	—	....	18.0	13	6	310	Cleveland and Mahoning	2,558,162	298,789	23,340	1,036,085	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,560,000	.....	.....	96.7	484,297	1,551,628	0 5,923	33½	185
30 Nov. '62	101	102.5	....	—	45	30	396	Cleveland and Pittsburg	7,836,694	*	—	3,832,712	4,324,646	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	99
31 May '63	109.4	79.4	....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	4	117
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,302	oper.	r. w. Lit.	Miami.	229,883	8	—
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,747	339,553	4,800	2,452,217	2,904,190	810,424	6,509,826	144.0	414,779	763,705	427,072	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	—
— — '59	36.0	—	....	84.0	...	...	....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,138	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,852	1,632,488	689,649	15	129
1 Feb. '63	182.0	21.6	....	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84,133	9,874 894	226.6	31 mos.	1,179,202	328,974	—	—
30 Apr. '62	192.3	—	....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '63	153.9	52.0	....	—	31	28	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	599,880	115,290	—	—
31 Dec. '62	116.0	9.0	....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,606,237	125.0	214,404	239,395	82 968	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper.	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	....	—	42	18	753	Toledo & Wabash (16 months)	8,547,163	*	14,038	2,335,550	6,211,618	198,990	8,756,373	250.0	1,614,932	1,938,202	950,462	—	72
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	....	—	...	...	....	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	74
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	8
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	966,900	270,500	59 545	1,384,456	74.5	.....	255,560	106,427	8	—
31 Oct. '62	110.7	2.8	48.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	181
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,118	105,245	—	492,190	598,500	27,478	1,116,168	36.9	130,602	173,393	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	35½
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	33,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	68
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,0-4	116,033	—	22
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	80
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,816	68,801	—	47½
31 Oct. '62	24.5	106.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	.....	451,918	174,435	8½	61½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 334	397,186	218,960	—	184
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,304,347	3,582,304	—	13,274,100	9,527,400	—	28,324,213	441.4	.....	10,304,291	4,873,218	8	68½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,852,696	24.0	229,938	262,333	129,742	6	60
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157,739	12,129,857	190.0	218,574	413,472	180,909	—	26½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	2,088,166	3,911,830	2,095,776	—	58½
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	218,000	575,000	175,000	930,000	31.0	58,218	97,416	30,861	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (--) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250.000	—	1,249,200	28.2	102,364	432,351	228,844	8	—
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,9'9 924	744,425	3 1,129	5,820,500	2.579.000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	68½
31 Oct. '62	59.5	—	6.4	39.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1.763,122	1,500,000	110,417	3,501,853	72.0	194.000	129,918	50,379	—	—
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,894,467	3,745,311	1,802,195	—	81½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	—	oper. by	Ph. & R	eading.	5	—
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	—	57,928	159,634	99,060	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,828	797,913	29.6	81,934	134,788	9',862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	106,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,900	—	—	62.0	302,600	311,370	140.707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	4.7, 17	8,500	—	—	13.6	23,954	25,594	6,739	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— — '58	40.3	—	----	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	----	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	----	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	----	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	----	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	59	700	South Carolina	—	—	—	—	2,643,333	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	----	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,183	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,089	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,286	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,781,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,960	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	----	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	—	70.0	102,200	282,846	196,568	—	—
— — '58	25.0	—	—	110 0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	756 0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '62	90.7	—	6.6	19.3	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,608	—	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,230	—	—
31 Aug. '62	62.5	—	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	—	—	—	62.5	138,299	140,886	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	—	174.5	679,677	713 418	191,466	—	½
30 Jun '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	—	4	161½
30 Jun '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	—	23.7	53,041	45,273	7,187	—	—
30 Jun '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,084	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	12
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,931,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	78.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,863	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	—	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '58	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,850,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	80,066	—	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	—	1,163,734	414,741	—	69½
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,892,471	142.0	364,331	344,769	83,839	—	—
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236,798	67,652	—	—
31 Dec '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	—
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	—
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	2,196,810	533,990	—	—
31 July, '62	229.0	128.0	----	—	62	126	1,689	Great Western (half year)	23,846,480	*	1,250,000	16,750,785	9,120,440	—	26,104,725	357.0	—	1,221,145	585,885	1½	—
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	—	—	—	—	—
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	—
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	—	—	—	—	—
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	—	—	—	—	750,000	—	—	25.0	—	100,000	19,575	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12 0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,743	102,883	—	1,380,000	13,100	136,000	1,799,282	60 0	— —	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.8	30.5	----	—	30	18	180	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	189,107	37,181	—	—
								NEW GRANADA.													
1 Dec '62	48	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,765,723	48.7	—	1,743,294	1,013,444	15	188

New York Stock Exchange.

Actual Sale Prices for the week ending September 23.

	Th 17.	F.18	Sat.19.	M.21	Tu.22	W.23.
American Coal Co.	62	----	----	----	68	68
Buffalo & State Line	----	----	----	----	----	----
Buffalo, N.Y. & Erie	----	----	----	----	----	----
California 7s	----	----	----	120	119	----
Canton Co.	32	32	32½	32½	32	31½
Chicago & Alton	80	82½	82	82	80½	78½
" " pref.	90	----	----	90	90	90
" " 1 M.	----	----	----	----	----	----
" " Inc.b'ds	----	----	----	----	----	---
Chicago, Burl. & Q.	----	----	----	----	121½	----
" " " 8 p.c.	----	----	120	----	----	----
Chic. & Northwest'n	34	36	37	37½	36	35½
" " pref.	----	----	----	----	----	----
" " 1st M.	88	----	----	----	----	90
" " 2d M.	----	66	67	67	67	67
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	98	----	----	----	----
" "Ap.Ext'n.	----	----	----	----	----	----
" " G.B.Ext.	----	----	----	----	----	----
Chicago & Rock Isl.	108½	108½	108½	109½	108½	107½
" " 1st M. '70.	106	----	----	----	----	108
Clev., Col. and Cin.	----	----	----	----	150	----
Clev. and Pittsburg	98½	99	99½	99½	99½	99
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	82½	83	----	----	82
Clev. and Toledo	117½	117	117½	117½	117	----
" " S.F. 7 p.c.	----	----	----	----	----	112½
Cumberland Coal, pref. 30	30½	31	31½	31	30½	----
Del. & Hudson Can'l	159	----	160	----	160	----
Del., Lack. & West.	181	----	----	----	----	----
" " 1M.8p.c.'71-6.	----	----	----	----	----	----
" " 2M.8p.c.'81	----	----	----	----	----	----
Erie	106½	107½	108	108½	107½	107
" pref.	104	105	105½	105½	104½	104½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	111	----	----	----	111½	111½
" 4 M. 7 p.c. '80	----	----	----	----	----	111
" 5 M. 7 p.c. '88	----	107½	----	----	----	107½
Galena and Chicago	107	107½	107	108½	----	----
" 1M.7p.c.'68	----	----	----	----	----	----
" 2M.7p.c.'75	----	----	----	----	----	----
" 1M. Ex.'82	----	----	----	----	----	----
Hann. & St.J. bonds	----	----	83	----	----	----
Hudson River	136	137	137½	139	140½	147
" 1M.7p.c.'69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c.'75	123	123	----	----	123	----
" conv. bonds	----	----	----	----	----	----
Illinois War Loan	----	----	100	----	----	100½
Illinois Central scrip	124½	125	125	125½	124½	124
" full stock	----	----	112½	----	----	----
" bonds	----	----	117	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
La Crosse & Mil.L.G.	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	65
Michigan 6s, 1878	----	----	100	----	----	----
Michigan Central	118½	118½	118½	120	120½	119½
" S.F.8p.c.'82	----	----	----	122	122	----
" conv.8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	89½	90½	90½	92	90½	89½
" " guar'd.	----	----	129	130	----	130½
" " 1M.S.F.	----	----	----	----	----	----
" " 2 M.	----	----	106½	106½	106½	----
Mil. and P. du Chien	70	69½	71	73	71	69½
" " 1st pref.	----	----	----	----	----	109
" " 2d pref.	----	86	----	86	----	----
" " 1st M.	----	----	104	----	----	----
Minnesota 6s	----	----	----	----	----	----
Minnesota Mining Co	----	----	----	----	85	----
Missouri 6s	69½	69½	69	69½	68½	68½
" iss. to H.&St.J.R.	----	----	----	----	85½	85
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	134½	135½	137½	140	138½	136½
" " 7s, 1864	----	----	----	----	----	----
" " 7s,S.F.'76	----	----	----	----	----	----
" " 7s,conv.'76	----	----	----	----	----	----
" " 6s, S.F.'83	108	108	----	139	----	----
N. York & Harlem	142	145	146½	146	139½	140
" " pref.	----	----	----	----	----	----
" " 1M.7p.c.'73	----	----	----	----	----	112
" " 2M.7p.c.'64	----	----	----	----	101½	----
" " 3M.7p.c.'67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
Norwich & Worcester	----	----	93	93	92	----
Ohio 6s, 1886	----	----	----	----	----	----
Pacific Mail S.S. Co.	215	214	----	----	211	210
Panama	----	----	188	189	188	----
Penn's Coal Co.	----	----	----	----	----	142
Phila. and Reading	116½	116½	117½	117½	117½	116½
Pitts. Ft. W. & Chicago	80½	82	82	83½	83	82
" " 1M.108	----	----	----	----	----	----
" " 2M.102½	----	----	----	----	----	----
" " 3M.	----	----	85	85½	----	86
St.L., Alton & T. H.	60½	60½	60	----	61	60½
" " pref.	----	----	----	82	----	----
" " 1M.	----	----	----	----	103½	----
" " 2M. pref.	----	----	----	93	----	----
" " Inc.b'ds.	----	----	86	87	86	----
Tennessee 6s, 1890	64½	64½	64½	64½	64½	62½
Toledo & Wabash	----	----	72	72	72	72
" " Pref.	80	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M.	94½	----	----	----	----	----
" " Int.b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	55½

New York Stock Exchange.

Actual Sale Prices for the week ending September 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	106½	----	----	----	106½	----
U. S. 6s, 1881, cou.	106½	106½	----	106½	106½	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ty	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	101½	----	101½
U. S. 6s, " new	----	----	----	99½	99½	99½
U. S. 6s, 5-20s, coupon	102½	----	102½	----	102½	102½
7.30 Notes, Feb. & Aug.	105½	----	----	----	----	----
" " Ap'l & Oct.	106½	----	----	107	106½	106½
American Gold	132½	133	133½	139	137½	137½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending September 22.

	W. 16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.
Beaver Meadow	74	74	----	----	----	----
Cattawissa	----	----	7½	8	8	----
" preferred	23	----	23½	23½	24½	24½
Camden & Amboy	174	175	175	175	174	173½
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	103
" " 6s,'89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	41½	----	41½	----	39	----
Elmira & W'msport	----	----	----	----	----	35½
" " pref.	----	----	54	----	----	----
" " 7s	----	----	108½	----	----	----
" " 10s	----	----	----	78½	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	57½
" " 6s	----	----	----	----	----	----
" " scrip	----	----	44½	----	----	----
Lehigh Valley R. R.	----	----	----	----	80	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	47½	----	----	----	----	47½
" " 7s	----	----	----	----	107	----
Long Island	----	----	----	44½	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	61	61	----	61½
Morris Canal	----	----	----	----	----	----
" " pref.	134½	----	----	----	----	----
" " 7s '76	----	----	----	----	----	----
North Pennsylvania	18½	18½	18½	18½	----	18½
" " 6s	----	----	95½	----	96	96½
" " 10s	----	----	121½	----	----	----
Pennsylvania R. R.	66½	----	68½	69	69	68½
" 1st m.	112	----	----	110	----	----
" 2d m.	108	108	----	----	108½	----
Penn. State, 5s	100½	----	----	100½	----	100½
" " 5s, coupon	----	----	----	102½	----	----
" " 6s, "	----	----	----	108½	----	----
Philadelphia City, 6s	102½	102½	102	----	103	----
" " new	108	108	108	----	107½	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	58½	58½	58½	59½	59	58½
" " 6s, '86	116½	----	----	----	----	----
" " 6s, '70	108	108	----	----	----	----
Philadelphia & Erie	26½	26½	----	26½	26½	26½
" " 6s	105	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	12	12	----	----	----	----
" " pref.	24	24	24	24½	24½	24½
" " 6s '82	----	----	----	83½	83½	83½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	101	----	----	----	----
Sunbury and Erie, 7s	111	----	----	----	----	----
Susq. Canal	14½	14½	14½	----	14½	14½
" " 6s '78	62	63	63½	----	63	----
" " scrip	61	----	----	62	----	----
Union Canal, pref.	----	----	----	----	4	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	100	----	----	----	100	100
Wyoming Canal	±57½	59	58½	58½	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	44½	45	----	45
Race and Vine, "	----	----	----	----	----	10½
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	15	----	----	15	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending September 21.

	Tu.15.	W.16.	Th.17.	F.18.	Sat.19.	M.21.
Baltimore City 6s, 1875	100	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	107	----	----	----	109	----
Balt. and Ohio	88½	88	88	----	89½	89½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	105	105
Northern Central	----	----	----	41	41½	----
" " b'ds, '85	101½	----	----	101	101½	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending September 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W. 23.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	127½	----	----	----	128	127½
Boston and Providence	130	----	----	----	----	130
Boston and Worcest	----	----	----	----	----	135
Cheshire, pref.	----	45½	45½	----	46	----
Concord	----	----	----	----	63	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	103½	102½	----	102½	----	102½
Eastern, N. H.	----	----	----	----	102½	----
Fitchburg	----	----	----	----	----	115
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	69	----	----	----	----	69½
Old Colony and Fall R.	140½	141	----	141½	141½	141½
Ph., Wil. & Baltimore	68x	67½	68	----	----	68½
Portl'd, Saco & Ports.	----	----	----	----	----	108
Vermont & Canada	161	160	----	161½	----	----
Vermont & Mass.	40½	40½	40½	41½	41	41½
Western	----	----	----	150	150½	----
Broadway (Horse)	65½	----	----	----	----	65½
Cambridge "	126	126	126	----	121½	----
Metropolitan "	----	----	----	79	----	79
Middlesex "	----	----	----	----	----	108½
Central Mining Co.	55	56	----	----	54½	----
Franklin "	51½	52½	52	52½	52½	53½
Isle Royale "	24	----	24½	25	26½	----
National "	30	----	----	----	30	30
Minnesota "	----	----	----	83	----	----
Pewabic "	61½	63	62½	62½	62½	62½
Pittsburg "	75	----	----	75	75½	----
Quincy "	----	84½	----	----	87	87
Rockland "	16	16½	----	16½	16½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 9th September:

Maryland 6s	72	to	73
United States 6s, 1881	75	"	77
Do. 5s, 1874	69	"	71
Virginia State 5s	48	"	50
Do. 6 per cent.	41½	"	42½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	75	"	77
Do., Pennsylvania do. do.	77	"	78
Erie shares, $100 (all paid)	84½	"	85½
Do., 7s, preference	74	"	76
Do., 7s, 1st mort., 1867	78	"	78
Do., 7s, 2d mort., 1859	74	"	76
Do., 7s, 3d mort., 1883	74	"	76
Do., 7s, 4th mort.	73	"	76
Do., 7s, 5th mort.	72	"	74
Illinois Central 6s, 1875	84	"	86
Illinois Central 7s, 1875	81	"	82
Do. do. $100 shares, $90 paid, dis.	5½	"	4½
Do. do. $100 shares, all paid	83½	"	84½
Marietta and Cincinnati Railroad Bonds	----	"	----
Michigan Central 8s, Convertible, 1869	73	"	78
Do do. S. F. 1st mort., do., '82. k. c.	80	"	84
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	----	"	----
New York Central 6s, S. F., 1883	70	"	75
Do do. 7s, 1864	66	"	68
Do do. 7s, S. F., 1876	83	"	88
Do do. 7s, Convertible, 1876	83	"	88
Do. do. $100 shares	92	"	96
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	73	"	75
Do. 2d mort., 6s, do.	87	"	90
Do. $50 shares	44	"	46
Philadelphia and Reading, $50 shares	38	"	42

American Railroad Journal.

Saturday, September 26, 1863.

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Stock Exchange and Money Market.

Money articles, as they are called, and such as have ordinarily appeared in our best edited commercial journals, have been usually the history of the turns in the market, with speculations as to the character of stocks, their intrinsic values, their management, and the earnings and expenditures of the innumerable companies which they represent. The policy of the General Government, in times of profound peace, and the action of foreign governments, have but little to do with their rise or fall. But since the rebellion broke out, entirely new elements have been at work; and to be a good financier in these times one has to be something of a statesman. Not that this last

character is necessarily possessed by every successful operator, for there is an old adage, "Folly is often good luck, when Wisdom goes without bread." But even the crowd who press the Exchange are only too happy when they can get a glimmering of the purposes and opinions of the larger and more thoughtful capitalists.

It is not strange, therefore, that the great struggle in which we are engaged is the principal subject which attracts the attention of our financiers, great and small. For on the success of the war, its duration, its expense, the debt it is creating, and the possibility of foreign intervention, as an obstacle to its speedy conclu-ion, will depend the future financial condition of the country, the national credit, and the value of its public obligations.

In a letter which we recently received from a retired capitalist, whose opinions have always had great weight in this State, it is stated that in confirmation of his views as to the substantiality of this country, and its public debt, which he contends is actually so much capital in the hands of the people, he has invested no less a sum than sixty thousand dollars, a tolerable share of his fortune, in Government loans; and it is very evident from the readiness with which these are taken everywhere, he is not alone in his opinions.

We must of course continue to consider, from week to week, the events which have occurred, and are occurring, to make up our estimates of the values which are thrown upon the market, or withdrawn from it.

And first, as to the war, which for the last two months has been marked by brilliant successes, which we think are by no means to cease. Every thing tends to show that its finale in our favor is inevitable. If our armies were from this moment to stand still, the result would be the same. The Confederacy is entirely destitute of money, except that which is so depreciated as to be almost as worthless as blank paper; a currency which requires eleven or twelve paper dollars to purchase an article worth a silver dollar. In the Southwest, where our forces have liberated the unfortunate people who were obliged to submit to the dynasty of Richmond or perish, five hundred dollars of its treasury notes have lately been given for ten dollars of United States notes, and the purchaser of these notes will never see his money for them again. Mr. Toombs, high authority among his confederate friends, says their cause will be suffocated and destroyed by its immense and valueless issues of paper. Indeed, it is so worthless that the confederate Government cannot use it, and it is reduced to the primeval practice of tithing for its taxes, and carrying off in actual produce, what it is no longer able to purchase. Resistance cannot be long effectual, when the military chest contains paper promises which no one will take if he can help it, and which every one knows will never be paid.

On the contrary, while we may expect occasional reverses, mortifying as they may be, either owing to the desperate valor or wonderful cunning of our enemies, or what is still worse by the want of administrative talent in that place where it is most needed; in spite of the persistence in measures of which its warmest friends disapprove, and the refusal to make changes in those quarters where it is the conviction of the whole North and West they should be instantly made; we have the great and indisputable advantage of a system of finance which will carry us through invincibly to the end. The hearty support given the national credit has been a most remarkable as well as unexampled spectacle, of which we, and our children, and our children's children may be proud. It is an exhibition of patriotic confidence in our cause, in its happy termination, in our resources and our institutions, which excites astonishment abroad, and should long ere this have had its effect in silencing the doubts and improving the conduct of European cavillers. Next, as to the probably policy of the two nations whose acts are most likely to affect our position.

It is in vain to deny that there has been a party closely connected with the Government of Great Britain, if not the Government itself, which has in an unenlightened selfishness, desired to see this country disintegrated and reduced to fragments, instead of remaining like a rock, homogeneous and imperishable. Not content with heaping on us every epithet which could sour, and uttering every prophecy which could dishearten us, it has even ventured on a perversion of the law of nations, and a refusal to put in force its own laws to do us a mischief. It is this fact, and this apprehension of the consequences, which have so frequently disturbed our Money Market, the price of gold and the rate of exchange. On the other hand, we have not been left without witnesses abroad. A noble class of men have stood by us from first to last, bold in their efforts to enlighten their countrymen not only as to their duty but their interest, and as that is a point where even malignity is always vulnerable, we believe it may be assumed as a certainty that we need not fear any serious disturbance from that quarter. For it is plainly to be seen, even by Lord Russell, that if vessels of war may be fitted out by a belligerent that has not a single port where he can enter, or dispose of a prize, the day may come when any petty State of Germany, or any *navyless* country in South or Central America may, in turn, assail the commerce of England from any neutral port, and she will be unable to complain. So that affairs have come to this, that the policy of England towards this country must and will be changed. In the next place, with regard to France. Here is at present our greatest immediate danger. Not that we believe the Emperor will ever send any large force across the water, even to sustain himself in Mexico, much less attack us, for the reason that though he may just now have the sudden disposition to do so, he must have discovered that the French people are opposed to the whole scheme from first to last. Paris, and the leading minds of Paris, are against it; and especially its shopkeepers, who have no idea of spending their money to uphold an Austrian Prince. We do not give the Emperor credit for any other design in his whole life beyond that of advancing his own personal interests, and he knows how fickle are the people who have swung within three generations through all degrees of the circle, from a radical democracy, a despotic oligarchy, a directory, consulates, an empire, half a dozen kingdoms, to now an unmitigated despotism, and he knows that an unpopular movement might make him once more an exile. It is the opinion of some of the most sagacious observers of European affairs, that under all this show of acquiescence in the retrograde movements of France and Germany, there is an under current of disaffection and radicalism which will yet burst forth and overwhelm existing despotisms. We may therefore not fear any permanent injury from France, as at present ruled by Louis Napoleon. On the contrary the dangers to which he is about to expose himself and his family, by an unjustifiable interference with our affairs, will be made known to him, and he will be told that by encouraging a wicked rebellion abroad, he may be giving justification to those who have some reason to attempt his overthrow. All these thoughts must enter his mind, and the change of opinion in England which he has failed to drag into a war with Russia, and this also with Mexico, will beyond all question make him pause before he takes the last and irrevocable step. It must be remembered also that the South American republics see in the downfall of Mexico what may be their fate, and by a general alliance are very likely not only to defend their integrity, but cut off the active and flourishing trade which the French as well as the English are now enjoying with them.

It is the consideration of these subjects which has been a disturbing cause in our money market the last few weeks, and has raised a second panic within a few days. Gold suddenly rose to 140 and exchange sympathised with it. Stocks felt the influence of the prevailing alarm, and the interest of money went up again. One cause and a legitimate one for the recent rise in gold, is the fact that a million and a half dollars have been required by the importers all through the weeks of August, for the purpose of paying their duties at the Custom House, and it will not come into the hands of the people until it is paid back as interest on the Government bonds shortly falling due. A good many millions will be disbursed in the course of a few weeks as dividends, and this will lower the price beyond all question. Money continues in fact unchanged in rate, with the exceptions in favor of certain houses of stability, by whom money is attainable two per cent under the average. Stocks were pulled down a little by the usual rumors of recognition, rams and Rosecrans defeated; all of which up to this moment are false, but on Wednesday and Thursday, there was a favorable reaction. Rosecrans, with an inferior force engaged, has fully sustained himself, and is now reinforced. The rebels have played their last card in she South West as will soon be evident. There is no recognition as yet, but on the contrary, there is a skeleton in the Imperial Chambers, and its bones are much disturbed. The rams are to be detained, and a universal voice is going up throughout all England against the bad faith, and illegal hesitation of the British Government.

We learn that an arrangement has been made, or very soon will be, by which the New York Central railroad will become practically the owner of the Harlem, or in other words that the former is to have the use of the latter from Chatham to Morrisania, and its terminus on the East River. The Harlem is to have a track across the bridge at Albany, and be well paid for its facilities. This plan was inaugurated by the late President. The Broadway Railway will be commenced without delay; and new street cars have been ordered for its use.

For the usual careful and accurate reports of the sales of stocks, bonds and other securities we refer our readers to the accompanying tables.

Matthew T. Brennan, City Controller, advertises for proposals for half a million of the 6 per cent. bonds of the City of New York, issued to pay bounties to volunteer soldiers. The bids will be opened on the 1st of October.

The Chicago and Rock Island Railroad Company have declared a half yearly dividend of three per cent., payable 10th October.

The Philadelphia, Wilmington and Baltimore Railroad Company announces a semi-annual dividend of five per cent, free of Government tax, payable on the 1st of October.

The Chicago and Alton railroad will pay at the office of Messrs. G. S. Robbins & Son 54 William street, the interest due 1st October on the income bonds.

The semi-annual interest, due Oct. 1, 1863, on Bonds of the St. Louis, Jacksonville and Chicago railroad, will be paid on and after that date, on the presentation of the coupons, at the office of M. K. Jesup & Co., No. 59 Exchange place, N. Y.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of three per cent. and extra five per cent., payable Oct. 1.

The Lykens Valley Railroad Coal Company, a dividend of three per cent, free of Government tax, payable on the 22d instant.

The Lowell and Lawrence Railroad Company have declared a dividend of three dollars per share, (exclusive of the national tax) payable on the first of October.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Marietta and Cincinnati 1st pref., 56; Illinois coupon bonds, 1860, 100; Illinois Central cancelled bonds scrip, 105@107; Ohio and Miss. certificates, 33@34½; M. & M. L. G. bonds, 62¼@64; Brooklyn City Water Loan, 106¾; Jersey City Water Loan, 106; Second Avenue R. R., 88; Central Am. Transit Co., 26@30; Quicksilver, 65@61.

Philadelphia.—Philadelphia and Reading 6s, 1843–'80, 110; do., 1848–'80, 110; do., 1849–'80, 110; Camden and Atlantic, 10; do., pref., 22; do., 2d mort., 70; Camden and Amboy mort., 6s, 108½; Allegheny Co. 6s, 83; Pittsburg City R. R. 6s, 61½; Phila., Wil. and Balt. 6s, 135; Cleveland and Mahoning R. R., 45; Wyoming Valley Canal 6s, 96; Union Canal, 1¾; Huntington and Broad Top, 22; Ridge Avenue, 21; 13th and 15th streets, 84. The latest quotations are: City 6s int. off, 103; do., new, do., 107½@108; State 5s, 100@100¼; Reading, 58¼@58⅜; do., 6s, 1843–'80, 109; do., 1870, 109; do., 1886, 116@117; Camden and Amboy, 173@174; Pennsylvania R. R. 68¼@68½; do., 1st mort., 110; do., 2d mort., 107¾@108; Little Schuylkill R. R., 47@47¼; Morris Canal, 70; do., pref., 133; Susquehanna Canal, 14⅜@14¾; do., 6s, 63@64; Sch. Nav., 11½@12½; do., pref., 24¼@24⅜; do., 6s, 1882, 83¾@84; Union Canal bonds, 23@25; Delaware Div. Canal, 39½@41½; do., bonds, 103; Elmira and Williamsport, 35; do., pref., 53½@54; do., 7s, 1873, 108@109; Beaver Meadow, 72@74; Harrisburg, 68; Long Island R. R., 45@46; do., bonds, 102@103; Lehigh Coal and Navigation, 56@58; do., scrip, 44@44½; North Pennsylvania, 18⅝@18¾; do., 6s, 95½@96; do., 10s, 121; Philadelphia and Erie, 26¾@26⅞; do., 6s, 104¼@106; Minehill, 61¼@61½; Catawissa, 8@8¼; do., pref., 24½@24¾; Lehigh Valley, 78; do., bonds, 108@109; Frankfort and Southwark (horse,) 56; Second and Third, 80; Race and Vine, 10½; West Philadelphia, 66@67½; Spruce and Pine, 15; Green and Coates, 45; Chestnut and Walnut, 59; Arch, 25; Thirteenth and Fifteenth, 33¾@34; Seventeenth and Nineteenth, 13; Girard College, 25½; Tenth and Eleventh, 42½@43; Philadelphia, Germantown and Norristown, 57.

Boston.—Rutland and Burlington 1st mort., 73½@74; do., endorsed, 67; do., 2d mort., 16¾@17¼; Northern (Ogdensburg) 1st mort., 100; do., 2d mort., 25¾@26; Vermont Central 50c.; do., 1st mort., 81½@85; do., 2d mort., 21@22; Vermont and Mass. 6s, extended, 104; Michigan Central 8s, 1869, 115; Southern Midland R. R. bonds, 105; Cheshire 6s, 1881, 101¾; Nashua and Lowell, 125; South Shore, 13; Chelsea, horse, 53; Somerville, horse, 33¼; New Hampshire 6s, 1874, 107@108; Connecticut 6s, 1882, 108¼; Rhode Island 6s, 1882, 108; Maine 6s, 1883, 108; Massachusetts 6s, 1876, 118; Boston City 5s, 1885, (interest in gold,) 112; Hartford City 6s, 108@108¾; Bath 6s, 1891, 104¾@105¼; Louisville City 6s, 88¾; Acton Mining Co., 4⅞; Albany and Boston, 13¼; Bay State, 9½; Black River, 65c.; Bedford, 55c.; Canada, 1⅜; Chaudere, 50c.; Columbian, 7⅝; Copper Falls, 23⅝; Dana, 3¾; Dunham, 62½c.; Dudley, 4⅛; Eagle, 5; Great Western, 5; Hancock, 13⅝; Hamilton, 2; Hanover, 3; Huron, 24; Manhattan, 5½; Mandan, 2⅝; Madison, 5¾; Mesnard, 13; North Western, 8½; North Cliff, 6¾; Norwich, 4½; Ottawa, 29c.; Pontiac, 8¼; Phœnix, 27; Petherick, 35; South Side, 5⅛; Star, 7½; St. Mary's, 6¾; Superior, 8¼; Toltec, 4⅞; West Minnesota, 1¾; Wickham, 1½; Winthrop, 4⅞.

Baltimore.—Northwestern Virginia, 12; do., 3d mort., 26⅛; City Passenger R. R., 20; Santa Clara Mining Co., 8; Springfield Mining Co., 2.20. The latest quotations are: Balt. and Ohio, 89@89½; do., 6s, 1867, 102½; do., 1875, 103½; do., 1880, 102; do., 1885, 104¼@105; Northern Central, 41½@42; do., bonds, 1885, 101¾@102; N. W. Va., 9¾@12; do., 1st mort., 104@105; do., 2d mort., 102; do., 3d mort., 25@27; Central Ohio 2d mort., 102@105; do., 4th mort., 40; do., income 1857–'60, 22@25; Western Md. bonds, 81@82; do., guar., 105; Maryland 6s, coupon, 1870, 112; do., Ins., 112; do., 1890, 112; Baltimore 6s, 1875, 109; do., 1886, 106½; do., 1890, new, 107¼; do., coupon, 109; do., 5s, 1838–'70, 100.

Inter-colonial Railway.

We learn from the Quebec *Mercury* that Messrs. Tupper and Tilley, the representatives of the governments of Nova Scotia and New Brunswick, propose to abandon so much of the plans pertaining to the Inter-colonial Railway survey as relates to the employment of a second engineer. They concur in the appointment by Canada, of Mr. Sandford Fleming, of Toronto, who will therefore be entrusted with the entire responsibility of the survey on the part of the Provinces; his only associate being the engineer appointed by the Imperial authorities. The survey will be proceeded with immediately, and the arrangements contemplated by Mr. Fleming are such as will ensure its completion within a comparatively brief period.

Massachusetts Railroad Decision.

In the Supreme Judicial Court, in the case of Johnson Warren v. the Fitchburg Railroad Company, claiming damages for personal injuries sustained in August, 1854, at the Somerville station on that road, the jury have returned a verdict, of $5750 for the plaintiff.

In this case, the court ruled that it was carelessness on the part of the corporation to run a train at full speed over the track between the depot and another train standing on the outer track waiting for passengers to get on board. It was also ruled that the corporation having sold a ticket to the plaintiff, was liable to damages for injuries while he was going to the train as much as after he got into a car.

Philadelphia and Reading Railroad.

The net profits of this road for the month of August were $324,941 64, against $220,516 82 for August, 1862—an increase of $104,424 82. The total net profits for nine months were $1,905,-172, against $1,259,081 in the corresponding period of the previous year. This is an increase of $646,091. If the same rate of increase of net profits on last year's business continues to the end of the present fiscal year, as there is no reason to doubt, in the present condition and prospects of the coal trade it will, the net increase for the year will reach $807,614. This is very large, and proves the wonderful capacity of the road and the company's rolling stock.

Pacific Railroad.—Western Division.

The people of California are pushing their end of the Pacific Railroad with great energy. Several telegraphic dispatches have been recently received announcing the completion and actual operation of a part of the line, but there is some discrepancy in the statements. It is safe to believe that cars are running between San Francisco and San Mateo, equivalent to a distance of about thirty miles.

☞ John Riley, Esq., has been elected President of the Second Avenue Railroad Company, in place of D. M. Hughes, resigned. The Second Avenue Company is fortunate in securing the services of Mr. Riley. He is a gentleman of high standing in the community for character and energy.

☞ The following gentlemen were elected Directors of the Central American Transit Company on the 14th: Moses Taylor, J. J. Phelps, W. H. Webb, F. Morris, J. E. Body, B. F. Randolph, F. C. Gebhard, M. B. Bramhall, Ogden P. Edwards.

☞ Work is going on rapidly on the Atlantic and Great Western Railroad, west of Akron. The track is now being laid from Akron to Bridgeport, in Wayne County, and it is believed that in October track laying will commence from the latter point to Mansfield and Gallion. The company have purchased a large lot of ground where the track crosses the Pittsburgh, Fort Wayne and Chicago Railroad, with the design of erecting there a large Union depot building. About 3,300 hands are now engaged on the line of the road.

☞ There are along Oil Creek 150 steam engines and 70 refineries and not a foundry or machine shop more convenient than Erie or Pittsburgh. A big opening for some machinist.

Northwestern Virginia Railroad.

In the First Branch of the Baltimore City Council on the 17th inst., an ordinance was presented to provide for the completion of the Northwestern Virginia Railroad. The essential difference between the new bill and the one vetoed by the Mayor is in the arrangement by which the Baltimore and Ohio Railroad Company is to work the Northwestern Virginia Railroad for ninety-nine years, and the city is made a preferred creditor, receiving from the Company on the 1st of July, 1864, and semi-annually thereafter, of the net earnings of the road for three years, a sum equal to three per cent. on the amount of stock to be issued by the Northwestern Virginia Railroad; and if the amount of such earnings is not sufficient for said payments, then the whole amount of such earnings for the said six months shall be paid to the city—which, however, is not entitled to any other or further dividend on said stock during the term of three years; the agreement with the Mayor and city to contain a stipulation binding the Baltimore and Ohio Railroad Company not to discriminate against the said Northwestern Virginia Railroad in working the same. The ordinance provides for the capitalization of the debt due by the Northwestern Virginia Railroad. It was referred to the Committee on Ways and Means.

Lehigh Valley Railroad.

The work of widening the road bed of the Lehigh Valley Railroad for a second track, is almost completed between Allentown and Easton.

The Lehigh Valley Railroad Company, under whose auspices the Penn Haven and White Haven Railroad is being built, are making surveys for an independent road from White Haven across the Nescopec mountain and down into the Wyoming coal basin.

Simultaneous with the operations of the Lehigh Valley Railroad Company in the mining districts, the Central Railroad Company of New Jersey are extending their road from its present terminus at Elizabethport, across Newark bay to the Hudson river at Jersey City, to which latter place its coal shipping piers are also to be removed from Elizabethport.

These works, jointly considered, indicate an enlarged scale and plan for future operations.

Intercolonial Railway.

In the Canadian House of Assembly, on the 1st inst., Hon. Mr. McGee asked whether it was the intention of the ministry to undertake a survey of the proposed route or routes for the Intercolonial Railway, and if so, when it was proposed to commence actual operations on the said survey, and whether any proximate date could be fixed when the report of the said survey might be expected to be made? Hon. J. S. Macdonald said that the surveyor on behalf of Canada had been named; and that arrangements would be made during the present week, as to the commencement of the survey.

Coals from the Rhine.

During the past week the Prussian bark Baltimore, laden with 480 tons of coal, arrived at this port from Rotterdam. The mine from which this cargo was received is located on the river Rhine, and in character is represented as highly bituminous. This is the first cargo imported into this country from these mines, and is consigned to Messrs. Bros. Boninger.—*Baltimore Sun.*

☞ The Erie Railway Company have for some time been engaged in laying a second track on that portion of the Union Division between Paterson and Sufferns. The grading of about two-thirds of the distance (16 miles) is about completed and partly laid with the superstructure. On some points both tracks are being strengthened and improved. This will complete the double track from Long Dock to Elmira. The Company are also rebuilding the large repair shop at Paterson, burned down about three months ago. Already part of the work has been finished and put in operation.

☞ A gang of employees of the Sandusky, Mansfield and Newark Railroad, under direction of the company, recently took up two miles of the track of the Huron Branch of that road. The iron was removed to Mansfield. The object is supposed to have been to avoid an injunction and litigation. The branch from which the iron was removed was what was formerly known as the Huron and Oxford Railroad afterwards consolidated with the main line.

☞ The St. Louis *Democratic* says: "The railroad war is at an end. The three leading railroads leading East from this city, have compromised their differences, and returned to their old local rates. Rates East will hereafter be guided by rates *from* Chicago, and will be the same by *al* routes."

☞ The Baltimore and Ohio Road Company now take freight at the following rates: New York to Columbus, 1st Class 45, 2d Class 40, 3d Class 40, 4th 33; New York to Cincinnati, 1st Class 55, 2d Class 45, 3d Class 45, 4th Class 38; New York to Louisville, 1st Class 85, 2d Class 70, 3d Class 70, 4th Class 50; New York to St. Louis, 1st Class 1 03, 2d Class 82, 3d Class 75, 4th Class 52.

☞ The subject of building a railroad from Lansing, Mich., via Grass Lake, in Jackson County, to connect with the Jackson branch of the Michigan Southern Railroad, at Manchester is attracting attention. The entire distance to be built is but forty-seven miles, and there is ample means along the route to put the road in condition for the iron, and assurances from a reliable source have been received, guaranteeing the iron and the putting of the road in good running order.

☞ At the late annual meeting of the Mariette and Cincinnati Railroad the following well-known gentlemen of this city were elected members of the Board of Directors for the ensuing year:—Le Grand Lockwood, Esq.; Blakely Wilson, Esq., of Cammann & Co.'s; Fred. C. Gebhard, Esq., of Schuchardt & Gebhard, and William Hoge, Esq., of Wm. Hoge & Co.

☞ The Toronto *Globe* says that Railway traveling is still on the increase. The Grand Trunk Trains, as also those of the Great Western Railway, are crowded both on arrival and departure.

☞ We understand that the fences on the Hudson River Railroad, between this city and Yonkers, are being removed, with a view to the laying of a third track, in order to accommodate the increasing business of the line.

☞ Crude oil is now selling at $6 per barrel at the wells, $7 at Oil City, $7 25 at Franklin, and $10 50 including packages at Titusville.

The Hudson River Bridge Co. at Albany.

At the annual election held on the 23d inst., the following persons were chosen Directors:—Erastus Corning, Albany; Dean Richmond, Buffalo; Samuel Sloan, New York; Chester W. Chapin, Springfield; William H. Swift, Boston; Sidney T. Fairchild, Cazenovia; Henry H. Martin, Albany; John V. L. Pruyn, Albany; Leonard W. Jerome, New York.

Inspectors of the next election—Chauncey Vibbard, Erastus Corning, Jr., John Ellis.

The New York Central Loan.

The new six per cent. loan of $1,000,000 twenty years' stock, with an annual sinking fund of two per cent., recently advertised for by the New York Central Railroad Company, has been awarded to the successful bidders at 101½ per cent. and upward.

Valuation of Salem.

The valuation of Salem this year is—personal property, $7,758,000; real estate, $6,830,700; total, $14,588,700—an increase of $352,000 over last year. Rate of taxation $10 40 on $1000.

Terminus of the Erie Railway.

The Company having made Buffalo the prominent terminus of the Erie Railway, the passenger and freight business have materially increased from that point over this road. It is gratifying evidence of the growing prosperity of the Erie Railway, to witness, as we frequently do, six or seven well filled cars, with mostly through passengers, on the express trains. Those palace-like sleeping cars on this road afford the night traveler a good opportunity to enjoy a comfortable lullaby repose while traveling at the rate of thirty miles per hour—finding himself at the end of his journey, rested and fresh for business.—*Hornellsville Tribune.*

[From the U. S. R. R. and Mining Register.]

The Gold and Silver Mines of the Great Colorado Basin.

EXTRACTS FROM THE JOURNAL OF DR. WILLING'S EXPLORATIONS.

Continued from page 897.

The San Juan river rises by numerous branches in the San Juan and Sierra Madre mountains. The principal affluents are the Chaca, which receives small streams from both the Chaca and Sierra Tuncha mountains, and the northwest branch of the San Juan river, which rises in the San Juan range, immediately opposite the La Plata Peak, and but a short distance to the summit of Mt. Janiss. This latter stream forms the pass from the Uncompadre to the valley of San Juan. The elevation of this pass is nearly 11,000 feet.

The Navajoes* Indians inhabit the valleys of the San Juan, Chaca and Chelle rivers. They occupy a considerable area of land, which they appropriate to agricultural and pastoral pursuits.

Their flocks of sheep and herds of horses and cattle are very large, and afford employment for the greater part of their population. They cultivate the soil, and raise an abundance of wheat, maize, pumpkins, melons, grapes and peaches. Some little cotton is raised by them, but the primitive style of working it up into apparel does not approximate the quantity of woolen fabrics used by them.

It is a remarkable fact that this tribe of Indians, as well as the Cosninas and the Moquis, retain many of the arts and usages of the ancient Montezumas, and still live in houses constructed of material of a substantial character, the structures of which are upon a similar scale to the buildings of the old city of Mexico.

The interesting features relative to the Navajos country is that there can now be no doubt that it

* Sometimes called Na-ba-joes—pronounced Na-vah-ho.

was the ancient residence of the Aztecs, and that their country was the place from whence the Montezumas derived all their great wealth.

It must be understood that previous to the period of the present explorations of that country but little was known of the true character of the country. The historical accounts given of the country by Espejos, de Nica, and Pedro Font, and its great wealth in minerals, is corroborative of the present condition of the country, and which recent explorations have substantiated.

Whether or not San Juan was the locality where was situated the city of Quivary is a matter of conjecture. Espejo mentions, in his accounts of travels to the Viceroy of New Spain, having visited a city of that name, and having eight market places, and the people who lived there as being proficient in many of the arts and sciences, and also who possessed (to use his own language) "great store of gold, silver, and precious stones." The ruins now to be seen upon the left bank of the San Juan river answer to his description of that part of the country where this famous town was said to exist.

The historical account of this country is submitted in the following note, marked (*a*). The tradition of the Indians will form the subject of a part of the next paper in the present series.

NOTE (*a*).—*History of the Country from the Year 1540 to the Present Time.*

The traditionary history of the Indians, who inhabit the territory now known as Arizona, or the ancient abode of the Aztecs, gives but little insight as to the origin of the settlements in that region.

After the Conquest of Culiacan by the Spaniards, Don Antonio de Mendoca, Vice Royal and Captain General for the Emperor's Majesty in New Spain, commissioned Friar Marco de Nica, a Franciscan Monk, to make an exploration of the country, where it was supposed the Montezumas obtained their wealth of gold, silver and precious stones. His companions were Friar Honoratus, a negro named Stephen, and Indians of the town of Cuchillo. Departing on Friday, the 7th day of March, 1539, from San Miquel, he proceeded to Petatlan, thence following, "as the Holy Ghost did lead," he travelled twenty-five or thirty leagues. After a long and wearisome journey, across deserts that were without water for long intervals, the Friar arrived at the valley of Coracones; here he was informed that within four or five days' travel there was a mighty and large plain, wherein were many great towns and people clad in cotton; and when he showed the people of Coracones certain metals which he carried, they took the mineral of gold and told him that, "thereof were vessels among the people of that plain, and that they carried certain round green stones† hanging at their nostrils and at their ears, and that they had certain thin plates of gold wherewith to scrape off their sweat, and that the walls of their temples were covered therewith."

By a reference to modern maps it will be seen that this valley or plain corresponds with the Rio des las Casas Grandes—where at this day there are ruins—about one hundred and fifty miles east from the valley of the Rio Sonora.

Whilst sojourning within the Coracones country he met with three Pintados Indians, the present race called Papagos and Pimos, whose country borders on the kingdom of Cibola or the seven cities.

Friar Nica thus relates his description of Cevola: "It is a great city, inhabited with great store of people and having many streets and market places. In some parts of this city there are certain great houses, of five stories high, wherein the chiefs of the city assemble themselves at certain seasons of the year; the houses are of lime and stone. The gates and small pillars of the principal houses are of turquoises, and all the vessels wherein they are served and other ornaments of their houses are of gold. The other six cities are built like unto this, whereof some are bigger, and Ahacus is the chiefest of them. At the Southeast there is a kingdom called Marata, where there were wont to be many great cities built of stone with divers stories; and these do wage war with the lord of the seven cities, through which the kingdom of Marata is for the most part wasted."

The explorations of Lieutenant Ives were also hurried and confined to main trails leading from one point of habitation to another, and did not extend to the discovery of any very notable metallic feature of the country; nor does he even allude to the ruins of the San Juan, or the immense pyramids of sulphur near the ancient volcanoes of Cosninas and Jumbuicrari. But Lieutenant Ives establishes one important fact bearing out the traditions of Indians. In the ruins of cities he discovered ancient towns, fragments of pottery ware, and also the present towns of Zuni and Moqui. These evidences of the once populous state of the country corroborate the statements of the Spanish explorers, who enumerate over one hundred towns as being in existence as late as the year 1540, containing more than 300,000 souls.

It is highly probable, and indeed there is sufficient data to establish the fact, which will be more particularly alluded to in another place, that within the past three centuries this country, as well as the entire Pacific coast, from Mazatlan to Mount Sharta, in California, and Puget's Sound in Washington Territory, has been subjected to frequent earthquakes, and that these causes may have swallowed or engulphed whole communities within the space of an hour, and the famous city (whether fabulous or not) of Qui-vi-ra might have thus been destroyed, without a vestige left behind to mark the spot where once it stood and flourished. But it is not altogether improbable that many of these towns, the ruins of which are still extant, might have been destroyed by human agency, occasioned by strifes which are so natural in populous districts between one nation and another.

The traditions, although confused, and in many instances of decidedly superstitious character, in many of its relations, nevertheless, coincide with the present condition of the country, and so far as its metallic wealth is concerned is established beyond a doubt; and it becomes necessary in this place to notice briefly some of the geological features connected with this region, to prove the certainty of what is related by the Indians as having once existed.

This is a very interesting subject, and would require more space to do it justice than is allotted in this series of extracts. Yet, the large area of country we have under consideration requires an investigation of all its parts in order to determine its value. 1st. The immense deserts extending from the Arkansas river, southward to the Pacific coast and westward to the Gulf of California, were without doubt large lakes at one period. Their shores are observable in many places, especially upon the bluffs of the Arkansas; the high table lands of Zuni and the foot-hills of the Sierra Madre, west of Santa Fe; also on either side of the ranges of mountains which pass through the provinces of Chihuahua, Sonora and Durango, upon the west. The shore is more fully exposed in the foot-hills of the San Bernandino mountains.

These evidences of the former existence of large inland seas, consist in the appearance of water-worn rocks forming the outline of the several basins, and the shelving rocks worn away by the splashing waves and assuming every conceivable form and shape. On the margin of these shares fossil remains are the most abundant, all of which are of aquatic origin.

The tradition of the Indians relative to the former existence of these lakes is fully borne out by the appearance of the country, and at various points immense beds of cobble-stones appear as upon the Gila, the South Platte, and upon the Colorado. These are characteristic of much larger streams than the present feeble creeks and rivers that pass out from the mountains. It is evident that the rivers and their affluents are of recent origin, and that they could not have deposited such immense beds of cobble and boulders, even where they happen to pass through or near such places. Indeed, the idea of there having once existed rivers of greater magnitude and carrying a greater volume of water is fully established; for we see throughout this entire country high mountains resting upon beds of cobble-stone or rounded water-worn rocks. It is easy to account for this peculiar feature in the conformation of the country, and which is accredited to displacement of heavy bodies by earthquakes and volcanic eruptions.

† Turquoises, a kidney-shaped stelactitic mineral, opaque and of various colors, esteemed very highly as an ornament when highly colored and polished.

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Redemption of Corporation Bonds.
THE VOLUNTEER SOLDIERS' BOUNTY FUND BONDS of the CORPORATION of the CITY of NEW YORK, becoming due and payable on the 1st day of October proximo, with the interest thereon, will be paid on that day, on the presentation of said Bonds at this office.

Proposals for a Loan of $500,000
Sealed proposals will be received at this office until WEDNESDAY, Sept. 30, at 2 o'clock P. M., for the purchase at not less than their par value of the whole or any part of the sum of $500,000 of Volunteer Soldiers' Bounty Fund Redemption Bonds of the Corporation of the City of New York, authorized by Chapter 25 of the Laws of 1863, and by an Ordinance of said Corporation approved Sept. 18, 1863.

Said Bonds will be of the denomination of $1,000 each, and will bear interest at the rate of 6 per cent. per annum, payable semi-annually on the first day of May and November of each year, and the principal thereof will be redeemable on the first day of November, 1867.

The proposals will state the amount of said Bonds desired, and the price of $160 thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain, at the Broadway Bank, on Thursday, October 1, 1863, the sums awarded to them respectively, including the premiums thereon.

On presenting to the Comptroller the Chamberlain's receipts for such deposit, the parties will be entitled to receive bonds for equal amounts of the par value of the sums awarded to them, bearing interest from Oct. 1, 1863.

Each proposal should be sealed and indorsed "Proposals for Volunteer Soldiers' Bounty Fund Redemption Bonds of 1867," and the same inclosed in a second envelope addressed to the Comptroller.

The Comptroller reserves as usual, the right to reject any or all bids if the public interest should require it.

MATTHEW T. BRENNAN,
City of New York, Department of Finance, Comptroller's Office, Sept. 18, 1863.

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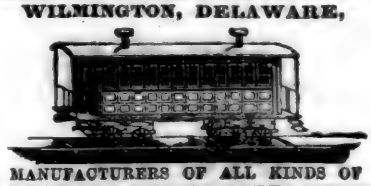
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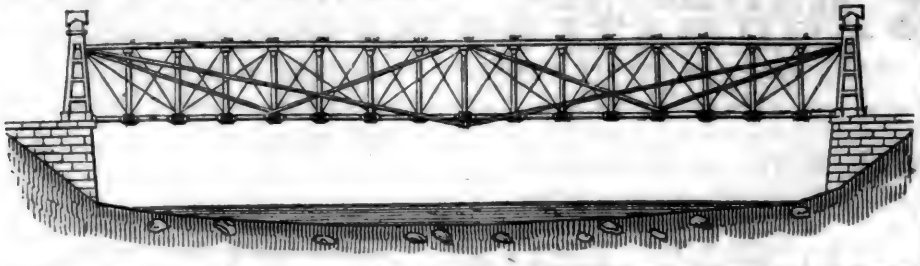
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THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States

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RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

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THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

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Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.
In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.
You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 23 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **21 Nassau st.**, or by addressing

CHAS. W. WELSH,
Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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SECOND QUARTO SERIES, VOL. XIX., No. 40.] SATURDAY, OCTOBER 3, 1863. [WHOLE No. 1,433, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 3, 1863.

☞ The *postage* upon the AMERICAN RAILROAD JOURNAL is only *five cents per quarter*, if paid *in advance* at the Post office where the paper is received.

The Union Pacific Railroad.

The public was quite taken by surprise on Saturday morning last, to learn that the Books of subscription of the Union Pacific Railroad closed on Friday night, and that more than the two millions necessary to preserve the charter had been subscribed, and the ten per cent required paid in. By whose authority the Books were so suddenly closed, without previous notice through the newspapers, we do not know, and whether the arrangement was strictly in good faith is questionable; but be this as it may, we accept the fact of the subscription as one of the greatest importance, and entitled to the highest commendation. We had in fact made up our minds that the project had been abandoned, for we have seen no activity on the part of the Executive Committee for the year past, and have been unable to arouse it to a sense of its responsibilities. Some secret meetings have been held in this city to consider what was to be done, but from the President of the Corporators, or the Secretary, we have had no official announcement of what might, could or should be done to preserve the franchise. The subscribers are all men of mark, Capitalists, Bankers, Railroad men, Express men, Brokers, and Generals in the army, all of eminent position in their respective pursuits.

The wealth they represent is enormous, and their influence co-extensive. If it had been suspected a few weeks since that any such combination was likely to be formed, or that the subscribers had even made up a favorable opinion of the proposed work, the subscriptions would have been, instead of two millions, ten millions. For the public impression has been, and the calculation from the first, even at the meeting of the corporators at Chicago, that the capitalists only thought of getting interest when they made an investment, and as this was not to be expected for many years from the Pacific Railroad, their support was not immediately anticipated. We are happy to see that this calculation was a false one, and that the very persons who ought to have taken hold of the project have done so. Among the subscribers are: Wm. B. Ogden, of Chicago, President of the Corporators, a man of large wealth, enterprise, and extensive connections with railway companies; A. A. Low, an East India merchant, President of the New York Chamber of Commerce, and a liberal and enlightened man; T. C. Durant, President of the Chicago and Rock Island Railroad Company; Wm. E. Dodge, a distinguished merchant, and member of the Chamber of Commerce; Erastus Corning, President of the New York Central Railroad; Dean Richmond, a prominent party in its direction; and John V. L. Pruyn, its Treasurer; Duncan Sherman & Co., and Winslow, Lanier & Co., of this city, leading and wealthy bankers; Gen. John A. Dix, President of the Mississippi and Missouri Railway; Satterlee & Co., New York Brokers; C. H. Russel, a wealthy merchant; H. G. Stebbins, Banker, and M. C. elect from Richmond Co.; M. O. Roberts, a proprietor in the California Steamship Company, operating by the way of Nicaragua; Geo. Griswold, a shipping merchant; E. Nye, one of our most famous packet Captains; Moses Gaylor; A. G. Jerome, a Banker, now largely interested in the Harlem and Hudson roads; Thurlow Weed, whose operations the last two years have been notoriously successful; August Belmont, the great foreign Banker, and protegee of the Rothchilds; John Butterfield, the originator of the Overland Mail; Allen Campbell, ex-President of the New York and Harlem Railroad; Morris Ketchum, a Banker, and confidential friend of Mr. Chase; Brigham Young, of Mormon notoriety, whose assistance in making the road was declared at Chicago to be indispensable; Joseph A. Gilmore, Governor of New Hampshire; Cooper & Hewitt, the well known manufactures of railroad iron; J. J. Cisco, assistant Treasurer of the United States; Moses H. Grinnell; Dehon, Clark & Bridge, Importers of Railroad iron; E. T. H. Gibson, J. Edgar Thomson, President of the Pennsylvania Railroad Co.; Nathaniel Thayer; S. J. Tilden, the well known railway lawyer and administrator of intestate companies; Clark, Dodge & Co., Bankers; S. B. Chittenden, merchant; S. Sloan, President of the Hudson River Railroad Co.; Geo. T. M. Davis; E. W. Dunham; J. W. Jerome, Banker; Wm. R. Travis; Geo. W. Quintard, the eminent engineer and machinist; T. W. Wolcott, of Albany, President of the Mechanics' and Farmers Bank, and Treasurer of the Union Pacific Railroad.

If these gentlemen have subscribed in good faith, as we no doubt they have, they will not have the slightest difficulty in constructing the road. Not only this, they will not only deserve and receive the thanks of the country, but will unquestionably make a great deal of money, and richly deserve success. We have no doubt but that the present action of these gentlemen has been very much owing to the wonderful revelations of the mineral wealth of the country through which the Pacific Railway must pass. When long years ago Col. Gilpin began his patriotic task of exploiting the great basins of the Cordilleras and communicated to the columns of the *Herald*, from personal knowledge of the fact that there we had a new ophir, and another Golconda, the announcement was received with perfect incredulity. It is now ascertained that apparently his most extravagant assertions fall short of the truth. The gold, silver and precious stones in Colorado alone are inexhaustible. The actual surveys and careful calculations of Dr. Willing, a scientific person, show that the wealth of these mining territories may be estimated at hundreds of billions, even in the surface gold alone, and that in short there is no possible limit to the production.

Here, then, we have one powerful motive for the construction of the Pacific Railroad, to the foot of the Sierra Madre, if it never goes any further. Just as soon as Colorado can be reached by rails, the emigration and traffic will push them to their full capacity of transportation. The wagon trains even now are miles in length, and continually "on the move." When these mines can be reached in 48 hours from the Missouri, we may expect to see hundreds of thousands of emigrants, American and foreign, on their way to the mines. Denver will become a great city, and there will be distributed the goods, wares and merchandize from the East required by the mining population. The Union Pacific Railroad will be able as soon as it is constructed, to make large dividends in gold, and we had almost said in the rarest of precious gems. We have for months past endeavored to impress our readers and the public with these facts, and to place the Pacific road before them as a work of the first magnitude not only, but likely to be one of the best properties in this country for its earnings, without reference to the immense land grants, which of themselves are of incalculable prospective value.

In the announcement of the subscription having been made, as we have before mentioned, it is said that the present arrangement contemplates "making the now rapidly growing Mississippi and Missouri road the commencement of the Pacific route." Of this, General Dix was very lately, if not now, President. It will be seen, therefore, by this statement, that the Chicago and Rock Island Railroad, and its extension by the way of the Mississippi and Missouri as far as Omaha, about 96° west longitude, and of course 4° east of the 100th parallel, will be the route of the traffic going over the Pacific Railroad. Unquestionably this route is the one preferred by the people of Chicago above all others, and its influence has unquestionably affected the present subscription, and led to the declaration that it is to be the route, even before the Board of Directors has been chosen, and the corporators resigned their trust into the hands of the new company.

This new movement has another aspect, with a complication not yet resolvable. A company, of which Gen. Fremont is President, is constructing a railroad, (formerly known as the Leavenworth, Pawnee and Western,) and is now styled the "Pacific Railroad, Eastern division," intended to connect the Eastern railroads with the Pacific at a point on the Missouri a considerable distance below Omaha, and from that point to stretch northwestwardly to the 100° between the Platte and the Republican Fork as provided by the act of Congress. Gen. Fremont's company, by its original name, was authorised in the act to receive Government bonds at the rate of $16,000 per mile, the same as the main line provided for in the same act. It is also authorised to go on and make the whole line westward that may be unfinished. So that we shall now see a race to the 100th parallel between the two organizations. Whoever gets there first will have the right of building the remainder. Gen. Fremont's Company will have less road to build than will be required, on the Mississippi and Missouri line to reach the 100th degree; and if the whole distance is to be railed in two years by the General's company, 50 miles to be finished by January, 1864, the public will certainly gain by a competition which ensures rapidity of construction.

Both the termini, at Leavenworth and Omaha, will be required beyond all question, settle the other difficulty as we may.

We rejoice to perceive that this great national work is sure to be accomplished; that national men have taken it up and carried it forward to the point of organization. When constructed, it will, beyond all doubt, revolutionize the trade of the world, and make ours the richest of all nations.

Boston, Concord and Montreal Railroad.

The receipts and expenditures of this road for the years ending March 31, 1862 and 1863, have been as follows:

Receipts:	1862.	1863.
From passengers	$67,538 81	$87,122 11
" freights	121,569 90	145,269 04
" mail	10,193 85	10,208 02
" express	3,000 00	3,000 00
" miscellaneous	1,056 17	1,680 26
Total receipts	$203,358 73	$247,279 43
Expenditures, viz:		
Maintenance of way	$37,762 95	$41,386 61
" motive power	19,999 66	27,821 70
Cost of working road	40,980 51	44,839 14
" management	5,720 65	6,080 61
Miscellaneous	6,182 53	7,805 25
Total expenditures	$110,646 30	$127,933 31
Net balance	$92,712 43	$119,346 12
From other sources	24,969 87	5,060 24
Total income	$117,692 30	$124,406 36
Disbursements	113,537 50	104,235 15
Cash, etc., on hand	$4,154 80	$20,171 21

The foregoing statement shows an increase in gross receipts of $43,920 70; with an increase in expenditures of $17,287 01—making the increase in net income, $26,633 69. The report says:

In the foregoing account of expenditures is included the amounts paid for telegraph poles from Plymouth to Littleton, and new repair shops at Lake Village, to take the place of those burnt some years since.

The payment of $12,500 to the trustees of the sinking fund, was made January 1st, 1863.

The fund, including the accumulated interest, now exceeds $97,000.

The balance of Gilmore & Clapp's claim has been paid in full, and the Directors take pleasure in reporting that the corporation has no debts except its mortgage bonds.

The roadway and equipment are in as good a condition as at any former time, and will continue to be kept so.

The hotel at Plymouth, known as the Pemigewasset House, long used as a place for passengers to dine, was destroyed by fire in the month of August last. In view of the fact that it is of the highest importance to the interests of the corporation to have a good public house established there, and it being indispensable to have a good dining place, and also to retain the travel on our road, the Directors have thought best, in connection with other responsible paaties, to take a sufficient amount in the hotel now erecting at that place, to insure its being kept as a first class house.

The Directors have caused the telegraph line to be extended from Plymouth to Littleton, and have made an agreement with the American Telegraph Company to operate the same. This gives a good and reliable line, not only the whole length of the road, but also a continuous line to Boston, and is of great benefit to the corporation and accomodation to the public.

The expenses are greatly increased by the high prices of supplies and materials used in operating and running the road, and may affect the net receipts for the coming year to a considerable extent.

The business of the new year has had a favorable commencement. What it may continue to be cannot be foretold, but we feel confident that in any event it will compare favorably with other roads similarly located. Should we be favored with a continuance of prosperity, and if the balance of the earnings, after paying the interest on the bonds and the regular instalment of the sinking fund, shall be applied to the reduction of the bonded debt, but a few years will elapse before a permanent dividend can be paid on the preferred stock.

The number of passengers carried in 1861–'62 was 68,449; in 1862–'63, 86,430. Tons of freight carried in 1861–'62, 34,128; in 1862–'63, 42,706.

The following statement will show the financial condition of the company on the 31st of March, 1862 and 1863:

	1862.	1863.
Construction	$2,850,000 00	$2,850,000 00
Wood and oil	6,605 33	8,812 00
Stock, etc., on hand	13,737 46	15,635 26
Bonds on hand	800 00	800 00
Trustees of S. F.	64,000 00	76,500 00
Superintendent	9,958 59	11,767 59
Cash for coupons unpaid	.....	2,590 00
1860 bonds on hand	9,000 00	20,000 00
Cash	4,154 80	5,581 21
	$2,958,256 18	$2,992,686 06
Stock, old, div., etc.	$459,600 00	$459,600 00
" preferred	800,000 00	800,000 00
" new	540,400 00	540,400 00
Bonds due in 1865	500,000 00	500,000 00
" 1870	350,000 00	350,000 00
" 1889	200,000 00	200,000 00
Coupons due & unpaid	891 00	2,590 00
Dividends "	1,466 89	1,448 89
Dividends not yet payable	28,125 00	28,125 00
Profit and loss	77,773 29	110,522 17
	$2,958,256 18	$2,992,686 06

President.—JOHN E. LYON.
Superintendent.—J. A. DODGE.
Treasurer.—THEODORE STANWOOD.

Northern Railway of Canada.

The semi-annual general meeting of the proprietors of the Northern Railway was held at Toronto on the 14th of August; the President, Hon. J. B. Robinson, in the chair. Mr. F. W. Cumberland, managing director, read the semi-annual report of the directors as follows:—

Pursuant to the provisions of the company's charter, the directors beg to present their half-yearly report, which, in accordance with custom, will be confined to the consideration of the traffic operations and financial position of the company. These, the directors are happy to state, are of the most satisfactory character, illustrating a condition of success much in advance of that of any previous period of the company's transactions; and the more gratifying and reliable because resulting chiefly from the local trade of the line, which has continued to improve with a steadiness and rapidity indicative of permanent strength.

In view of the very unsettled condition of the through American trade and of the fluctuations and uncertainty of American finance, the directors felt it their duty to refrain from any contract engagements with steamboat lines for the season of 1863; and although overtures were made for the maintenance of the through Collingwood route, impelled by prudential considerations, as well as by circumstances adversely affecting the negotiations, they preferred to rely upon their local trade until they could again engage with a security for profit in lake connections.

The result has justified this action, for whilst

the company has avoided the dangers of low competitive rates and of the adverse and constantly fluctuating exchange by which those rates have been still further depreciated, the local trade has been so successfully developed and the railway service so much encouraged that the directors are enabled to submit a revenue statement of unqualified value.

The following is an abstract from the return of earnings and expenditure for the half-year ending June 30:—

Earnings and Expenditure for the half-year ending 30th June, 1863.

Through freight traffic.....		$9,131 19
Local " " ...	$159,396 16	
" passenger " ...	45,527 58	
Mail service	1,716 40	
Other sources, local.....	4,164 14	
		$210,804 28
Gross earnings from all services..		$219,935 38
Total expenditure on all services.....		138,783 12
Net revenue for half-year.....		$81,152 26

Thus the net revenue or profit of the half-year has amounted to $81,152 26, whilst the total interest liability of the company being $77,876 40, the directors have been enabled, after making full provision for dividends on the company's bonds, to carry $3,275,86 to the credit of the ensuing half-year.

By reference to appendix No. 2, revenue account, it will be seen that a balance at rest amounting to $36,705 34 now stands to the credit of that account for future distribution.

The proprietors will note with satisfaction that the working expenses of the line have been reduced to 54⅛ per cent. of the earnings, an average much below that heretofore reached by any Canadian railway.

The charges for special services arising from a credit extension for elevators and other works executed in 1861–2 will hereafter be reduced to about half the past disbursements, and early next year this source of outlay will be entirely extinguished and net revenue be so far thereafter benefited.

The directors early in the year instituted a rigid inquiry into the composition of the staff of the company, and were enabled to effect very considerable reductions without impairing the service. Of these reductions the past half-year, productive as it has been, has not yet felt the full benefit, but they will become apparent when the whole year's service shall be under revision.

There are no disturbing causes in any way affecting the operations of the company, which seem to afford full satisfaction to its customers and the public and to give very gratifying promise of a permanent ability for the punctual discharge of its liabilities on its bonds.

The works of the line continue to improve in condition, and it is the policy of the directors so to maintain the railway and extend its facilities for the growing trade of the district as to insure efficiency in the service of the public and permanent credit and profit to the proprietary.

The directors have still to regret the absence of any equitable readjustment of the rates received by the company for postal service.

On reference to the amount received during the past half-year, its insufficiency is palpably evident, showing, as it does, that the mail service of the district, involving nearly 100 miles of railway, is paid for at the rate of about 14*l.* 13*s.* per week. The directors cannot doubt that this injustice will eventually be corrected.

The directors, in recording the resignation of Mr. Beattie, the secretary and treasurer of the company, desire to express in the most sincere and emphatic manner their high appreciation of his long and invaluable services, by which, during a period of depression which threatened to be fatal to the company, he chiefly contributed to its continued operation and the preserving of its credit.

The directors feel that in seeking an early opportunity for giving practical form to these views they will consult and fulfill the wishes of the local proprietary towards an officer who has in their service secured to himself the esteem of the whole community.

JOHN BEVERLEY ROBINSON, *President.*
FRED. CUMBERLAND, *Managing Director.*

Railroad Subscriptions.--Township Bonds.

SUBSCRIPTION OF BROWN TOWNSHIP, OHIO, TO THE SPRINGFIELD, MOUNT VERNON AND PITTSBURG RAILROAD COMPANY. A TOWNSHIP HAS AUTHORITY TO SUBSCRIBE ONLY WHEN THE COUNTY FAILS TO SUBSCRIBE; THE BONDS DECLARED VOID.

The Springfield, Mount Vernon and Pittsburg Railroad was located through Delaware county, Ohio, and Brown township therein. The act incorporating the company was passed March 21, 1851, and it provided as follows:

SEC. 4. The county commissioners of any county through which said railroad may be located shall be and they are hereby, authorized to subscribe to the capital stock of said company any sum not exceeding fifty thousand dollars," etc.

SEC. 5. If the county commissioners of any county through which said road shall pass shall not be authorized by the vote of said county to subscribe stock to said road, the trustees of any township through which said road may be located shall be and they are hereby, authorized to subscribe any sum of money not exceeding fifty thousand dollars to the capital stock of said company, and provide for the payment of said stock in the same manner that the county commissioners aforesaid are authorized; provided that the total amount which may be subscribed to the capital stock of said company by any county, and the township therein, on the line of said road, shall not exceed $100,000.

SEC. 6. No subscription shall be made by the county commissioners of any county, or the trustees of any township, through which said road may be located, until a vote of the qualified voters of such county or township has been declared in favor of such subscription, in the manner pointed out in the mode of proceeding, when county commissioners may be authorized by law to subscribe to the capital stock of railroads &c.

The act of February 28, 1846, imposed a duty upon county commissioners of giving 20 days, notice to the county electors of a voting to thereafter take place for or against a proposed railroad stock subscription.

An act passed March 25, authorized special county elections to determine the question of subscription to the stock of the Springfield Mount Vernon and Pittsburg Railroad Company. The second section provided that "If the commissioners of any of the counties aforesaid shall not be authorized by the vote as aforesaid to subscribe to the capital stock of said company on behalf of their respective counties, then, and in that case, the question of subscription by township trustees, provided for in the said act incorporating said railroad company shall be submitted to the people of the respective townships, at a special election to be called or provided for in the first section of this act.

Under these statues, an election was held June 17, 1851, by the electors of Delaware county to decide the question whether the county commissioners should be authorized to subscribe $50,000 to the stock of the Springfield, Mount Vernon and Pittsburg Railroad Company, and the result of the election was that the county commissioners were authorized by a majority of the votes cast at the election to subscribe said sum to the stock of said company. Subsequently, and on the 4th of August, 1851, the county commissioners subscribed $50,000 to the company stock, and issued their bonds in payment.

On the 17th of July 1851, an election was held by the voters of Brown Township, in said county of Delaware, to decide whether the trustees of the township should be authorized to subscribe for the township, $17,000 to the stock of said company, A majority of voters at this election decided against making the subscription. Subsequently, however, and on the 30th of August 1851, a special election was held by the voters of Brown township, which resulted in the voters authorizing the trustees to subscribe $17,000 to the stock of the company. The township trustees accordingly issued their bonds of indebtedness to the company or to its assigns. Five of these bonds were now owned by one Hopple the assignee of the company who brought this suit against the trustees of Brown township in order to compel them by *mandamus* to levy a tax and pay the amount of the bonds. The question involved was as to the power of the township trustees to issue the bonds, the county commissioners having previously made a subscription of $50,000. The Ohio Supreme Court decide in favor of the defendant, and dismiss the *mandamus*, holding that the Township trustees had no authority to act, and the bonds were therefore void, not being valid even in the hands of *bona fide* holders. The following is that portion of the opinion upon the question of power.

SUTLIFF J.—The only acts of the legislature relating, at all, to the subject are those set forth in the statement of the case. Do those statutes, either of them or when taken together, confer the power.

Upon recurring to the provisions of the several acts, it appears in the first place, that the legislature by the act of Feb. 28, 1846, required the commissioners of any county in this state, whenever thereafter authorized to subscribe to the capital stock of any railroad, etc., to give at least twenty days, notice, in one or more newspapers, etc., to the qualified voters of said county to vote, at the next annual election, to be held in the several townships, and wards, if any there should be, in said county, for or against the subscription; and to subscribe or forbear to subscribe according to the result of such vote being in favor of or opposed to the contemplated subscription.

And by the act of March 21, 1850, incorporating the Springfield and Mansfield Railroad Company, (Springfield, Mount Vernon and Pittsburg Railroad Company,) the county commissioners of any county through which the road should be located, were authorized to subscribe any sum not exceeding $50,000. And the next section provides, that if the commissioners shall not be authorized by the vote of the county to subscribe the stock, &c., the *trustees of any township* through which the road may be located, shall be authorized "to subscribe any sum not exceeding fifty thousand dollars, to the capital stock, and provide for the payment of said stock in the same manner that the county commissioners aforesaid are authorized; provided that the *total amount* which may be subscribed to the capital stock of said company by any county

and the townships therein shall not exceed $100,000." And the next section provides that no subscription shall be made by either the commissioners or trustees until a vote of the qualified voters shall have been declared in favor of the subscription in the manner provided by the act of Feb. 28, 1846. And that as we have seen, requires the vote to be taken upon the notice therein prescribed, at the next annual election to be held in the several townships * * * in said county.

The charter of the company, therefore, only authorized the trustees to subscribe "any sum of money not exceeding $50,000" upon the condition that "the county commissioners * * * shall not be authorized by the vote of the county to subscribe." This is clearly the extent of the power, by the language of the act conferred upon the trustees. And there could be no question of any further power by implication, were it not for the proviso at the end of the section and immediately following the express grant of power.

That the proviso was intended to, and does, in fact restrict the power otherwise conferred, is evident. For in case the county vote should be adverse to a county subscription, in that event each township through which the road should pass, would be authorized, but for the proviso to subscribe $50,000. And in order to restrict the proviso to this sole purpose, and thereby remove all appearance of intention to enlarge the powers of the trustees inconsistent with the previous express grant of their powers, it has been urged that a slight change of words should be made in the reading. It is suggested that, by a liberal rule of interpretation, it might be thus read; "That the total amount that may be subscribed in any county by the townships therein on the line of said road shall not exceed $100,000." The proposed change in the two words indicated is, it is true, only a slight change, and may quite probable thereby make the sentence conform to the intent of the legislature. It might, however, be very properly objected to the proposed change in the reading that it is forbidden by the maxim, "*a verbis legio non est recedendum.*" And it may well be doubted, whether the proposed change of the words is admissible as an exception to the very general and important rule, that statutes are to be read according to the natural import of their language.

But even if the proviso is so read as to give full effect to the words used, there are no words in the proviso removing the express limitation of the powers of the trustees, to the failure of the commissioners being authorized to subscribe. And, as we have seen, the next section of the charter, prohibits both the commissioners and trustees from subscribing until after the vote of the qualified voters at the *annual election* has been declared in favor of such subscription. And inasmuch as no vote, taken at any annual election has ever been declared in favor of such subscription, it is therefore impossible, that by any construction of the proviso, power could have been derived by the trustees of the township under the charter. It is therefore to the act of March 25, 1851, entitled "an act to authorized *special* elections," that we are to look for the powers claimed by the trustees, to have been derived by a *special* election held according to the provision of that act.

But under this act of 1851, it will be perceived that while the county commissioners are authorized without any restrictions to submit the question of subscription, upon due notice, to the qualified voters at a special election, the question of subscription by township trustees is *only* allowed to be submitted to the people of the township at a special election, in case the county commissioners of the county shall *not* be authorized by vote to subscribe. It therefore follows that inasmuch as the county commissioners of Delaware county, in this case *were authorized* by the voters of the county to subscribe and did subscribe to the capital stock of the road, the township trustees were not authorized or empowered by the provisions of the act to submit the question to the people at a special election; since it is so provided, *only* in the case where the county commissioners had *not* been so authorized by the voters.

It appears, therefore, that the special elections so held by the people of Brown township, both on the 17th of July, and on the 30th of August 1851, were neither of them authorized by any existing statute; and the township trustees consequently were not empowered by any statute to subscribe to the capital stock of said company, and provide for the payment of the subscription. The issuing of said bonds by the trustees was therefore without any statutory authority or power on their part as such trustees. * * * * *

Judgment for the defendants.

Construction of Chelsea Suspension Bridge.

At a recent meeting of the Society of Engineers, London, Mr. Geo. Gordon Page read the following paper on this subject:

The Chelsea Suspension Bridge, which has been opened to the public for the last five years, is a bridge remarkable in many respects; and which, in point of design, mode of construction, and economy of cost, presents features of great interest. In the year 1846 an Act of Parliament was obtained, and the necessary funds granted for the construction of this bridge, which forms a communication between Pimlico, Belgravia, and Chelsea on one side of the river, and Battersea Park and the surrounding neighborhood on the other. In addition to the design for the suspension bridge the engineer, Mr. Page, was instructed to prepare, for the consideration of the Metropolitan Improvement Commission, designs both for a bridge of seven arches, faced with stone, and one in cast iron of five arches; but ultimately, the chief Commissioner of her Majesty's Works decided to carry into execution the suspension bridge originally mentioned in the Act.

General Dimensions.—The length of the Chelsea Bridge is 704 feet from face to face of abutments; it consists of a centre opening of 333 feet, with two side openings 166 feet 6 inches each. The piers are 88 feet long, and 19 feet wide, terminating in curved cut-waters; the piers are carried to a height of 7 feet 6 inches above high-water mark; the width of the bridge is 47 feet; the roadway at the centre of the bridge is 24 feet 9 inches above high water, and has a curve of 18 inches rise, commencing at the abutments.—The towers and ornamental castings are of cast iron. The girders and flooring of the platform are of wrought iron.

Of the Abutments.—Too much attention cannot be bestowed on the abutments of a suspension bridge, as on their careful consideration and construction so much depends.

The abutment is the mass of masonry, or in some cases of natural rock, to which the extreme ends of the chains are made fast, and by the weight of which the strain from the chains is resisted.

The principles of the stability of the abutment of a suspension bridge are the same as those of the abutments of an arched bridge, but reversed.

In the former there is a tendency to upset or slide forward instead of backward, as is the case in the latter. The weight or gravity of the abutment should always be sufficient to prevent it from sliding on its base, and its form and dimensions should be sufficient to prevent it from upsetting. The tendency to sliding forward may be considerably lessened by making the base of the abutment, or a portion of it, slope so as to be at right angles, or nearly so, to the resultant of pressure.

Of all parts of a suspension bridge the abutments are the last in which solidity and stability should be sacrificed to motives of economy.

The weight of the abutment should be equal to resisting twice the utmost strain that can be brought upon the chains by dead weight; and the total power of resistance, combining the weight and the tendency of the abutment to slide from the ground on which it stands, should be at least equal to four times the utmost strain that can be brought upon it.

The resistance offered by the adhesion of the abutment to the ground on which it stands, depends entirely upon the nature of that ground, and cannot by any general rule be accurately predetermined.

When piles are used in the foundation they should be driven at an angle approaching as near as possible to the direction of the resultant of pressure.

With regard to the saddles on the abutment, by the aid of which the direction of the chains is changed, it is not always necessary to place rollers under them; but, as they must be capable of sliding to a sufficient extent, other means are sometimes resorted to in bridges of short span, and the saddles are sometimes laid on a bed of asphalted felt.—In large suspension bridges rollers are, however, universally used, to allow for the expansion and contraction of a necessarily large extent of chain.

As it is most important that the chains or wire cables of a suspension bridge should be kept free from rust, the tunnels in the abutment through which the chains pass down to their fastenings are generally constructed of such dimensions as will allow of space for access for the purposes of examination and repair if required.

The abutments of the Chelsea Bridge consist of a mass of brick-work and concrete, measuring at the base 112 feet in length by 56 feet broad, and at the top 100 feet by 46 feet, and 40 feet deep.

The face of the abutment adjoining the river is composed of cast iron piles and plates, somewhat similar to those of the pier, with the exception that the iron work is not brought above the level of low water.

The portion of the abutment on which the land saddles and cradles bear, for changing the directions of the chains, rests upon timber piles, 14 inches square, driven deep into the bed of the river, and are from 3 feet 2 inches to 4 feet from centre to centre. These piles are cut off at the level of low water, 16 feet below Trinity high-water mark, and the spaces between filled up with hydraulic concrete. The cast iron and timber piles are tied together with wrought iron ties, 3 inches by ¾ inch. On the top is bedded a series of landings, forming a table at the level of low water 53 feet 6 inches by 27 feet 6 inches, upon which a mass of brick work is erected up to a mean level of 3 feet below the level of the roadway. Upon this 12-inch landings are bedded for the reception of the cradles which carry the saddles on rollers. The cradles are bedded in asphalted felt, and firmly secured by wrought iron holdingdown bolts, brought up through the masonry from below. An invert, springing from beneath each saddle, is built in the brickwork below, so as distribute equally the pressure from the cradles over the whole area of the foundation.

The mooring chains are carried down tunnels to the moorings, the tunnel forming an angle of 155 degrees with a horizontal line. The chains are secured to massive cast iron mooring plates, resting against three courses of 12-inch landings, respectively 12 feet by 8 feet 9 inches, 16 feet by

12 feet 6 inches, and 20 feet by 16 feet 3 inches. The tunnels are contracted at the bottom by elliptical brick domes, thus affording a complete bearing for that portion of the landings at the end of the tunnel. These landings rest against a mass of brickwork, with inverts, to distribute the pressure over the whole area of the abutment. This mass of brick work rests on a series of timber piles, driven at the angle of 65 degrees with a horizontal line; the tops of the piles coming up above the level of the concrete, struts and ties, and having a good bond with the brickwork, by which means the tendency to slide is greatly diminished, the whole space between the masses of brickwork being filled up solid with concrete.

The Pier Foundations.—The construction of the foundations of the piers combines all the advantages of foundations on bearing piles, made by means of coffer-dams, without the expense and obstruction to the waterways which would have rendered their use at Westminster Bridge all but impracticable.

The foundations of the piers consist of timber bearing piles, 14 ins. square, driven deep into the bed of the river at intervals of 3 feet over the whole area of the pier, varying in depth from 40 feet 6 inches to 25 feet below the level of low-water, according to the resistance offered by the bed of the river.

The face or external surface of the piers consists of a cast iron casing of piles and plates driven alternately. The main piles are 12 ins. in diameter and 27 feet long, with longitudinal grooves on each side for the reception of the plates. These piles are driven to a uniform depth of 25 feet below the level of low water, and between them are driven cast iron plates or sheeting 7 feet two inches wide, so that the pier is entirely cased from the foundations to the top, which is 7 feet 6 inches above Trinity datum. The space inclosed by this casing is then dredged to the hard gravel above the clay, and filled in solid with concrete up to the level of the timber piles. On this foundation a flooring of stone landings is bedded, and on this the cast iron plates, frames, etc., forming the base of the towers, are placed.

The portion of the caisson situate above low water is hollow, being so formed to avoid throwing useless weight on the foundation, and is merely lined with brick work, strengthened by cross walls and iron ties.

The whole of the iron work below the water was covered when hot with a protecting coat of tar. The thickness of metal in the caisson is 1 inch.

Of the Towers.—The towers which support the chains are entirely independent of the ornamental cast iron casing surrounding them, and consist of a cast iron columnar framing strongly braced both horizontally and vertically, carried to a height of 57 feet above high water.

The columns are cast in pairs and have a diameter of 10 inches, and thickness of metal 1 inch. They are arranged in clusters of fours, and the whole are connected with six horizontal frames, occurring at intervals. The columns are not vertical, but incline towards each other upwards from either side of the columnar framing being 13 feet 6 inches at the base, and 9 feet 9 inches at the top. In the direction of the piers the columns are 4 feet 8 inches apart, and rise parallel to each other. There are two towers on each pier, 32 feet from centre to centre. The pressure from the chains coming directly from their centre, each tower carries therefore one-fourth of the whole weight of the bridge, or about 375 tons, or about 670 tons when the bridge is completely loaded: the sectional area of the columns is 284 square inches, and there is, therefore, a pressure upon them when the bridge is loaded, of 2.36 tons per square inch of section. The weight of the towers, exclusive of the ornamental cast iron casing, is 350 tons.

On the towers are fixed massive cast iron cradles upon which the saddles rest.

Of the Platform and Roadway.—The roadway platform is carried by two longitudinal trellis girders, running the whole length of the bridge from abutment to abutment, immediately beneath the chains, by which they are supported at intervals of eight feet. These girders are suspended from the chains by wrought iron rods 2 inches in diameter.

The weight of the roadway is distributed over the whole of the four chains by the coupling plates to which the rods are attached; the rods are jointed at the chains and at the roadway to accommodate any lateral motion that may occur, and are provided with screw coupling-boxes for their adjustment; the suspension rods pass through the longitudinal trellis girders, and support them from beneath.

The transverse girders which support the roadway are placed 8 feet apart from centre to centre, immediately under the suspension rods, and bear upon the bottom flanch of the longitudinal girders; are 31 ft. 10 inches long, 2 feet 2¾ inches deep at the centre, and 1 foot 11 ins. at the ends, where they are connected by a system of riveting with cantilevers 7 feet long, which practically form a continuation of them, and serve to support the overhanging footpaths; the sectional area of the top and bottom flanches is 10 inches, and the vertical rib ¼ inch thick, stiffened with T iron.

The small roadway bearers between the transverse girders are from 3 feet 3 inches to 3 feet 10 inches apart, 8 feet long, and vary in depth from 1 foot 5¾ inches to 1 foot 9½ inches, to suit the cambered surface of the roadway.

The several girders that support the roadway thus form a series of rectangular cells, which are covered with arched plates of wrought iron, stiffened with angle iron.

The haunches of the plates are filled in with a light concrete, composed of cork and bitumen. Previous to laying the bitumen concrete, the plates and girders are coated with asphalte.

The roadway is paved with oak blocks, 6 inches by 3 inches by 4 inches, bedded in bitumen, and trams of timber, flush with the roadway, with wrought iron strips bolted down on the top for durability.

The preference was given to the cork and bitumen concrete as a bedding for the roadway blocks, on account of lightness compared with ordinary concrete. Concrete, moreover, in such a position, and in so thin a layer, is liable to crack, and become in time pulverized, and (then no better than loose gravel) liable to be deranged by passing traffic.

The footpaths are paved in the same way, only the blocks are of smaller dimensions. This pavement rests on planking placed on joists running longitudinally, resting on the cantilevers. The available breadth of the carriage-way is 29 feet, and footpaths 14 feet 4 inches.

The longitudinal trellis girder is 6 feet deep, and its flanches are composed of a top plate 10 inches by 1¼ inch, and two angle irons, 3½ ins. by 3½ inches by ⅜ inch thick; the effective area of the top and bottom flanches is 12½ square inches.

This girder materially stiffens the roadway, and prevents, in a great degree, that undulation to which suspension bridges are liable.

The handrail is of wrought iron, secured to the cantilevers at every 8 feet by brackets. The ornamental bosses and stays for supporting the railing are of cast iron.

(To be continued.)

Carbondale and Scranton Railroad.

Tuesday of this week was signalized by the opening up of the extension of the Delaware and Hudson Canal Company's Railroad line from Providence to Scranton. On that morning passenger cars entered Scranton for the first time direct from Carbondale. Now the two largest towns of the Lackawanna valley, and in population the two largest in the county, are connected by rails. It will greatly facilitate travel and intercourse between the two places and aid in producing an identity of interest. It is a great desideratum for our own town, as, in addition to a connection with Scranton, we are at the same time fully connected with the rest of the world.—*Carbondale Advance, Sept. 12th.*

The Crops in the West.

THE CROP REPORT—SHOWING THE EFFECT OF THE RECENT FROST IN THE NORTHWEST.

We print below reports from one hundred and twenty-six different points in the State of Illinois, Indiana, Wisconsin, Iowa and Minnesota, furnishing reliable information as to the effects of the recent frost upon the crops in the Northwest. Circulars were addressed to each, with accompanying blanks for a full report from each locality, which were returned promptly. The letters are from business men well known and reliable in their own localities, and thus the sources from which the present voluminous information relative to the prospect for the fall crops for 1863 in these five Northwestern States are of the very highest order.

An investigation of these returns shows them to constitute a mass of information of great value to the business public, as well as to the agricultural interest of the country, forming, as they do, the most complete general report yet collected of the extent and destructiveness of the great frost. We deduce from them some important and interesting general facts.

1. That throughout the wide territory covered by the information, crops on low and flat ground suffered most, in many cases being damaged fifty to seventy five per cent, while crops on high or rolling ground escaped almost entirely, or with slight injury.

2. That the frost "ran in streaks," some localities suffering severely, while others, only a few miles distant, suffered but little.

3. That the great "frost belt," so to speak, embraced an area abont two degrees in width, extending from the Mississippi eastward into Indiana, as far as the information goes. This frost belt lies between the fortieth and forty-second degrees of latitude, the line of Chicago forming the northern limit and the line of Decatur and Springfield the southern limit. Within these limits (excepting the region west of the Mississippi river) the damage to crops and vines appears, from all the reports, to be no less than fifty per cent, while beyond these limits, either north or south, the effects of the frost seem to have been much lighter. Thus, through the southern and central tiers of counties in Wisconsin and the most northern tier in Illinois, the reports show an average damage of not more than twenty five per cent., while south of the line of Decatur the general injury was comparatively slight. This remarkable circumstance may be in part accounted for by the fact that north of forty-two degrees less of the peculiar kind of crops are raised which have suffered so much south of that line; but the reports show the same relative difference in respect to corn, a crop which is grown throughout the whole region.

4. That west of the Mississippi river the frost was not so severe in the same latitude as it was east of that stream.

5. That the general average of injury to crops in the West is less than reports previously published have shown. In the whole region covered by these reports, the average damage to corn, sorghum, tobacco, and other crops peculiar to the different localities (except buckwheat) does not seem to exceed twenty-five per cent.

6. That the new or experimental crops of sorghum, tobacco, and cotton have not suffered to any greater extent in proportion than the old crops of corn, buckwheat and others. Sorghum seems to have suffered almost exactly in the same ratio as corn and no more. Tobacco did not stand the frost quite so well, but did better than buckwheat, which was almost everywhere killed dead. Cotton in some localities was killed, but the fact only proves that the cotton region cannot be extended northward indefinitely. As far south as Jonesboro it was not killed, and but slightly, if at all, injured. Upon the whole, the facts go far to prove that cotton, in ordinary seasons, will be a safe crop in the extreme southern counties in Illinois, while the

new product, sorghum, is established more firmly than ever among the great agricultural staples of the West.—*Chicago Post.*

The Franking Privilege.

There would seem to be a determination on the part of a class of correspondents not to understand the requirements of the postal act of last March respecting the franking privilege and the forms to be observed in addressing matter entitled by law to pass free in the mails.

First—No private citizen, high or low, can send a letter or document of any kind, or any other thing, to any officer or public man at Washington or elsewhere, (excepting to members of the United States Senate and House of Representatives, the Secretary of the Senate and Clerk of the House of Representatives,) without prepaying the full postage thereon, whether such matter is upon official business or otherwise. He must prepay letters to the President of the United States, his Cabinet officers and all others in public stations with the above exceptions. The franking privilege of members of Congress has not been materially changed, and covers all correspondence to and from them as heretofore.

Second—All persons employed in the Government service may send official letters free to the department at Washington with which they are officially connected, and to no other department, provided they write or print the words "official business" on the envelope of the letter, and also sign their name and official designation thereto. If these words and signature, or either of them, be omitted, such letters must be sent to the Dead Letter Office, which, we regret to say, happens daily in all large post offices. Some of these unlucky missives and parcels are addressed to President Lincoln, the Secretary of the Navy, Secretary of War, Adjutant General, Quartermaster General, and other high officials. No doubt some of them are written by private citizens, (who, it has already been shown, must prepay everything they mail,) and others by public officers, who from ignorance of the law or carelessness, do not comply with the prescribed modes of franking, or fail to confine their use of the frank to their own departments. An officer of the army, for instance, cannot send free to the Navy Department, nor a Postmaster to the Treasury Department.

The publication of the above information has the authority of the Postmaster General.—*U. S. Mail.*

Railroad Movements.

The war seems to have increased not only the receipts of our railroads, but to have given a new impulse to the whole system. In the West and North-west new routes are constantly being projected and established. We learn that the great trunk lines through Iowa are pushing slowly forward toward the Missouri. There are three of these principal lines, the Burlington and Missouri River, the Davenport and Missouri River, and the Clinton and Missouri River. They are, in a measure, competing lines, but still so far apart and through such productive sections, that each will have all it can do in the local or way business when the agricultural resources of Iowa are fully developed. Ex-Senator Green, of Missouri, Hon. C. A. Warren, of Quincy, and other parties, are engaged in constructing a road from Naples, on the Illinois River, to Hannibal, or rather a point opposite, on the Mississippi, a distance of forty-five miles, to connect the Great West road from Toledo with the Hannibal and St. Joseph by an almost air-line. They take the franchises and the road bed of the old Pike County Company, which had graded the track, built most of the bridges, &c.

The Minnesota roads, after much delay, and encountering many difficulties, are now being pushed forward with considerable rapidity. The project of a road from a point on the Illinois Central, at Warren, Illinois, to La Crosse, Wisconsin, one hundred and twenty miles, nearly along the eastern bank of the Mississippi, is to be carried out for the benefit of Chicago interests, as it will tap all Western Wisconsin. Good progress has been made upon the Green Bay and Lake Superior road. Next year the cars will be running on that line, if it meets with no unusual obstacles. This is regarded as a Chicago enterprise. The Pacific Railroad of Missouri is again entered upon. The contractors advertise for a large number of laborers, and the work has actually commenced.

The vigorous progress made in the construction of the Cedar Valley Railroad from Mendota to Owatona, and of the Winona and St. Peter road from that point to Winona, gives augury of a speedy all-rail route to Milwaukee, by the completion of the proposed road from Winona to Sparta, Wis., (on the La Crosse road.) In two years between St. Paul and Milwaukee there will be but one change of cars, at Winona.

☞ The income paid the Government from the Pennsylvania Oil Wells reaches $5,000,000 per year.

Railroad Earnings—Monthly.

The earnings of the European and North American Railway for August, 1862 and 1863, have been as follows:

	1863.	1862.
Passengers	$6,847 13	$6,141 28
Freight	4,466 08	3,587 17
Mails & sundries	1,158 22	1,166 37
Total	$12,471 43	$10,894 82
Increase, 1863		$1,576 61

The business of the Illinois Central Railroad in August was:

LAND DEPARTMENT.

Acres construction lands sold	10,020.53 for	$111,310 85
Acres interest fund lands sold	2,526.12 "	23,185 54
Acres free land sold	2,324.40 "	28,804 78
Total sales during the month of Aug., 1863	14,871.05 "	$163,301 17
To which add town lot sales		1,480 50
Total of all		$164,781 67
Acres sold since Jan'y 1, 1863	131,068.23 for	$1,410,251 80
Acres sold previously, net sales	1,198,326.00 "	15,139,473 89
Total	1,329,394.23 "	$16,549,725 69
Construction bonds cancelled previous to August 31, 1863		$2,502,000 00
Cash collected in August		101,228 65

TRAFFIC DEPARTMENT.

Receipts from passengers	$216,129 98
" freight	225,767 80
" mails	6,358 33
" rent of road	4,000 00
" other sources	7,000 00
Total receipts in August, 1863	$459,256 11
" " 1862	352,786 35

The earnings of the Galena and Chicago Union Railroad for August, 1863, were $160,716 59
August, 1862 129,019 29
Increase $31,697 30

Corrected earnings for the previous month, $143,516 71.

The business of the Philadelphia and Reading Railroad Company for the month of August, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal.	$456,152 62	$322,798 54
Do. merchandise.	47,659 88	39,791 05
Do. travel, etc.	70,673 33	52,117 58
	$574,485 83	$414,707 17
Transport'tion, roadway, dumpage, renewal fund, and all charges	249,544 19	194,190 35
Net profit for the m'th	$324,941 64	$220,516 82
Do. previous 8 mos.	1,580,230 37	$1,038,564 18
Total net profit for 9 months	$1,905,172 01	$1,259,081 00

The earnings and expenses of the Rome, Watertown and Ogdensburg Railroad for August, 1862 and 1863, are as follows:

EARNINGS.

	1862.	1863.
From Passengers	$18,750 48	$26,504 80
" Freight	17,257 79	22,335 80
" Mails and rents	2,616 89	2,440 25
Total	$38,625 15	$51,280 85

EXPENSES.

Maintaining road	$14,061 24
Repairs to machinery	3,356 74
Operating road	10,008 56
Overcharges refunded	35 01
Total	$27,462 45 $23,563 63
Net	$11,162 70 $27,717 22
Increase	$16,554 52

The receipts of the New York and Harlem Railroad for August, 1863, were $125,817 19
July, 1862 103,222 66
Increase $22,594 53

The earnings of the Toledo and Wabash Railway for August, 1863, were $116,379 88
July, 1862 168,218 72
Decrease $51,839 34

The earnings of the Norwich and Worcester Railroad in August, 1863, were $42,578 85
Do., 1862 38,426 16
Increase $4,152 69

The Indianapolis and Cincinnati Railroad earned in August, 1863 $53,125 94
Do., 1862 45,659 39
Increase $7,466 55

The earnings of the Housatonic Railroad for August, 1863, were $32,555 66
Do., 1862 26,861 10
Increase $5,693 56

The earnings of the Erie Railway for August, 1863, were $678,959 26
August, 1862 615,962 21
Increase $62,997 05

The earnings of the Hudson River Railroad for August, 1863, were $219,560 81
" 1862 193,442 33
Increase $26,118 48

The earnings of the Michigan Central Railroad for August, 1863, were $215,449 15
Do., 1862 216,624 04
Decrease $1,174 89

The earnings of the Michigan Southern and Northern Indiana Railroad for August, 1863, were $235,512 00
Do., 1862 ..... 226,819 00

Increase $8,693 00

The business of the Cleveland and Mahoning Railroad for August was as follows:

	1862.	1863.
Gross earnings	$33,857 39	$47,980 42
Expenses	13,428 84	18,451 60
Net earnings	$20,428 55	$29,478 82
Increase		$9,050 27

From January 1st to August 31st.

	1862.	1863.
Gross earnings	$232,158 67	$305,911 85
Expenses	100,728 28	126,857 60
Net earnings	$131,430 39	$179,054 25
Increase		$47,623 86

The earnings of the Chicago and Northwestern Railroad for August, 1863, were as follows:

Passengers	$445,512 12
Freight	58,474 35
Mail	2,033 33
Express	1,411 67
Miscellaneous	58 33
Total	$106,490 80
August, 1862	71,305 88
Increase	$35,184 92

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of August ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From freights	$246,652 57	$163,458 97
" passengers	139,047 27	95,645 54
" express matter	3,308 75	2,600 00
" mails	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	981 19	767 57
Total	$404,898 11	$277,380 41
Increase		$127,517 70
Earnings from Jan. 1 to August 31	$3,207,069 66	$2,201,267 84
Increase for 8 months		$995,801 82

Increase for August, 46 per cent.; increase to August 31, 45¼ per cent.

The earnings of the Milwaukee and Prairie du Chien Railroad for August, were:

	1863.	1862.
Freight	$39,102 07	$46,103 35
Passengers	26,331 13	25,799 09
Mails and rents	3,919 33	4,260 36
Total	$69,352 53	$76,162 80
Decrease	6,810 27	
Total for eight months	$635,530 74	$715,597 24
Decrease do.	80,066 50	

The Chicago and Rock Island Railroad earned in August, 1863 ..... $151,865 00
Do., 1862 ..... 117,086 00

Increase $34,779 00

The earnings of the Chicago and Alton Railroad for August, were:

	1863.	1862.
Passengers	$56,989 36	$41,860 54
Freight	106,557 08	71,407 61
Miscellaneous	4,419 36	3,914 43
Total	$167,965 80	$117,182 58
Increase	$50,783 22	

The Joliet road proportion is included for both years.

The earnings of the Cleveland and Toledo Railroad in August, 1863, were $102,130 00
Do., 1862 ..... 78,538 00

Increase $23,592 00

Railroad Earnings--Weekly.

The following is a comparative statement of the earnings of the Chicago and Rock Island railroad for the first three weeks in September, 1863 and 1862:

	First Week.	Second Week.	Third Week.
1863	$53,637	$48,738	$56,419
1862	35,211	30,767	34,836
Increase	$18,426	$17,971	$21,583

—making the aggregate earnings in the first three weeks of September, 1863, $158,794, against $100,814 in the corresponding period of the previous year—an increase of $57,980.

The following is a comparative statement of the earnings of the St. Louis, Alton and Chicago railroad for the first three weeks of 1863 and 1862:

	First Week.	Second Week.	Third Week.
1863	$29.446	$33,283	$31,821
1862	20,276	22,544	21,360
Increase	$9,170	$10,739	$10,460

The following is a comparative statement of the earnings of the Toledo and Wabash railroad for the first three weeks in September, 1862 and 1863:

	First Week.	Second Week.	Third Week.
1862	$39,355 65	$39,192 30	$40,477 93
1863	26,424 58	28,340 94	27,675 25
Decr'se.	$12,931 07	$10,851 36	$12,802 68

The earnings of the Grand Trunk Railway for the week ending September 12, 1863, were:

Passengers	$33,556 10
Freight and live stock	47,471 20
Mails and sundries	3,000 00
Total	$84,021 30
Corresponding week, 1862	63,027 64
Increase	$20,999 66

The traffic of the Great Western Railroad for the week ending Sept. 18, 1863, was as follows:

Passengers	$30,086 23
Freight and live stock	29,957 44
Mails and sundries	1,251 43
Total	$61,295 10
Corresponding week of 1862	55,658 07
Increase	$5,637 03

The earnings of the Michigan Central Railroad for the 3d week of Sept., 1863, were $66,915 00
Same period, 1862 ..... 59,245 00

Increase $7,670 00

The approximate earnings of the Marietta and Cincinnati Railroad, in the 3d week of September, 1863, were $16,088 57
Do., 1862 ..... 9,460 28

Increase $6,628 29
Total for 3 weeks of Sept., 1863 ..... $47,879 93
" " " 1862 ..... 29,291 81

Increase $18,588 12
Total since commencement of fiscal year, July 1, 1863 ..... $159,448 51
1862 ..... 123,249 37

Increase $36,209 14

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in Sept. have been $37,260 02
Same week, 1862 ..... 25,824 97

Increase $11,435 05
Total for first 3 weeks in Sept., 1863 ..... $96,335 31
" " " " 1862 ..... 73,530 61

Increase $22,804 70

The earnings of the Chicago and Alton Railroad for the 3d week of September, 1863, were:

Passengers	$15,412 20
Freight	29,893 09
Sundries	1,120 23
Total	$46,425 52
Same week last year	35,915 57
Increase	$10,509 95

Joliet road proportion is included for both years.

The earnings of the Galena and Chicago Union Railroad for the 3d week of Sept., 1863, were:

Freight	$50,964 78
Passengers	12,326 09
Mails	1,300 00
Total	$64,590 87
Same week, 1862	39,400 02
Increase	$25,190 85

The earnings of the Chicago and Northwestern Railway for the 3d week in September, 1863, were $40,685 90
Do., 1862 ..... 21,733 66

Increase $18,952 24

The earnings of the Cleveland and Toledo Railroad for the 3d week of September, 1863, were $34,028 00
Same week, 1862 ..... 26,873 00

Increase $7,155 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of Sept., 1863, were $64,986 00
Do., 1862 ..... 60,302 00

Increase $4,684 00

Validity of "Legal Tender Notes."

The Court of Appeals, at the opening of the session this morning, announced its decision in the cases involving the validity of the notes issued by the National Government as a "*legal tender*" in the redemption of the circulating notes of State Banks, and in the payment of obligations arising on contracts.

In the case of The Metropolitan Bank and others, respondents, agt. H. H. Van Dyck, appellant, the judgment of the Supreme Court of this District (which was in favor of "legal tender") was *affirmed*; while that of the Supreme Court of New York, in the Rosevelt case, was *reversed*.

In the former case, the question involved was whether "legal tender notes" were equivalent to specie under the Constitution and laws of this State, in the redemption of bank notes by the institutions issuing the same. In the other case, the question arose on the reception of "legal tender" in discharge of a mortgage executed before the enactment of the law of Congress authorizing the issue of such legal tender notes by the General Government.

Judges Davies, Wright, Balcom and Marvin also delivered opinions, in one or the other of the two cases, sustaining the validity of the legal tender clause, in which Judge Rosekrans concurred. Chief Judge Denio delivered a contrary opinion, and Judge Selden also dissented.—*Albany Evening Journal, Sept.* 29.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds Under Act 28th June, 1847	$9,415,250	6	1867	103
Registered Bonds / Coupon Bonds... } Under Act 31st December, 1848	8,908,842	6	1868	106
		6	1868	103
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	104
Registered Bonds / Coupon Bonds... } Under Act 14th June, 1858	20,000,000	5	1874	95
		5	1874	95
Registered Bonds / Coupon Bonds... } Under Act 22d June, 1860	7,022,000	5	1871	98¾
		5	1871	99
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,026,600	6	1881	106
Registered Bonds / Coupon Bonds... } Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	102½
		6	1881	107
Treasury Bonds (coupon) / Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	139,998,000	7.3	1864	107
		7.3	1864	106½
Registered Bonds / Coupon Bonds... } Under Act 25th February, 1862; redeemable at pleasure after 5 years...	25,050,850	6	1882	102½
		6	1882	102½
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	2,750,350	6	2 y'rs	----
Under Acts 2 Mar. '61, & 17 Mar. '62 } convert. into 20	14,913,315	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 } y'r b'ds due '81		---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	222,108,000	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	80,235,646	---	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	110,000,242	6	1 year	101¼
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not nsable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	121½
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	108½
Georgia—Coupon Bonds	525,000	7	'62–'74	112
" — "	2,073,750	6	'63–'80	84
Illinois—Liquidation Bonds of 1849	250,890	6	1865	101½
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	106
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	107
" —Interest Stock of 1857	786,223	6	1869	105
" —New Refunded Stock of 1859	1,792,000	6	'60–'77	100
" —University Fund Interest Bonds of 1861	650,000	6	1879	99
" —War Fund Bonds of 1861	2,000,000	6	1879	100½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101
" — " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18..	80
" — " " "	2,054,298	2½	18..	65
" —Canal Preferred Certificates	4,079,500	5	18..	----
" — " " (special) Certificates	1,216,737	5	18..	----
" —Deferred Certificates (State)	1,242,500	5	18..	----
" —Deferred (special) Certificates (State)	479,076	5	18..	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	99
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68–'72	103
" — " " (banks)	600,000	5	18..	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
" —Coupon Bonds (State)	2,064,300	6	Var.	72
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
Louisiana—War Debt: Bank Loans	670,000	6	Var	65
Maine—Coupon Bonds	668,000	6	'63–'77	112½
" —War Loan of 1861	800,000	6	1871	112½
Maryland—Inscribed Certificates	5,964,251	6	Var.	113
" — " " (sterling)	8,857,222	5	Var.	99
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds		6	1870	117
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,000	5	'61–'72	115
" — " " of 1861 "	247,000	6	'68–'72	117
" —Union Fund Loan of 1861	2,217,500	5	'71–'76	118
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — "	216,000	6	1878	100
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106½
Minnesota—Coupon Bonds (State)	250,000	8	1867	87
" — " " (loans to Railroad Companies)	2,375,000	7	1883	----
" —War Loan of 1861	75,000	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41–'71	56
Missouri—Coupon Bonds	431,000	6	'63–'83	68½
" — " "	200,000	6	1882	70½
" — " " (loans to Railroads)	25,800,000	6	'72–'86	85
" —War Loan 1861	725,000	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	112
" —War Loan of 1861	531,830	6	'65–'71	103
New York—Certificates		6	'61–'62	108
" — "		6	'64–'65	108
" — " State Loan $6,756,654		6	65–'66	112
" — " Railroad Loan 339,000		6	'72–'75	121½
" — " Canal Debt—(old) 9,739,025		6	1874	115
" — " " " —(new) 13,200,000		5½	1865	----
" — " " " —(misc.) 642,585		5	'66–'74	110
" — " " " —(floating) 2,500,000		5	1863	103½
" — "		4½	1864	----
" — "		7	1864	108½
" —War Loan of 1861		7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18..	66
Ohio—Inscribed Certificates	4,095,309	6	1881	108
" — " "	1,015,000	5	1865	102
" — " "	2,183,531	6	1870	103
" — " "	1,600,000	6	1875	109½
" — " "	2,400,000	6	1886	108
" — " "	660,835	6	1868	----
" — " "	1,008,905	6	1860	106
" —War Loan (1861)	1,212,089	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds } (1st January, 1862	37,687,760	5	'61–'82	103
" —Inscribed Certificates }		5	'61–'82	106½
" — " "	400,630	6	1879	108½
" — " "	388,200	4½	'63–'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68–'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	63
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	105½
" —War Loan (1861)	----------	---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85–'93	58½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77–'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	160,000	5	'64–'74	----
" — " " "	285,000	6	'62–'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70–'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66–'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	83½
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	100
" — " " (Balt. & Ohio R. R.)	5,000,000	6	1878	112½
" — " " (Water Works)	3,400,000	6	1875	108½
" — " " (Bank Stock)	553,966	6	1870	106
" — " " (Improvement Stock)	4,963,215	6	1890	109
Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	113½
" —Coupon Bonds (Water)	6,228,787	5	Var.	113½
Chicago—Coupon Bonds (Municipal)	860,000	6	1875	102½
" — " " "	609,000	7	1872	115
" — " " (Sewerage)	822,000	7	1884	110½
" — " " (Water Works)	1,133,000	7	1882	104
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	182,000	6	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	118
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	110
" — " " " " "	2,140,000	5	1887	118
" —Public Education Stock	150,000	5	1873	109
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	109
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69–'83	100
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71–'75	90
" — " " (Municipal)	1,136,200	6	'61–'80	90
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	285,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75–'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	97
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	103
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63–'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	107
" " Unsecured Bonds	2,773,726	6	'63–'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	108½
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,350	6	1872	59
" " 2d " "	3,980,670	6	1882	101
" " Improvement " "	586,500	6	1876	85½
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	67
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	----
" " Preferred Interest Bonds	227,569	6	1864	64
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	25
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	25
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	98
Preferred and Guarantied Railroad Stocks.				96
Catawissa, Preferred	2,000,000	---	------	24
Chicago and Alton, Preferred	2,464,336	7	------	90½
Elmira & Williamsport, Preferred	500,000	---	------	53½
Erie Preferred	8,535,700	---	------	104½
Housatonic Preferred	1,180,000	8	------	74
Marietta & Cincinnati, 1st preferred	5,105,384	---	------	57½
" " 2d "	3,424,199	---	------	40
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	137
Milwaukee & Prairie du Chien, 1st preferred	1,051,000	8	------	110
" " 2d "	1,014,000	7	------	86
New York & Harlem, Preferred	1,500,000	---	------	130
Philadelphia & Reading, Preferred	1,551,800	7	------	69
St. Louis, Alton & Terre Haute, Preferred	1,700,000	7	------	80
Toledo & Wabash, Preferred	926,200	---	------	80

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984.577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181.003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261.050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,865	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400.459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675.754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	865.658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	103,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	------	------	------	------	------
Cleveland ,Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,256.004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	66,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	96,528	88,401	105,253	955.959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,400	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214.182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	825,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369.441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	160,716	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,303	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023.537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,462	212,118	239,911	270,063	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	------	------	------	------	------
Illinois Central:													
1859	182,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2.126.066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,864,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,720	331,432	459,256	------	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,289	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,169	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,450	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	164,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,084	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,398	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2 124.314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	215,449	215,449	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303.703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154.622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996.783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,199	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,696	277,009	261,210	249,419	277,390	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	404,898	------	------	------	------	------
Toledo and Wabash:													
1859	38,908	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734.874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,298	926.735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172.100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,379	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju. Oc.	London.	1839	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850	700,000	6	Jan. & July.	"	1880	102
" " " 1855	1,128,500	6	Jan. & July.	"	1875	103½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1868	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	104
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	100
" " $500,000	790,600	6	"	"	1870	104
" " $675,000	675,000	6	"	"	1875	104½
" " $1,700,000	1,700,000	6	"	"	1883	102½
" " $2,500,000	867,000	6	"	"	1889	103
Consolid. Mort. Loan $5,000,000			"	"		103½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	100
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	125
" " " inconvertible	3,034,000	8	" "	" "	1883	125
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort a. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	100,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	103
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Inconie Bonds	1,100,000	7	May & Nov.	" "	1882	97
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,307,000	7	Jan. & July.	New York.	1870	107
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	90
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	67
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
2d Mortgage	244.200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	600,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	104
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	83
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	112
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1891	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	96
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	106½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	360,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'68	108
1st Mortgage (Extended)	871,000	7	" "	" "	1882	114
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	105
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	5,000,000	7	April & Oct.	" "	1881	80
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	49
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	122
Convertible	1,002,000	7	" "	" "	1867	105½
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	117
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	120
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	106
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,600	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	103
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "		----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	660,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	99
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	116
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	122
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	104
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	112½
2d General Mortgage	2,656,500	7	" "	" "	1877	107
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.		103
2d Mortgage	200,000	8	" "	" "		----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	104½
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		63
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	600,000	7	Jan. & July.	New Haven.	1869	----
New Jersey :						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	108
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	114
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	100½
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	132
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	104½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	110
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	112
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	111
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	108
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	101
3d Mortgage	980,300	7	Jan. & July.	"	1867	100
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1876	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	102
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100
2d Mortgage	3,077,000	7†	" "	" "	1861	25½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96
Chattel Mortgage	360,000	10	" "	"	1887	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	------	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,930,000	6	Jan. & July.	Philadelphia.	1880	110½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119½
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	108
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	110
" 1844, (convertible)	863,000	6	" "	"	1880	109
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1885	117½
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	135
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	When payable	Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75½
2d Mortgage	937,500	7	" "	"	1863	16½
3d Mortgage	440,000	7	" "	"	1863	4
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	102½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	94½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	87
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	102
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	102
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	94
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	94
Interest Bonds	245,700	7	----------	----------	------	94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	85
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	86
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	108½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,087,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	280,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
								ARKANSAS.													
— — '60	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	129,918	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	264,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	88,023	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66 0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,764,362	117.4	518,810	1,036,437	454,096	12	125
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,175	353,664	158,927	—	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,280	9	....
								FLORIDA.													
— — '62	154.2	—	....	160	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	.....	7,857	3,635	—	....
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,889	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,985	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	596,500	19,913	3,822,913	228.8	.....	.....	388,553	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	261.0	976,381	1,225,001	457,794	—	79½
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,788,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	123
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	706	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,053,054	448,503	—	36½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,745,039	228.4	1,030,884	1,529,141	513,100	6	108½
10 Nov. '62	33.2	—	....	—	—	—	—	Fox River Valley	580,000	—	—	—	580,000	—	—	84.0	.....	—	—	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	108½
31 May, '62	174.5	5.5	14.3	—	20	21	472	Great Western	2,054,890	*	—	1,600,000	2,391,000	—	—	180.0	404,700	591,409	257,605	—	65½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,380	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	124
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper. by Chic. & R. Is.		125,000	.....	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
— — '62	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	.....	3,700,000	6,700,000	.....	10,400,000	203.0	.....	1,117,693	568,020	—	59
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	168,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,382,284	140,689	3,458,108	110.0	.....	448,858	230,824	9	85
31 Dec. '62	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	78.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	209.0	7	7	102	Dubuque and Sioux City	3,068,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
— — '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	37
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $25,000.		.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	....	—	}	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	66.1	....	....	—	}				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.9	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	3,293,200	198,785	9,840,067	269 0	374,997	822,998	508,591	—	....
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
— — —	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,865,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	556 434	—	—
7 Aug '60	55.7	—	....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,980	108,424	1,710,819	55.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	36.5	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,844	79,761	43,461	—	—
31 May, '62	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,733,857	184,812	2,385,130	137.0	171,593	254,242	74,106	—	6
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	129	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '62	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,829	1,213,600	73,912	1,860,674	54.7	oper. by	An. & K.	55,572	—	.....
31 May, '62	51.3	—	.....	—	19	3	108	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	207,484	94,500	6	108
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	92
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	42
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,143	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	106
30 Nov. '62	74.3	8.8	51.1	—	34	67	831	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	128
30 Nov. '62	47.0	7.0	32.6	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	131
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	135
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	288,152	133,854	6	103½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	462,168	635,629	315,734	—	102
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,760	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	116
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,762	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,188	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	550,150	312,031	6	142½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	13
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	uston.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	—	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	40½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W. S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	150½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	81
								MICHIGAN.													
1 Jun. '62	17.3	—	—	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,598	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	...	...	.....	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	120½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,618,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	77½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	—	—	—	—	575,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	—	—	—	—	600,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Tyansit*	—	—	—	—	800,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	—	—	—	—	—	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,559	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,801	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	45
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,348,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	44½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	46
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	63½
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,796	525,205	ope	r. by Eas	tern Ma	es.	4	102½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	118
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	70½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,962	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,238	*	3,971,080	5,009,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	175
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	11½
31 Dec. '62	64.0	—	48.0	38	20	540		Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	637,204	1,397,587	774,341	10	135½
31 Dec. '62	58.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	—	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	—	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,328	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	In Re	ns. & S	arat.	—	—
30 Sep. '62	48.0	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,565	224,413	123,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	ope	by Ti	oga.	44,100	—	—
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164.521	71,515	—	200,000	27,500	324	236,036	5.4	454.073	52,327	16,231	3	—
30 Sep. '62	14.5	—	9.5	—	2	69	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	—
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	—
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	550,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	72
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874.128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121 565	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	.....	30.000	6	—
30 Sep. '62	446.0	19.0	290.0	—	228	101	3,279	Erie	39,985,792	*	—	19,978,200	19,831,500	480,665	40,285,365	633.0	4,582,369	7,863,973	2,995,842	—	106¼
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	131
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2½	46¼
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,583	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6¼	134¾
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	141
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N. Y.	Central.	60,000	6	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	—
30 Sep. '62	35.9	—	2.2	—	6	19	54	Oswego and Syracuse	698,935	116,926	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6¼	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	90
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	.....	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	358,033	88,285	10	—
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comp'a.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,544	71,899	6,387	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	—	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	—	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	17
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	.....	69.1	.....	.....	.....	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	26
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,828	1,724,917	1,033,637	20	155
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	.....	.....	98.7	484,297	1,551,628	975,923	33½	185
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836.094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	100¼
31 May '63	109.2	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,558	188.6	663,371	1,361,537	747,562	4	116
31 Dec. '58	61.4	—	.....	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,202	ope	r. w. Lit.	Miami.	229,883	15	—
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,747	339,553	4,800	2,452,217	2,904,190	810,424	6,509,826	144.0	414,779	663,705	427,072	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	—
— — '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,168	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	129
1 Feb. '63	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84,133	9,374,894	226.6	31 mos.	1,179,202	328,974	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1¼
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '63	155.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	282,179	2,697,090	2,488,825	7,800	5,401,088	206.9	418,328	599,880	115,290	—	—
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,808,237	125.0	214,404	239,395	82,988	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,088	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,958,202	950,462	—	72
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	.....	—	.....	.....	.....	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	385,365	210,817	8	75
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	8
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	105,427	8	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	161
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	180,602	173,393	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	2:7,088	347,825	135,499	—	35¾
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	—	126,490	223,530	33,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	68
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	198.0-4	164,134	—	21
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	1e9,056	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	80
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	126,316	68,801	—	47¼
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	8¼	61¼
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	208 884	397,186	218,980	—	20¼
31 Dec. '62	356.6	55.8	318.0	—	283	157	3,871	Pennsylvania	19,306,347	3,562,304	—	13,274,100	9,527,400	—	28,324,213	441.4	.....	10,304,291	4,872,218	8	70
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., German'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,852,696	24.0	229,938	262,333	129,742	6	58
31 Oct. '62	190.0	—	10.5	98.0	15	1	286	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157,739	12,129,857	190.0	218,574	413,472	180,909	—	26¾
30 Nov. '62	147.4	5.5	137.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	2,088,166	3,911,830	2,095,775	—	59¼
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	218,000	575,000	175,000	980,000	31.0	58,218	87,416	20,861	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
31 Oct. '62	28.2	—	1 9	—	—	—	—	PENNSYLVANIA, (*Continued.*) Philadelphia and Trenton	[illegible]222	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	----
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,9[illegible]924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	69
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,601,863	72.0	194,000	129,918	50,379	—	8½
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	81½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,406	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,923	159,534	99,060	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,205	8,000	1,644,639	26.4	105,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	302,600	311,370	140,707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	4[illegible]7,17	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,552	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	186.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859.	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,636,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	----------	59.4	69,870	177,256	60,029	—	----
1869.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859.	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275 000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,608	----------	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713,418	191,466	—	4
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	----------	1,378,500	ope	r. by Vt.	Central	----------	4	163
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	12
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,366,500	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	585,750	204,808	28,853	----------	43.5	1,058,064	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	66
— — '57	50.0	—	----	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 Jan. '62	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	----------	11,938,000	16.10	----------	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,098	----------	2,196,810	533,990	—	----
31 July, '62	229.0	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	26,104,725	357.0	----------	1,221,145	586,885	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	----------	----------	4,658,706	108 0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	----------	----------	4,273,281	92.0	158,416	139,107	37,181	-	----
								NEW GRANADA.													
1 Dec. '62	48.7	—	----	—	11	22	120	Panama	8,000,000	*	616,658	5,000,000	3,275,000	----------	10,768,722	48.7	----------	1,743,294	1,018,444	12	125

New York Stock Exchange.

Actual Sale Prices for the week ending September 30.

	Th 24.	F.25	Sat 26.	M.28	Tu 29.	W 30.
American Coal Co.	----	----	----	----	66	----
Buffalo & State Line	----	----	----	----	----	----
Buffalo, N.Y. & Erie	----	----	----	----	----	----
California 7s	119¾	----	----	----	121	121¼
Canton Co.	31¾	31¾	31¾	31¾	32¼	31¼
Chicago & Alton	79¼	79¼	79	----	79¾	79¾
" " pref.	----	----	90¼	90	90¼	90¼
" " 1 M.	103	----	----	----	----	----
" " Inc.b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	120¼	----	121¼	123	123	
" " 8 p.c.	----	----	----	----	125	----
Chic. & Northwest'n.	36¾	36	36	36¼	36¼	36¼
" " pref.	----	----	----	----	----	53
" " 1st M.	90	90	----	90	----	----
" " 2d M.	66¼	----	----	----	65	67
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
" " Ap.Ext'n.	----	----	----	----	----	----
" " G.B.Ext.	----	----	----	----	----	----
Chicago & Rock Isl.	108¼	107¾	107	109¼	110	108¾
" " 1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	153	----	----	----	----	155
Clev. and Pittsburg	99¼	98¾	98	98¾	----	100¼
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	104
" " 4 M.	----	----	----	----	83	----
Clev. and Toledo	117¼	117¼	117¾	117¾	----	118
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	30¾	31¼	30¼	30¼	31	30¾
Del. & Hudson Canal	160	160	----	----	----	160¼
Det., Luck. & West	----	----	----	----	----	----
" " 1M.8p.c.'71-5.	----	----	----	----	----	----
" " 2M.8p.c.'81	----	----	----	----	----	----
Erie	107¼	105¾	106	105¾	106¾	106¾
" pref.	104¼	103¾	104¼	103¾	105	104¾
" 1 M. 7 p.c. '67.	----	----	----	----	----	110
" 2 M. 7 p.c. '79.	----	----	----	----	----	----
" 3 M. 7 p.c. '83.	111¾	----	----	112	----	112
" 4 M. 7 p.c. '80.	110	----	111	----	----	111
" 5 M. 7 p.c. '88.	108	108	108	----	----	----
Galena and Chicago	107	107	108	107¾	109¼	108¾
" 1M.7p.c.'63	----	----	----	----	----	----
" 2M.7p.c.'75	----	----	----	----	----	----
" 1M. Ex.'82.	----	----	----	----	----	----
Hann. & St.J. bonds	----	----	----	----	----	----
Hudson River	148	139	136	130	133	131
" 1M.7p.c.'60.	110	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c.'75	124	----	----	122	----	----
" conv. bonds	----	----	----	----	----	----
Illinois War Loan	100	----	----	----	----	----
Illinois Central scrip	123¼	123	123	123	127	126¾
" full stock	111	----	----	110	111	113
" bonds	----	----	----	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
La Crosse & Mil.L.G.	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Michigan Central	120¼	120¾	119¼	119¼	120¾	120¼
" SF.8pc.'82	122	----	----	----	----	----
" conv.8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	90¼	89	80¼	80	79¼	77¾
" " guar'd.	135	134	134	137	----	----
" " 1M.S.F.112¼	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	70	70	69¾	68	67¼	66
" " 1st pref.	109	----	110	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	104¼	----	----	----
Minnesota 8s	----	----	----	----	----	----
Minnesota Mining Co.	85	----	----	----	----	----
Missouri 6s	68¼	----	68¾	69	69	68¾
" iss. to H.&St.J.R.	----	----	85	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	136	135¼	133¾	134	135	134¼
" " 7s, 1864	----	----	----	----	----	----
" " 7s,S.F.'76	----	----	----	----	----	----
" " 7s,conv.'76	----	----	----	----	----	----
" " 6s, S.F.'83	----	----	----	----	----	----
N. York & Harlem	138	143	140	143	147	141
" " "pref."	----	130	130	----	----	----
" " 1M.7p.c.'73	----	----	----	----	----	----
" " 2M.7p.c.'64	----	----	----	----	----	----
" " 3M.7p.c.'67	----	----	----	----	----	----
North Carolina 6s	----	----	66	----	----	----
Norwich & Worcester	----	----	----	----	95	----
Ohio 6s, 1870	----	----	----	----	----	103
Pacific Mail S.S. Co.	216	215	214	214¼	210	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	144	144	----	144	142	----
Phila. and Reading	117¾	118	117¾	117¾	118¼	118¾
Pitts. Ft.W.&Chicago	82¾	82¼	82¼	82	83¼	82
" " 1M.108	----	107¼	----	----	108	----
" " 2M.	----	----	----	----	----	103
" " 3M.	----	----	----	85	----	----
St.L., Alton & T. H.	61	60¼	----	----	59¼	59
" " pref.	----	80	80	80	----	80
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	94¼
" " Inc.b'ds.	----	----	----	----	----	87
Tennessee 6s, 1890	----	64	----	63¼	----	63
Toledo & Wabash	72	----	----	----	----	72
" " Pref.	----	----	----	----	----	80
" " 1M.	102	----	----	----	----	----
" " 2M.	94	----	----	94	----	----
" " Int.b'ds.	----	----	----	----	----	----
Virginia 6s	----	60	----	60¼	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending September 30.

	Th.24.	F.25	Sat.26	M.28.	Tu.29.	W.30.
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	----
U. S. 6s, 1871, coup.	----	----	----	----	----	----
U. S. 6s, 1874, reg.	----	----	----	----	----	----
U. S. 6s, 1874, coup.	----	----	----	----	----	95
U. S. 6s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	107	----	----	----	----	----
U. S. 6s, 1881, cou.	107	106¼	106¾	107	107	107
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	102¼	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	103
U. S. 6s, 1 year certif.	101¼	101¼	101¼	----	101¾	----
U. S. 6s, " new	99¼	99¼	99¼	99¼	99¾	99¼
U. S. 6s, 5-20s, coupon	----	----	----	----	----	102¼
7.30 Notes, Feb. & Aug.	----	----	106	106¼	106¼	----
" " Ap'l & Oct.	107	----	107	107¼	107¼	107
American Gold	136¾	138	139	139¼	142¾	141¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending September 29.

	W. 23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.
Beaver Meadow	----	74	74	75	----	
Cattawissa	----	----	----	----	----	----
" preferred	----	----	----	----	----	----
Camden & Amboy	174	----	----	175	----	----
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	105	----	----	----	----	104¾
" " 6s,'83.	103	103¼	----	103¼	----	102¼
" " 6s,'89.	104	----	----	----	----	105
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	41¼	----	----	----	----	----
Elmira & W'mport	35¼	35¼	35¾	----	----	----
" " pref.	----	----	----	53¼	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	58	58	----	----	----	----
" " 6s	----	----	----	----	----	----
" " scrip	44¼	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	47¼	47	47¼	47¼	
" " 7s	----	----	----	----	----	----
Long Island	45¼	----	----	46¼	----	46¼
" " 6s	----	----	----	----	----	----
Minehill	61¼	----	----	----	61¼	61¾
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	135	----	----
" " 6s '76	----	----	----	108¼	----	----
North Pennsylvania	18¾	19¼	19¼	19¾	20	20¼
" " 6s	----	----	----	----	96	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	68¼	68¾	68¾	70	70	70
" 1st m.	----	----	----	----	110¼	----
" 2d m.	----	108	----	----	----	----
Penn. State, 5s	100¼	----	100¼	100¼	100¼	100¼
" " 5s, coupon	----	----	----	----	103	103
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	103½	----	103¼	103¼	103¼	103¾
" " new	107¼	----	107	----	107¼	108
Philad., Germ. & Nor.	----	----	----	58	----	----
Phila. & Reading	58¼	58¾	58¾	58¾	58¾	59¼
" " 6s, '86.	----	----	117¼	----	----	----
" " 6s, '70.	108	108	----	----	----	----
Philadelphia & Erie	26¾	26¾	26¾	26¾	26¾	26¾
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	24¼	24¼	----	24	24¼	24¼
" " 6s '82	83¾	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	101	----	----	----	----
Sunbury and Erie, 7s	----	111¼	----	----	----	----
Susq. Canal	14¼	14¼	15	15	15¼	15½
" " 6s '78	63	----	63	63¼	64	64
" " scrip	----	----	61¼	----	----	----
Union Canal, pref.	4	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	98
Wyoming Canal	58¼	----	59	59	59¼	60
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	15	----	----	----
Spruce & Pine, "	15	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending September 28.

	Tu.22	W.23.	Th 24.	F.25.	Sat.26.	M.28.
Baltimore City 6s, 1875	----	----	----	----	----	108
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	----	----
Balt. and Ohio	89¾	89¼	----	92	----	----
" " b'ds,'62	----	----	91	----	86	----
" " " '67	----	----	----	----	102	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	105	105	105	105	----	----
Northern Central	----	----	----	----	42	----
" " b'ds,'85	----	----	----	----	102	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending September 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W. 30.
Boston and Lowell	106	----	----	----	----	----
Boston and Maine	128	----	127¾	----	127	128
Boston and Providence	----	----	----	----	----	131
Boston and Worcest.	----	----	136	135½	136	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	63½	----	----
Connecticut River	----	----	----	104	----	103½
Eastern, Mass.	103½	102	102½	102½	102½	102
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	115	115½	----	----	----	116
Manchester & Lawr'ce	----	118	----	----	----	----
Michigan Central	----	117	----	----	----	----
Northern, N. H.	70	70½	----	----	----	70½
Old Colony and Fall R.	----	142	----	----	----	----
Ph., Wil. & Baltimore	69	69	69	69	69	69
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	163	----	----	----	----	----
Vermont & Mass.	41¼	40½	40½	40½	40½	40½
Western	150½	----	150½	150½	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	78	78	----	----	----	78
Middlesex "	----	----	----	108	108	----
Central Mining Co.	----	54¼	54¼	54¼	54¼	----
Franklin "	52¼	52	52	52	----	52
Isle Royale "	28	30	30¼	30	30	30
National "	----	----	31	----	----	32
Minnesota "	----	83	----	----	----	----
Pewabic "	62¼	62¼	62	----	62	62¼
Pittsburg "	----	76	----	75¼	----	75¼
Quincy "	----	87	87	87	86¾	----
Rockland "	16¾	16¾	16½	16¼	16½	16¾

London Stock Exchange.

The following were the closing prices for American Securities on the 16th September:

Maryland 6s	73	to	75
United States 6s, 1881	74	"	76
Do. 5s, 1874	68	"	70
Virginia State 6s	48	"	50
Do. 6 per cent.	41¼	"	42¼
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	77	"	79
Do., Pennsylvania do. do.	76	"	78
Erie shares, $100 (all paid)	74	"	76
Do., 7s, preference	68	"	70
Do., 7s, 1st mort., 1867	73	"	78
Do., 7s, 2d mort., 1859	74	"	76
Do., 7s, 3d mort., 1883	74	"	76
Do., 7s, 4th mort.	73	"	76
Do., 7s, 5th mort.	72	"	74
Illinois Central 6s, 1875	84	"	86
Illinois Central 7s, 1875	80	"	82
Do. do. $100 shares, $90 paid, dis.	12	"	10
Do. do. $100 shares, all paid	76	"	78
Marietta and Cincinnati Railroad Bonds	--	"	--
Michigan Central 8s, Convertible, 1869	75	"	78
Do. do. S. F. 1st mort., do., '52, x. c.	80	"	84
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	70	"	75
Do do. 7s, 1864	65	"	68
Do. do. 7s, S. F., 1876	83	"	88
Do. do. 7s, Convertible, 1876	83	"	88
Do. do. $100 shares	88	"	90
Panama, 1st mortgage 7s, 1866	101	"	103
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	73	"	75
Do. 2d mort., 6s, do.	87	"	89
Do. $50 shares	40	"	45
Philadelphia and Reading, $50 shares	36	"	40

American Railroad Journal

Saturday, October 3, 1863.

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Stock Exchange and Money Market.

The advance in gold is again attracting attention. Various reasons are assigned for the fact, such as the large demand for it by the importers to meet their payments at the Custom House; also a demand for considerable quantities by the newly organized National Banks. The exports of specie have been comparatively small for some weeks past. It is the opinion of many sound merchants that the Secretary of the Treasury, having accumulations of the article far beyond his need for the payment of interest, should step in and let down the price. His receipts in the month of August were about eight millions from Custom dues.

His payments of interest will not average more than three millions per month. If this estimate be correct, he has a large surplus, and by a sale of some of his coin, he would not only steady the market, but would keep his Treasury notes nearer the par of gold, and reduce the prices of those commodities which are again rising under the comparative inflation of the paper currency. The practical effect of such a movement would be as follows: On five millions of gold, he would realize for the Government say, at the prices of Tuesday, at least two millions of dollars in greenbacks, with which he could pay off a whole division and more of the troops, or enable the Secretary of the Navy to send to sea several new iron clads like the *Ironsides*. If he wants two millions for any other national purpose, he can in this way easily obtain them without resorting to a loan. After the market was supplied, the price would fall at least 15 or 20 per cent., and he could buy in again if there was any necessity for it. The prices of foreign goods, which go up at every rise in gold, would be lowered to consumers, and a great relief afforded them; while at the same time the Government would save a large sum in their contracts for supplies. The objections made to the proposition appear to be these: That the Government should not play the part of a broker. But it does so already, when it comes into the street for a loan and haggles at the offers; also when it borrows gold from the banks at a rate of interest under the market price; so again, when it receives money in deposit. All these are the functional operations of banks and brokers; yet no one disputes the right of the Government to go into them, or its sagacity in doing so.

It is also said, there is no authority for the procedure. But there is no legal prohibition of it. The Government is the only party in the country which can demand gold, and therefore of necessity the only one which gets it at par. To accumulate it at the expense of all private interests is to use its powers unfairly. It holds in its keeping the only common standard of value, and should be careful not to absorb it to an unnecessary extent. We believe it is as perfectly within the power of the Secretary of the Treasury to part with his gold for the national advantage, as to make a temporary loan. Half the business of the Custom House is now transacted under Treasury orders, which are made, modified and repealed from time to time according to exigencies. At all events, if there be no legal obstacle in the way, we imagine Mr. Chase ought at once to take the step proposed, and let it be understood, that he would openly place in the market, from time to time, his surplus deposits of gold. It would give great stability and confidence to the holders of Treasury notes, ease the importers, and bring down prices of imported articles. The public would understand the object, a good and a patriotic one, and would support him in the measure. Our own opinions are also those of our most intelligent bankers, and we recommend them to the consideration of the Secretary, who looks with a friendly eye on everything by which the public interest may be served.

Much of the anxiety felt as to the condition of our foreign relations has worn off within the last few days, in consequence of the intelligence received from abroad. The market is therefore relieved of any pressure by the fear of intervention. We have the best opportunity for knowing, and the best possible grounds for asserting, that our own Government has received positive assurances that the French Emperor has no intention of recognizing the confederates, whatever he might have thought of doing some months since. More than this, he deprecates the action of our Government in opposition to his Mexican schemes, and is attempting to show that he really means nothing but to offer the Mexicans a stable Government, which will be of no injury to the United States.

And as regards the English Government, we also are assured, on the best authority, that it has at last revised its policy, if not its law, in relation to the fitting out of armed vessels in its ports to prey upon our Commerce. The ancients had among their Deities in the class of infernals, one called Nemesis. She was the Goddess of Vengeance, always prepared to punish wrong, with a certain retributive power at her command from which no bad person could escape. She is represented with a helm and a wheel. To her, sacrifices were always offered by the Romans before going to war against their enemies, by which they showed the world, they did so only for the most just cause.

This Nemesis is still invoked, figuratively it is true, but as a principle which yet exists in the Government of the world; and it is of Nemesis, the British Government are now afraid. It is evident that the conduct it has observed in its license to the confederates will by-and-bye be turned against itself. The helm and wheel which stand admirably for an illustration of the future, show what well armed steamers may do when the day comes for retributive justice; and British commerce may learn their power, observe their direction and deprecate their speed. We therefore note the change in the temper of the British Ministry recently, most markedly seen in the late speech of Lord Russell, at Dundee, than which nothing could be more frank or positive. In connection with this subject we cannot overlook the extraordinary naval demonstrators in our port. A large Russian fleet is here to spend the winter months, where it cannot be frozen in, nor surprised. A respectable English squadron has also arrived, and one or two French gunboats have made their appearance. We look on this remarkable occurrence as evidence of anything but hostility; on the contrary it is an evidence, on the part of Russia, of a most friendly interest, and of the French and English, of a desire to maintain the usual relations. Had they all assembled in a Confederate port, it would have been of no such import, but the contrary. We may, therefore, consider the arrival of these foreign ships, an evidence of the convictions of their respective countries, of the approaching termination of the conflict, and a mark of deference to the superior cause.

On Wednesday, the Sub-Treasury disbursed about three millions of gold as payment of interest on the 7.30s and on the 1st of November will disburse about $6,500,000 in the same manner on account of interest on the 5–20's. Thus nearly ten millions will have been paid out in about thirty days, and this sum thrown upon the market must produce a decline, for the dealers in the article will not be able to hold so large a sum at the present advance. The loss of interest on that amount, if held for future speculation, will be too great to justify the attempt. There is a fresh activity in the stock market with an improvement. Money is easy again at the previous rates. The decision of the Court of Appeals, by a vote of 6 to 2, has finally settled the vexed question as to the constitutionality of the legal tender notes.

The conduct of the Directors of the Michigan Southern of which we have spoken in another place, has been impeached at the Public Board of Brokers, though acquiesced in at the regular board. The subscriptions to the popular loan in this market continue large. On Tuesday the conversions were $802,950. The balance in the Sub-treasury is about $25,829,472 63. The exports from this port for the week ending Tuesday, exclusive of specie were $3,298,900, against $3,870,460 in 1862, and $3,042,333 in 1861.

The Cleveland and Toledo Railroad Company have declared a half-yearly dividend of 4 per cent., payable October 26.

The Panama Railroad Company has declared a dividend (twenty-seventh) of three per cent. out of the earnings of the road, and 1 per cent. out of the earnings of steamers, etc., for the three months ending 30th ult., payable on the 5th of October.

The coupons upon the first mortgage bonds of the Ohio and Pennsylvania divisions of the Atlantic and Great Western Railroad Company, due October 1, will be paid at the office of the agents, McAndrew & Wann, No. 12 Pine street.

The coupons of the first mortgage bonds of the St. Louis, Alton and Terre Haute Railroad Company, due Oct. 1, 1863, will be paid at the Bank of North America.

Winslow, Lanier & Co. will pay, less the interest, the coupons on the Dollar Bonds of the Marietta and Cincinnati Railroad Company due Feb. 1, 1864.

The coupons upon the bonds of the New York and New Haven Railroad Company, due October 1, will be paid either at the office of the company or the Bank of the Republic.

The interest due October 1, 1863, on the bonds of the Syracuse, Binghamton and New York Railroad Company will be paid at Continental Bank, New York, on presentation of coupons.

A quarterly dividend of 2½ per cent. has been declared on the capital stock of the Beaver Meadow Railroad and Coal Company, payable on and after October 7th.

The Philadelphia, Germantown and Norristown Railroad Company have declared a semi-annual dividend of four per cent clear of taxes, payable October 1.

The Camden and Amboy Railroad Company pay interest on the 1st inst., on its bonds of 1867 and 1875, the Pennsylvania Railroad Co., on its 2d mortgage, the Sunbury and Erie Railroad Co. on its 7 per cents, the Morris Canal Co., on its 1st and 2d mortgage bonds, the Reading Railroad Co. on its bonds of 1870, the North Pensylvania Railroad Co. on its 10 per cents., the Philadelphia and Erie Railroad Co. on its 6 per cents., the Lehigh Coal and Navigation Co. a quarterly interest of 1½ per cent.

The Cambridge horse railroad company has declared a dividend of 4½ per cent., payable Oct. 1.

The Chelsea horse railroad company has declared 4 per cent. on its preferred stock, payable Oct. 5.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :—

New York.—Toledo and Wabash 1st mort. extended, 104; Illinois Central cancelled bonds scrip, 104½@105; Marietta and Cincinnati 1st pref., 57⅝; New York City 6s, 1887, 109; do., state 6s, 1873, 115; Brooklyn City Water Loan, 108; Jersey City Water Loan, 104; Ohio and Miss. certificates, 33; Miss. and Mo., 37; do Land Grant bonds, 63; Illinois coupon bonds, 1870, 100; Central Am. Transit Co., 20; Nicaragua Transit, 2½; Quicksilver, 62½; Kenosha, Rockford and Rock Island Railroad bonds, 1877, 34; Grand street and Newtown Railroad 74½.

Philadelphia.—Allegheny Co. 6s, 83; Huntington and Broad Top, 21; Camden and Atlantic, 11¼; do., pref., 22; Wyoming Valley Canal 6s, 96; West Branch Canal, 82; West Chester R. R., 7s, 105½; 10th and 11th streets, 43½; 13th and 15th streets, 34; 17th and 19th streets, 12½. The latest quotations are: City 6s int. off, 103¾; do., new, do., 108; State 5s, 100¼; Reading, 59¼@59⅜; do., 6s, 1843–'80, 109; do., 1870, 107½; do., 1886, 117½@120; Camden and Amboy, 174½@175¼; Pennsylvania R. R. 69⅜@70; do., 1st mort., 110; do., 2d mort., 108@108½; Little Schuylkill R. R., 47¼@47½; Morris Canal, 70; do., pref., 135; Susquehanna Canal, 15⅛@15⅜; do., 6s, 63½@64; Sch. Nav., 11¾@12¼; do., pref., 24¼@24½; do., 6s, 1882, 83¾@84; Union Canal bonds, 23½@25; Delaware Div. Canal, 40⅛@40¾; do., bonds, 103; Elmira and Williamsport, 35@35¾; do., pref., 53½@54; do., 7s, 1873, 108@109; Beaver Meadow, 72@75¼; Harrisburg, 68; Long Island R. R., 46@46½; do., bonds, 102@103; Lehigh Coal and Navigation, 58@59; do., scrip, 44⅜@44½; North Pennsylvania, 20⅛@20½; do., 6s, 95½@96; do., 10s, 123@125; Philadelphia and Erie, 26¾@26⅞; do., 6s, 106@107; Minehill, 61½@61¾; Catawissa, 7⅞@8; do., pref., 23½@24; Lehigh Valley, 80; do., bonds, 108@112; Frankfort and Southwark (horse,) 56; Second and Third, 84@58; Race and Vine, 10@10½; West Philadelphia, 67@67½; Spruce and Pine, 14¾@15; Green and Coates, 44@45; Chestnut and Walnut, 59; Arch, 25; Thirteenth and Fifteenth, 33@34; Seventeenth and Nineteenth, 12@12¾; Girard College, 25½; Tenth and Eleventh, 42½@43½; Philadelphia, Germantown and Norristown, 58@60.

Boston.—Southern Midland bonds, 105; Michigan Central 8s, 1869, 116@118½; do., 1882, 122; Northern (Ogdensburg) 1st mort., 100; do., 2d mort., 25¼; Rutland and Burlington 1st mort., 75¼; do., 2d mort., 16¼; Vermont Central 50c.; do., 1st mort., 85@84; do., 2d mort., 22@21½; Worcester and Nashua, 81; Mad River and Lake Erie R. R., 7s, 1866, 62½; Chicago City 6s, 100; Chelsea City 5½s, 1883, 103; Bangor 6s, 1874, 105¼; Maine 6s, 1880, 108; New Hampshire 6s, 1874, 107; Rhode Island 6s, 1882, 109@107; Acton Mining Co., 4⅝; Albany and Boston, 13; Bay State, 16½; Black River, 60c.; Bedford, 60c.; Columbian, 6¾; Copper Falls, 27¾; Dana, 3⅛; Dunham, 65c.; Dudley, 4⅛; Eagle, 5; Great Western, 4⅞; Hancock, 14⅝; Hamilton, 2¼; Hanover, 2¾; Huron, 25⅞; Manhattan, 4½; Mandan, 3⅝; Madison, 5⅞; Mesnard, 12½; North Western, 14; North Cliff, 6¼; Norwich, 4½; Ottawa, 33½c.; Pontiac, 8¼; Phœnix, 27; Petherick, 40; South Side, 6¾; Star, 7¾; St. Mary's, 6½; Superior, 8½; Toltec, 3⅞; Wickham, 1; Winthrop, 4⅝.

Baltimore.—Northwestern Virginia, 12; do., 3d mort., 26¾; Western Maryland guaranteed bonds, 105; Central Ohio 4th mort., 40; Santa Clara Mining Co., 8; Springfield Mining Co., 2.20; City Passenger R. R., 19¼. The latest quotations are: Balt. and Ohio, 91@92; do., 6s, 1867, 101; do., 1875, 103½; do., 1880, 102; do., 1885, 105; Northern Central, 41¾@42½; do., bonds, 1885, 101½@102; N. W. Va., 9@11¼; do., 1st mort., 104@105; do., 2d mort., 102; do., 3d mort., 25@27; Central Ohio 2d mort., 100; do., 4th mort., 40@41; do., income 1857–'60, 20@25; Western Md. bonds, 82½; do., guar., 105@105¼; Maryland 6s, coupon, 1870, 112; do., Ins., 112; do., 1890, 112; Baltimore 6s, 1875, 107@108½; do., 1886, 106; do., 1890, new, 107¼; do., coupon, 109; do., 5s, 1838–'70, 98.

Chicago and Rock Island Railroad.

By a transposition of the figures in the statement of the earnings of the Chicago and Rock Island Railroad for the second week in September, as given in our last issue, it was difficult to decide whether there had been an increase or decrease as compared with the corresponding period of the previous year. We are thankful to a friend for calling our attention to the error. In the present issue they are given correctly, together with those for the first and third weeks in September 1863 and 1862, by which it will be seen that the aggregate increase in the earnings of the past three weeks, have exceeded those of the corresponding three weeks in September, 1862, by $57,980. For the month of August, 1863, the approximate earnings were $151,865, against $117,086 in August 1862—an increase of $34,779. For the five months of the current fiscal year, April to August, inclusive, the gross earnings have been $735,496, against $554,218 for the same months of 1862—being an increase of $181,278. This rate of increase, if continued during the remaining seven months of the fiscal year, will swell the gross earnings to near *two millions of dollars*. From present appearances the earnings for September will be upwards of $200,000, or more than $50,000 in excess of those for September, 1862.

Michigan Southern and Northern Indiana Railroad.

The recent conversion of $1,500,000 of the bonds of this company into the common stock, caused quite a sensation at the stock board, and some anxiety among the stockholders. A committee of the former was appointed to inquire into the character of the transaction, but this subject, after due consideration was laid on the table.

We imagine that the operation was really a good one for the stockholders, though not so pleasant to dealers in the stock. It is in fact reducing the debt of the company *a million and a half*, and retaining the amount of interest, to wit., $105,000, to be paid as dividends on the share capital.

It appears the Directors had, under the charter, the right of making this conversion, and that the bonds were sold or converted at a time when the stock was selling at 108 and above. It has since fallen in consequence of this operation to about 77. The legal question being without dispute, a moral one arises, whether this conversion was not made secretly and with a design on the street, or in favor of those persons connected with the direction who were short. This idea has prevailed to a considerable extent, but the Directors disclaim any such object. At any rate, it is to be hoped that the profit made on the transaction, which at 8 per cent. would be $120,000, has gone, or will go, into the pockets of the stockholders.

Enlargement of the Champlain Canal.

A convention was recently held and well attended at Whitehall, to press the subject of the enlargement of the Champlain Canal. Committees were appointed to bring the subject before the Legislature. The convention is to re-assemble in Troy on the 15th inst. We hope it will take up the subject of the ship canal, which if properly supported by the press can be made a success.

Our Iron Mines.—Their Present and Probable Future Yield.

The universal employment of iron in all branches of manufactures, is such as to make the capacity for its production a pretty accurate measure of a states prosperity. Given a country having within its borders available mines of iron ore, contiguous to mines of coal, and limestone and there results a state capable of immense development in mechanical industries. According to the best estimates the total value of our domestic manufactures, during the year ending June 1, 1860, was nineteen hundred millions of dollars. What proportion of this annual product is exclusively due to the increased facilities, arising from the employment of iron is of course impossible for us to determine. But a simple comprehension of this immense sum total, is sufficient to make evident our first proposition. The proportion of iron used in the manufacture of machinery is increasing every year; and every year it is applied to some new purpose. A few years ago, no man would have dreamed of its being possible to build an iron house. now we build both iron houses, and iron ships. In small machines, the uses to which it is applied multiply more rapidly, and while the demand for iron is increased, the machines themselves when put in use, swell the product of the country's manufactures. The sewing machine trade illustrates this truth; and is a familiar example to all.

The amount of iron ore contained within the boundaries of the United States, and remaining undeveloped within its mines is, of course, beyond calculation. We know that we possess the ore in the same condition, and equally abundant as in the most favored foreign localities. But to estimate the amount of iron contained in the unworked, or undeveloped mines of our country is simply impossible. There are iron mines of greater or less extent in about every State in the Union. Commencing in New Hampshire and running through Vermont, Massachusetts, Connecticut, New York, Virginia, Pennsylvania, New Jersey, Maryland, Tennessee, Kentucky and Missouri—and again in Michigan and Wisconsin, the mines of ore are croping out and being worked with greater or less success according to the local facilities, and the quality of the ore. But, in order to be valuable, iron mines like any other property, must first be made available. They may extend for miles beneath the surface of the earth, and yet avail us nothing. The ore must be exhumed and then reduced by fire, before it can be made valuable as

an article of commerce. It follows therefore that the true test of our actual or present mining wealth, is in the sum total of the annual yield of all our mines.

The census of 1860, shows that the amount of pig iron produced in the United States during the year ending June 1, 1860, was 884,474 tons, amounting in value to $19,487,790. The value of pig iron produced in 1850, was $13,491,898. This shows an increase equal to about $6,000,000, or 44.4 per cent. Of this quantity Pennsylvania produced 553,560 tons. Ohio produced the next largest quantity, to wit., 94,647 tons; and New York the next, to wit., 63,145 tons. Maryland produced 30,500 tons, Kentucky 23,360 tons, Missouri 22,000 tons, Tennessee 18,417 tons, and Massachusetts 13,700 tons. The total quantity of Bar and other Rolled Iron made during the same period was 406,298 tons, or in value $22,248,796. The total value of this kind of iron made in 1850 was $15,938,786. This shows an increase in value of $6,310,010, or 39.5 per cent. Of this iron, Pennsylvania made 259,709 tons. New York made the next largest quantity to wit., 38,275 tons. New Jersey the next, to wit., 25,006 tons, and Massachusetts the next, to wit., 20,285 tons. Maryland produced 7,000 tons, Kentucky 6,200 tons, Tennessee 5,024 tons, Ohio 10,439 tons, and Missouri 4,678 tons. Pennsylvania made 62.5 per cent of the quantity, and 58.6 per cent of the value of the whole production. The number of tons of ore mined was 2,514,282.

We submit that these figures are encouraging. We cannot say that we annually produce as many tons of pig iron as England, for England produces $3,000,000 tons per year, an amount as large as the total quantities produced in all other countries. But we produce more than any other country, with the exception of England, and at the present time we are probably producing one-third of the quantity produced in England.

Nor should the fact that England excels us in this respect be viewed with envy or discouragement. It is to be remembered that England is exclusively a manufacture and commercial nation. She has but two avenues into which she can direct the industry of her people, the one is mechanical the other is commercial. She raises no cotton and but little grain. We on the contrary are agricultural as well as mechanical and commercial; and when we attempt to compete with her in one of her departments, we must remember that our other departments of industry must advance with an equal ratio. At the present time we are carrying on all of our usual industries; we are engaged in the greatest war of modern times; and for two years past we have been feeding the people of Europe from our Western graneries. Surely this is all that any one can ask of a nation not yet a century old.

A few weeks since we happened to be on the deck of a Hudson River Steamboat, when opposite Poughkeepsie. The iron works located there were in full blast, and the light from the furnaces shone for miles on the river both above and below. The night was otherwise dark, and the contrast vivid. We could not help thinking what an effect that iron furnace was having upon the future destinies of the American People. An iron foundation was being laid, and upon it a light will arise far more brilliant than that which shone upon the water, which will be reflected for ages to come upon our nation, and our nation's children. The age of iron is an age of strength and of intelligence. We believe our future will be an iron age.

The Issue of National Money.--How it Effects our Prosperity.

For two years past the Federal Government has been making and issuing its own money. The object has been to meet the expenditures made necessary by the war. With the object however, we have nothing to do, the money has been actually issued, and we propose to consider, merely, its effects upon our national prosperity.

The first issue of Treasury notes was made receivable by the Government for duties on imports; this issue we understand has mostly been returned to the Treasury and destroyed. Subsequently the present legal tender notes were created; these very soon displaced the ordinary bank bills, and they are now used in the majority of domestic payments. The Government is now issuing bonds, the principal and interest of which are payable in gold, and receiving in exchange the legal tender notes at par, to be again issued as the wants of the Treasury may require. The sum total of these bonds constitutes our permanent national debt.

Mr. A. B. Johnson of Utica, a man of acknowledged financial ability, in remarking upon our national debt says:

"The stock requires for its continued vitality, that the Government shall annually exact from the people, by taxes, the interest which is payable on the stock; and this exaction constitutes the only practical difference between stock and gold; consequently, the annual benefit or injury which a country will sustain by reason of such a stock, will depend on whether the benefit is more or less than the interest abstracted annually from the country in the taxes which the stock occasions."

In answer to this quere he says:

"We know that capital is ordinarily borrowed with avidity, and interest paid thereon as a means of pecuniary gain to the borrower, and hence we may well conclude that the aggregate which the public gain, by means of capital created by Government loans, exceeds the annual taxes necessary for the continued vitality of the Government debt. But this fundamental fact rests on more than the inference just adduced; it being seen practically in the increased activity and general prosperity which always attend what is technically termed an inflation of the currency of a country, the inflation being only a consequence of the ability of all men to obtain loans to the extent that good security can be given therefor. No limit, indeed, but the limit of capital obtainable, exists to the industrial operations of any country. As a general rule, every man is active to the extent of the capital he can command, and the activity is induced by its expected pecuniary productiveness to the actor. The only evils attendant on currency inflations are the uncertainty and usual briefness of their continuance; but such evils are not attendant on increased capital by Government loans, they being of permanent duration."

We can comprehend the effect of the creation of a large national debt better, perhaps, if we first consider the natural course, or employment of capital in ordinary times. For convenience of illustration we divide the community into three classes. First, there are the capitalists, who live by lending their money to others and taking security for its repayment. Second, there are those who live by employing capital in business operations, paying the capitalist a per centage upon the money loaned, and from the surplus gaining their own livelihood. And third, there are the men who live by the labor merely of their heads or their hands, receiving a certain definite sum of money as a compensation.

In a financial point of view the capitalist is the natural antagonist of the borrower. It is his object to lend or invest his money where it will be secure, and where it will pay him the highest rate of interest. The borrower, on the contrary, desires to obtain money at the lowest possible rate of interest, in order that his own profits may be enhanced. Just in proportion as the per centage of money demanded for its use increases, the number of borrowers decrease, and trade is made dull; and just in proportion as the rate demanded decreases the number of borrowers increase and trade is made brisk. When there are "good times" men pass in great numbers from the third rank to the second; and when there are "bad times" they pass in equal numbers from the second rank to the third, and some pass from the first to the second or even to the third rank.

In ordinary times the tendency of money is to concentration in the hands of capitalists. The reason of this is that the capitalist always lends his money upon a security, which if the borrower fails, is yet sufficient to cover his own loss. The borrower runs the risk of the investment being profitable—not the lender. If it turns out well, both parties are benefitted, if it turns out badly, the borrower loses, and the capitalist resorts to his security. In proportion as a business investment is *safe* a less per centage is demanded for capital, and in proportion to the risk the demand is increased. But a man with a large capital only requires a small per centage to secure a large total income, hence capitalists prefer sure and safe investments at low rates of interest, as bonds, mortgages, real estate, &c. But such investments are not those which most stimulate a community to activity. The investments which most benefit a major portion of the community are those which are more or less uncertain as regards their profitableness. They are investments in manufactures, in commercial enterprises of all kinds, very often in inventions, or in discoveries. It is not always the safest operation in the world to build a railroad, so far as they who make the first investment are concerned; yet there are very few railroads built in this country but what enrich the community to an amount many times greater than the cost of the road. Enterprise is necessarily risky, and yet the only way for poor men to become well off is to be enterprising. The majority of the community are poor, therefore, the community must be enterprising in order to be prosperous.

The issue of Government securities has increased the supply of money. It now seeks investment. Capitalists, or men who have their fortunes already made do not need it; but poorer men require it, and will use it in developing new enterprises and new industries which will yield a profit to themselves, and afford employment to others. There is thus created a really healthy excitement throughout the land. The men who control large establishments find their plans resulting profitably, and the balances on the right side of their ledgers. Employees find their labor sure and remunerative. Thus while capitalists prefer safety and hold on to their securities, the

commercial and industrial classes are rendered independent by drawing their working capital from a different source, and the nation moves on to wealth and prosperity.

But will there be trouble in the future, will there be failure and ruin? We do not doubt but that the future will unroll to our experience both failure and ruin. A large number of men never drank wine together without some of them becoming intoxicated. All enterprises will not prove successful; human judgment is too imperfect, and human skill and execution often times prove inadequate. But many enterprises will be successful, and the community at large will be benefitted. There will be no great crisis when strong men will go down, and the names of honored firms become obliterated. In our opinion the future will develop permanent success to the people of this nation.

If there was a prospect of an immediate, or sudden withdrawing of Government securities, danger might be apprehended. But the United States debt is a permanent loan to the community, and years to come it will furnish a capital which will be used in developing our old and our new resources. We cannot estimate the vast results which follow a little stimulation of business. We know how much more active, manly and energetic our personal friends become, when they feel conscious that they are driving a good business, and are "making money." The same influence, affecting a large number of our citizens, while, perchance, it might ruin some, would greatly benefit most of them, and the welfare of the whole community would be improved. This we believe is what is taking place. The activity which money encourages is the secret of our prosperity. We believe the nation will gain far more than the annual interest upon the national debt; and will be enabled to pay the principal itself, when it shall become due, from the profits made out of using the debt itself as a working capital.

NOTICE TO CONTRACTORS.

ALBANY AND SUSQUEHANNA R R.

SEALED PROPOSALS WILL BE RECEIVED by the undersigned at the Engineer's Office, in the village of Unadilla, Otsego county, until Thursday, the 29th day of October instant, at 10 o'clock A. M. of that day, for Grading, Masonry, Bridging and Fencing of about 45 miles of the line of said railroad, extending from the village of Oneonta, in Otsego county to and including the Tunnel of about 2,000 feet through Webster Summit, in the Town of Colesville, in Broome county.

The line will be divided into Sections of convenient length, and proposals will be received for single Sections, or for the whole line.

The line will be ready for examination on and after Monday, the 19th inst., and Maps, Profiles and Plans, with Specifications may be examined at the Engineer's Office, in Unadilla, on and after that date.

Blank proposals, with all necessary information, will be furnished to those wishing to propose for work, at the Office of the Company, 73 State Street, Albany, and at the Engineer's Office, in Unadilla.

Proposals should be enclosed in an envelope and endorsed "Proposals," and directed to the undersigned at Unadilla.

The proposals which may be received in pursuance of this notice will be opened by the undersigned and canvassed, and the results reported to the Directors to aid them in making a proper award of the work.

Parties proposing, who are unknown to the undersigned, will be required to give satisfactory references.

The right is reserved to reject any or all proposals, as may be deemed for the interests of the Company.

Albany, October, 1st, 1863.

C. W. WENTZ, Chief Engineer.

Second Hand Engines for Sale.

One 16 Ton PASSENGER ENGINE, Gauge 4 ft. 8½ in.
One 24 " " " " " "
Two 16 " SWITCHING " " " "

All of above have been carefully refitted, and will be delivered in first rate order.

Price, which will be low, and further particulars will be quoted upon application.

T. M. TYNG,
40tf 61 Cedar st.

RAILROAD IRON.

3,000 TONS Guest & Co.'s make, weighing 54 lbs. per lineal yard, in port and to arrive.
1,000 TONS weighing 50 lbs. per yard.
1,000 " " 45 " "
500 " American Rails, 57 lbs. per yard.

For sale by
M. K. JESUP & COMP'Y,
59 Exchange Place.
New York, 30th September, 1863. 1m40

RAILROAD, SHIP, BOAT AND BRIDGE SPIKES,

MANUFACTURED BY THE
NEWARK SPIKE CO.,
Newark Avenue,
NEWARK, N. J.

BAKER'S SIGNAL OIL

FOR
LOCOMOTIVE HEAD-LIGHTS
WILL BURN 24 HOURS WITHOUT TRIMMING; DOES NOT CRUST THE WICK OR SMOKER; SUPERIOR TO THE BEST SPERM OIL.
STEAMSHIP AND RAILROAD SUPPLIES.
ENGINEERS' STORES AND TOOLS. OILS TALLOW, EMORY CLOTH, PACKING, ETC.
S. T. BAKER,
No. 83 South st., New York.

The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,



Introduced one year ago, already ranks as the LEADING STOVE for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.
Fire may be kept all winter with an astonishingly small supply of coal.
Send for description and testimonials.
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

SANFORD'S MAMMOTH OR GLOBE HEATERS.



The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

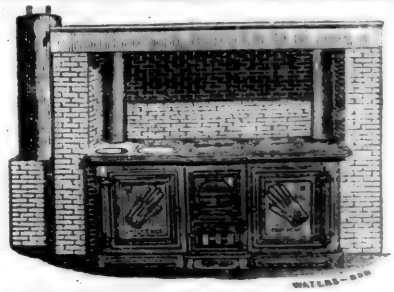
Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.
J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.
The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

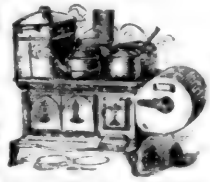
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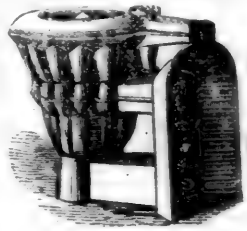
Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.
This range, already very popular, has the LARGEST OVEN of any in the market; BAKES PERFECTLY, never burning to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary ECONOMY OF FUEL, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.
Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economic. of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.
Three sizes, adapted to coal, or wood.
SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.



Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE OR AS FIRE PLACE HEATERS,



FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants Mechanics and others.

Send for pamphlet containing full description and testimonials.
SANFORD, TRUSLOW & CO.,
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MARINE CLOCKS,
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FOR

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BUILDERS and BUILDINGS generally.

THIS PAINT is warranted not to **Crack** or **Scale** either on **Wood, Iron, Tin,** or **Canvass.**

The ingredients in its composition are **all** of a preserving and protective nature. This Paint is now extensively used by Railway Companies and pronounced much **cheaper,** more **durable** and satisfactory than what was previously used. It is 2-5ths heavier in body than any other Paint.

Give this Paint a trial, and if not found as represented no charge will be made for it.

Send for descriptive circular and references.

W. G. PERKINS, Gen'l Ag't,
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MANUFACTURERS OF

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—ALSO,—

Tool, Machinery, Cutlery,

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WARRANTED

EQUAL to THE BEST in the MARKET.

ORDERS FILLED AT SHORT NOTICE.

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The Mercantile Mutual

INSURANCE

COMPANY,

No. 35 WALL ST., NEW YORK.

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ASSETS OVER $1,250,000.

MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.

Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.

Parties effecting Insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

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CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

ENGINEER'S FIELD BOOK,

By **C. S. CROSS, Civil Engineer.**

THIS work is designed as a pocket companion, and embraces, in the most compact form, all the necessary tables for prosecuting railroad surveys. It is subdivided as follows:—

1st. The method of **staking** out railroad curves and keeping field notes.
2d. Railroad curve tables for expeditiously determining the points at which commences the curving.
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4th. Excavation and embankment tables for expeditiously determining the cubic yards from mean area.

It is a plain, clear and most valuable book for practical Railroad Engineers. Sent, **free by mail,** upon receipt of the price. For sale at this office. Price **$1.**

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U. S. Five-Twenty Bonds.

PARKE & BOWDOIN,

No. 76 Wall st., cor. Pearl st.

HAVING been appointed Agents for the U. S. 5-20 Loan, we are prepared o receive subscriptions to the above bonds at par. Interest in gold, commencing on the day of deposit. Orders accompanied by draft on this city will receive our prompt attention.

Stocks and Bonds bought and sold on commission at the Brokers' Board.

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23 WALL ST., corner of BROAD,

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AND ALL FIRST CLASS SECURITIES

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Received on the most favorable terms.
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We are now prepared to receive accounts, and deposits with us can be checked for the same as with any of the city banks.

Interest will be credited to our dealers on their daily balances on the 1st January and July, at the rate of **three per cent.** per annum.

Particular attention will be given to Collections on all accessible points in the United States and Canada, on the most favorable terms.

Orders for the purchase or sale of all kinds of Government and other securities will be attended to promptly.

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Orders promptly executed by mail.

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Already issued, 15,000 shares of £50 each.

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Further particulars may be ascertained on application at the office, No. 63 Wall st.

WILLIAM WOOD, Manager.

NEW YORK, August 24, 1863.

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OF EVERY DESCRIPTION.

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AGENTS FOR SALE OF

RAILWAY IRON

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WILLIAMS & PAGE'S

PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the side of the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

The Light is very strong and brilliant, requiring no reflectors and **lighting up** the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

For Cars with "raised" or "high" roofs we make these Lamps with brass arms to suspend in any required manner.

Manufactured and for sale by

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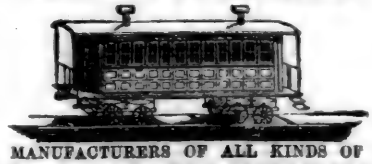
Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.

HARLAN & HOLLINGSWORTH & CO.,

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MANUFACTURERS OF ALL KINDS OF

RAILROAD MACHINERY.

PASSENGER CARS of the **finest finish**, also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the **full equipment** of a road.

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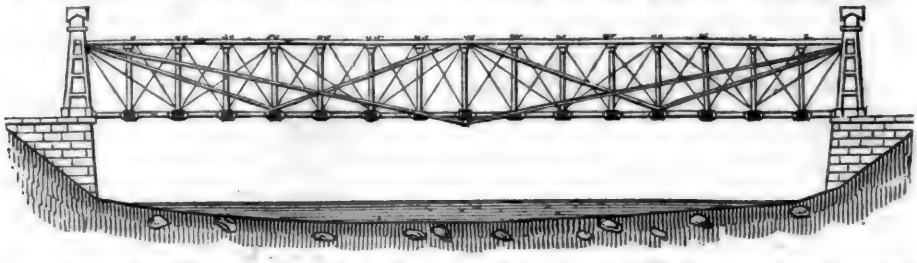
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Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS**, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 23, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **21 Nassau st.**, or by addressing

CHAS. W. WELSH,
Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 10, 1863.

☞ The *postage* on the AMERICAN RAILROAD JOURNAL is only *twenty cents per annum*, payable *quarterly in advance* at the Post office where the paper is received.

Enlargement of the Champlain Canal.

A convention was held at Whilehall on the 25th ult., composed of delegates representing the large commercial and forwarding interests connected with the Champlain Canal. The Hon. Geo. W. Goff, of Port Henry, was unanimously elected President, and W. L. Van Alstyne, Troy, J. C. Howe, Waterford, C. W. Armstrong, Albany, T. T. Vaughn, Whitehall, C. F. Norton, Plattsburg, and W. I. Smith, Whitehall were chosen Vice Presidents. J. W. Fuller, of Troy, A. G. Micklejohn, Putnam, and Oliver Bascom, Whitehall were appointed Secretaries. The object of the meeting was as stated by the President, to obtain such an enlargement of the Champlain Canalas will accommodate its increasing business. It has been of late years greatly neglected, the necessary repairs have not been made, and it is so narrow in many places that two boats cannot pass each other. Some of the locks have been enlarged, and others remain of the old dimensions; in short it may be considered to be in a state of dilapidation. It appears that the Canadian trade is on the increase. The free entries of Canadian products in 1862 at Rouse's Point amounted to $4,000,000, and the custom duties were $200,000. This year the amount will be $7,000,000 of the one class, and $300,000 of the other, being an increase of 50 per ct at the Custom House as compared with the previous year. Resolutions were adopted to obtain from the Legislature better management of the canal and also its enlargement.

The whole subject was fully and ably debated, by Messrs. Vaughn, G. H. Stewart, J. Potter, W. Crocker, (Civil Engineer,) W. Myers and others.

A Committee also reported another set of resolutions, recommending the abolishment of the system of repairs by contract, and the deepening and widening of the canal so as to pass boats drawing 4 feet 6 inches of water. What we conceive to have been the most important point made at the meeting, was that brought forward by Mr. Van Alstyne, the Mayor of Troy, whose remarks and those of other gentlemen we quote from the Troy *Daily Press*. The speaker in answer to some inquiries as to the wishes of the business men of Troy, said he had no doubt that a movement for immediate improvement would find favor in that city, if it was understood that another movement was at once to follow for the enlargement of the canal to the capacity of the Erie. He was also well satisfied that should it be deemed advisable to attempt to enlist the aid of the General Government to make the Champlain a SHIP CANAL, that Troy would warmly and earnestly favor that. It was certainly wise and commendable to look well after our home business interests, and to demand our rights of the State as business men. It may also be well to remember that we are citizens of the Union, and as a people have National interests to protect and to be fostered. It is not best to confine our thoughts and aims wholly to "pent up Utica," when we have "one unbounded continent," and know right well that it is *all* ours. Already the subject of connecting inland waters with the great lakes has occupied considerable attention in Congress, and probably the subject will be discussed during the coming session. *If the government takes definite action in the matter, its attention cannot fail to be directed to the Champlain Canal.*

MR. SANBORN, of Sandy Hill, moved the Convention appoint a Committee of five to secure, if possible, the co-operation of the General Government in the Champlain or Ship Canal.

The President said he would state a fact which had come to his knowledge. He was credibly informed that the General Government has had recently at work a Corps of Engineers, looking after the feasibility of connecting the New York Canals with the Northern Lakes. He had no doubt the Government was making preliminary arrangements for connecting the Atlantic with the great internal waters of the country; and he believed an intelligent committee might act with efficiency in promoting what now seems likely to become a great national undertaking.

Mr. Northup advocated the enlargement of the Canal, and said the Convention should think of nothing less. Ask for little and you will get nothing. Ask for what you want, for that to which you are entitled, stand up for your rights, like men who are in earnest, and you will succeed. We may not live, *but our children will, to see the Champlain a Ship Canal accommodating a great international trade*, bearing on its waters iron clads and Monitors. He hoped the Convention would be satisfied with nothing less than an immediate enlargement on a liberal scale.

Mr. Sanborn's motion for the appointment of a committee, was adopted, and the Chair named the following gentlemen, as the Committee:—

Hon. John A. Griswold, Troy.
J. W. Freeman, Troy.
Hon. O. Kellogg, Essex Co.
J. K. Sanborn, Sandy Hill.
Oliver Bascom, Whitehall.

The following gentleman were appointed a Committee, under the recomendation of the Business Committee: L. J. Stark, New York; C. W. Armstrong, A. Roberston, G. C. Burdett, Thomas Coleman, Troy; G. H. Stewart, Waterford; G. H. Crocker, Sandy Hill; G. W. Gouff, J. C. Wetherbee, Port Henry; T. T. Vaughn, W. I. Smith, Whitehall, C. F. Norton, Plattsburg; Geo. Hyde, Champlain.

The following resolution, additional to the regular series, was adopted:—

Resolved, That this Convention will apply to the next Legislature, for an appropriation sufficient to bear the expense of bottoming out the Champlain

Canal to the depth of three inches additional to the present depth; and that the Committee named, in pursuance of the recommendation of the Business committee, be requested to wait upon the Legislature, present facts and statistics, and request that the appropriation be made.

The convention adjourned to meet at Troy on the 15th inst.

The subject of a ship canal having been taken up on this occasion, will we trust not be permitted to sleep.

To deepen the Champlain Canal a few inches is at best a petty improvement. Make it a ship canal which can be done at a very moderate expense, get the Montreal merchants to widen and deepen the Chamblee, or build the Caughnawaga Canal, and we shall have an internal navigation suited to the wants of commerce, and of immense value to the west, and to this State. It is but a waste of time to agitate for three or four inches of excavation. The Chicago people know too much to do anything of this sort. Are there not men and minds in Troy and Albany great enough to grasp this subject? Sufficient has been said to prove the entire practicability of the plan. The facts furnished in our columns alone, the details we have given, obtained from Engineers, and official reports, are enough to act upon, and secure by a combined and systematic effort the adoption of the plan. We especially look to the energetic Mayor of Troy, to set the proper machinery in motion, so that the people on the banks of Lake Champlain and the Hudson, can be brought to act on this subject as one man.

Hartford and New Haven Railroad.

The income of the road for the fiscal year ending August 31, 1863, is as follows:

From passengers	$557,906 19
" freight	354,509 87
" rents, mails and express	46,043 35
	$958,459 41

And the expenses were:

Repairs of road & bridges	$100,028 35	
Material and labor on engines and cars	104,538 50	
Station repairs and improvements	9,865 47	
Transportation and general expenses	151,872 51	
Wood, coal and oil	82,372 48	
Lost and damaged goods, gratuities, etc.	2,465 95	
	$451,143 26	
Balance of interest acc'nt.	49,548 65	
Taxes—State & National.	45,913 35	
		546,605 26
Net receipts		$411,854 15

The total number of passengers carried on the road during the year, including soldiers, is 663,290, which exceeds by 151,739 the number carried in the preceding year, which increase is almost wholly in regular passengers, the number of soldiers carried varying but very little from that of the previous year.

The total number of tons of freight transported is 232,639, which exceeds that of the previous year by 42,369.

Miles run by passenger trains	263,905
" freight "	117,621
" other "	22,771
Total miles run	404,297

which is 56,937 miles in excess of the number for the previous year, the increase being mostly by freight and other extra trains.

The gross income of the road exceeds that of the previous year in the sum of $241,158 61. Of this increase $145,454 01 is derived from passengers, and $61,913 33 from freight. The report says:

The same fortunate exemption from serious accident which has characterized the road in years past, has attended its operations during the year just closed.

The stockholders will probably not fail to observe a very considerable increase in the expenditures in all the several items of charge for operating the road. It has been necessary to advance the rate of compensation to all the employees of the company, and the cost of every item which is required in the business has increased with the general inflation of prices throughout the country. An increased quantity of new iron has been placed in the track, and very large additions have been made to the equipment of the road in engines and cars, most of which have been constructed in the company's shops, and the cost of which has all been included in the accounts of current expenses for the year.

Taxes, State and National, now constitute a large item of expenditure, being for this year nearly two per cent. upon the capital stock of the company, and as the taxes payable to the State are assessed at three-fourths of one per cent. upon the *market* value of the stock, they increase with the increased appreciation of the stock by those who hold it.

The passenger fares, between most of stations, were slightly increased in May last, so that all the first class fares should correspond as nearly as practicable to an uniform rate of three cents per mile. The result of this increase of fares have to some extent furnished the means of meeting the three per cent. National tax upon the gross passenger earnings of the road.

A new wharf, in connection with the Tomlinson Bridge property at New Haven, has been constructed during the year. This structure is about 800 feet in length, by 60 in width, and is an improvement which was indispensable. It now furnishes greatly increased facilities for receiving upon the cars the constantly increasing quantities of coal, lumber, and other heavy freights which are consigned by vessels to New Haven, to be forwarded by the road.

The cost of this work has been paid by the company, and is charged to the account of the Tomlinson Bridge Company.

The new piers for the proposed iron bridge over the Connecticut River, mentioned in the report of last year, have been substantially completed, and are now ready to receive the superstructure. The same unsettled condition of the iron market alluded to in that report, has as yet prevented the making of a satisfactory contract for the bridge. It is hoped, however, that before the expiration of another year, a more favorable opportunity for effecting this object will occur, and that the work will be commenced under such arrangements as to ensure its prompt completion. There has been paid on account of the new piers during the year the sum of $26,963 49, as will appear by the Secretary's report.

The rapidly increasing business at Springfield Station, especially in coal and other heavy freight, has demonstrated the inadequacy of the grounds heretofore owned by the company at that point to the proper accommodation of its business. A purchase of real estate there at a cost of about $12,000 has recently been made, which, when properly improved, will, it is believed, afford the facilities necessary to the convenient transaction of the business of the road at that station.

It becomes necessary to repeat once more the statement that the suit with the New York and New Haven Railroad Company has not yet reached a conclusion. The decision of the referee has been postponed, from time to time, on account of his serious illness, but there is reason to anticipate a report from him now within a short period. In the meantime all the transactions between the two companies are continued in the same unsatisfactory manner as heretofore.

The notice for this annual meeting calls the attention of the stockholders to the subject of an Act of the Legislature of Massachusetts, authorizing the issue of additional capital stock.

This act was passed some years since, and authorizes the issue of six hundred and fifty thousand dollars of additional capital stock, to be disposed of as shall be determined by the stockholders.

In view of the large outlay which will be required by the construction of the Connecticut River Bridge, and other additions to the permanent investments which the interests and the increasing business of the company may demand, it will be for the stockholders to determine whether to accept the provisions of this act, so as to enable the company to provide for these expenditures by an increase of capital from time to time, as circumstances may render expedient.

A regular dividend of three dollars per share, and an extra dividend of five dollars per share, both free of Government tax, have been declared payable to the stockholders on the 1st of October next.

The income account of the company for the past year is as follows:

Cash on hand September 1, 1862	$157,444 27
Income of the road	958,459 41
Sale of house and gravel pit	275 00
	$1,116,178 68
Dividends paid	$308,480 00
Interest	49,548 65
Operating and repairing road	470,942 01
State and National taxes	45,913 35
Sundry claims by Colton fire	8,241 95
Real estate, Springfield	11,809 72
Connecticut River (new) bridge	26,963 49
North Haven bridge	3,064 73
Balances due company increased	3,774 40
Cash	187,440 38
	$1,116,178 68

The following from the Ledger, presents a general statement of the affairs of the company, September 1, 1863:

Capital stock	$2,350,000 00
Bonds	927,000 00
Contingent fund	517,621 52
Reserved fund	150,000 00
Profit and loss	200,354 15
Dividends unpaid	9,216 00
Debts due by the company	26,863 30
	$4,181,054 97
Construction	$3,158,644 52
Middletown Extension Railroad	27,664 38
Real estate, land, dwellings, &c	73,787 40
Tomlinson bridge stock	102,888 67
Advances to Tomlinson Bridge Co.	38,817 31
Equipments, engines, and cars	254,000 00
Wood, stock, and tools	155,476 03
Debts due the company, including accounts due from N. Y. & N. H. R. R. Co., unadjusted	182,336 28
Cash on hand	187,440 38
	$4,181,054 97

The office of the company is at Hartford, Ct. The directors chosen September 16, 1863, are as follows:

President.—C. F. Pond.

Directors.—Charles F. Pond, Julius Catlin, Corneilus Vanderbilt, Henry Coit, John A. Robinson, Ezra C. Read, Chester W. Chapin, A. G. Hazard, Samuel H. Parsons.

Superintendent.—E. M. Reed.

Secretary.—S. P. Conner.

Construction of Railroads.--Uncertainty in Describing Appropriated Lands.

IN A PROCEEDING TO APPROPRIATE LANDS BY A RAILROAD COMPANY IN OHIO, A CERTAIN DESCRIPTION OF THE LANDS TAKEN DECLARED SUFFICIENT.

This was an action brought by Prentice & Maddocks against the Cleveland and Toledo R. R. Co., for the recovery of a piece of land one hundred feet in width across lot 15, in river tract 87, in Lucas County.

On October 25th, 1852, one Robert Piatt owned the whole of said lot 15, and on that day conveyed the same to Prentice and Maddocks. Prior, however, to this conveyance, the Cleveland and Toledo Railroad Company had instituted proceedings to appropriate to its use a portion of this lot. The appropriation proceedings were instituted under an act of Ohio, passed February 11, 1848, "regulating railroad companies;" and at the time Piatt was a non-resident of the State.

The instrument of appropriation filed by the company in the office of the Clerk of the Common Pleas of Lucas County, February 28, 1851, described the land intended to be appropriated, as follows:

Fifty feet wide on each side of said railroad, as last surveyed, through subdivision lots, Nos. 1, 2, 3 and 4, of fractional section No. 1, of township 10, south of range 7 east, commencing on the north bounds thereof; thence westerly and southerly on and near the northerly bounds thereof to a point in the west line of said No. 4, near the northwest corner. Also lots No.'s 11, 12, 13, 14 and 15 (the lot in question,) etc., "of the subdivision of river tract No. 87."

On March 4, 1851, the company gave a notice to Piatt, by publication, stating the substance of the instrument of appropriation, and giving the description of the land as above. On April 21, 1851, upon the application of the company, appraisers were appointed and a warrant issued. The following is a copy of the return of the appraisers:

"In lot *fifteen*, subdivision of river tract 87, in the 12 miles square reserve, at the foot of the rapids of the Miami of Lake Erie, 64-100 acres.

Value of land appropriated	$25.60
Damages	
Benefit to owners	25.60
Amount to be paid to owner	$00.00

The company took possession of the land immediately after the appraisers made their return, and proceeded to construct its railroad thereon, and thereafter remained in possession of the same, using it for the purposes of its road. Of all of which Prentice and Maddocks had full knowledge when they bought of Piatt.

On an appeal from the Court of Common Pleas, to the District Court of Lucas County, at its April term in 1860, it was decided that the railroad company, by its appropriation proceedings, acquired no right or title to the land in controversy, and that Prentice and Maddocks were entitled to its possession, and rendered judgment accordingly. The company then moved for a new trial; the motion was overruled and they then appealed to the Ohio Supreme Court. The point involved was whether the description already given, was sufficiently *certain* and *definite* under the statute. The Supreme Court now decide that it was and render judgment in favor of the company. The following is the opinion rendered at the decision of the case; with the exceptions of the cases referred to and considered:

SUTLIFF, C. J.—The plaintiffs below, in support of their claims to recover the lands in question, showed by their proof a conveyance to them on the 23d day of October, 1852, of lot No. 15, by Robert Piatt, who held the title at the time of the location of the railroad, and who, it is admitted continued to hold a perfect title at the time of executing his deed, unless divested of the land in controversy by the proceedings of the railroad company, as stated. If, therefore, at the time of the institution of the action below, Piatt, had he made no conveyance, could have recovered the land from the company so occupied through lot 15, as their road track, then and in that case Prentice and Maddocks, his grantee, were entitled to recover; otherwise they were not.

The defendants below relied upon the proceedings of appropriation which it gave in evidence to show the lands appropriated as a railroad track on the 21st of April, 1851; and it seems to be conceded by the defendants in error that with one exception these proceedings were regular, and that all the steps were taken to operate as an appropriation.

But it was objected by the plaintiffs below that the description of the land intended to be appropriated by the proceedings was too vague and uncertain to admit of the proceedings being operative to appropriate either the lands in question or any other lands. It is insisted by the plaintiffs in error that the description was sufficiently certain, and in fact, embraced the lands in question, and that the district court, therefore, erred in not regarding the lands legally appropriated by the company for its railroad track through said lot, No. 15.

* * * * * *

Our statute authorizes the company to "enter upon any lands for the purpose of examining and surveying its railroad line, and appropriate so much thereof as may be deemed necessary," etc. In this case the notice mentions the survey as having been made, as the statute evidently contemplates it should be, before the proceeding to appropriate. The description in the notice is as definite a description of a surveyed railroad track as could well be made; and if the survey had in fact been made, such a description in a deed would be even more certain than could be expressed by courses and distance; and would be beyond doubt a sufficient description in the deed of conveyance to pass the title in the railroad track to the company. But the record only shows that the road bed had been surveyed and staked out previous to the 1st day of April; yet the return of the commissioners that they had viewed and appraised the lands described, and giving as they do, the precise quantity of land, clearly implies that they found the road surveyed as described in the notice. Indeed we do not understand counsel to insist particularly upon the want of certainty at the time the appraisers made their view and appraisal on the 21st of April. But it is insisted that the plaintiffs in error did not, on the trial below, make proof that the road bed was, in fact, surveyed and staked out on the 28th of February, or on the 4th of March, 1851, at the time of applying for the appropriation and giving notice to Piatt by advertisement. To this objection, we think, the defendant below might well have claimed, under the law and circumstances of the case, that after the proof of so much by the company in support of the defense, the burden of proof was reasonably shifted upon the plaintiffs below to rebut the presumptions in favor of the title of the company, arising from their proof. Indeed, it may well be questioned whether a survey made, and monuments set along the land to be appropriated, as described in the notice, as early as the 1st of April would not have been sufficient. But in this case, from all that appears upon the record, the reasonable presumption would be that the petition correctly described the land as then surveyed. The proof it is true is not positive that the survey was made as early as prior to the 1st day of April; and there is no proof or circumstances tending to show that it was not in fact made, as recited in the notice, at the time the notice was given.

It certainly, is not an unreasonable presumption, after proof of the fact that a road or canal had been surveyed and staked out, that when worked and in operation as a public thoroughfare, without any objection to the *locus in quo*, it should, if afterwards questioned, be presumed to have been opened *where* surveyed and located. And more especially is such presumption clear, in such a case where the stakes or monuments set are, after its completion found to be all removed, as in the case of a railroad or canal they necessarily must be when opened on the line so surveyed and staked.

We therefore, regard the proof made by the defendants below, in relation to the proceedings to appropriate the lands in question, as by no means void for uncertainty of description; but as *prima facie* embracing the lands in question, and sufficient in law unless rebutted by countervailing proof on the part of the plaintiffs below; and no such proof appears to have been offered upon the trial.

The judgment of the district court must therefore be reversed with costs. And this court, thereupon, proceeding to render such judgment in the case as the district court should have rendered, order that the petition so filed by the plaintiffs below be dismissed; and it is thereupon adjudged that the defendants below recover of the plaintiffs below their costs.

Judgment accordingly.

Northern Central Railway.

In the Baltimore City Council, on the 30th ult., the ordinance granting certain privileges to this company to enable them to complete the road entire, from Sunbury to tide water at Canton, was passed, with a proviso that the work shall be completed by the 1st of January, 1868. The ordinance gives the assent of the city to the construction by the company, within the city limits, of a lateral branch railroad from any point on the road to the water line of the Patapsco River, east of Jones' Falls, without any other condition or restriction than those imposed by the act of assembly of 1853, chapter 191. Also said assent is given to the company to alter the location of its present track, provided it is not put down west or south of its present location, in any part thereof between Calvert Station and the city limits. It is also required that the written consent of the

owners of two-thirds of feet of ground binding on or fronting on that part of the street, lane or alley, to any alteration in the grade thereof, shall be obtained—the cost thereof to be borne exclusively by the company.

It is required that the chief officers of the company, including the Treasurer, Secretary, Superintendent, Master of Transportation and Master of Machinery, shall be in the city; that the elections and meetings of the directors shall be held there; also, that within the limits, or within one mile thereof, the company shall establish and forever maintain its principal workshops for all purposes for which such shops are required, and that the city reserves to itself the right—if the charter admits of the same—to elect two directors annually in perpetuity to represent the city in the company. It is made a condition of the ordinance that the company shall commence and prosecute the construction of a double line of railway from Baltimore to Cockeysville, in Baltimore county, with as much speed as due economy of labor will permit. The company is also required to extend to the Western Maryland Railroad Company all customary facilities to enable that company to convey passengers and freights to and from the junction at the Relay House; also, to sell through tickets to and from all the regular stations on the Western Maryland Railroad.

Should the company refuse or neglect to comply with each or any of the provisions of the ordinance, then all privileges either in this or ordinance 57 of 1854, approved June, 1854, shall be forfeited and revert to the city. It is also made a condition that the company shall not discriminate in its rates for transportation over the road to the injury of the trade of the city, or of any party doing business therein.

Grand Trunk Railway of Canada.

The following is the report of the directors for the half-year ended June 30, 1863:—

Earnings of the half-year	£434,340
Deduct ordinary working expenses	277,204
Net balance over ordinary working exp.	157,136
Deduct renewals of permanent way	32,963
Net balance, June, 1863	£124,173

1. The accounts of the half-year exhibit a total receipt from traffic and all other sources of 434,340*l.*, against 382,993*l.*, for the corresponding half of 1862, or an increase in 1863 over 1862 of 51,347*l.*, or 13.45 per cent., and against 347,110*l.* for the corresponding half of 1861, or an increase in 1863 over 1861 of 87,230*l.*, or 25.13 per cent.

The tabular statements in page 29 show that nearly every item of the company's traffic revenue has increased during the half-year, the main exception being the local passenger traffic. In that item the decrease of 1,052*l.* is much more than accounted for by the extraordinary receipt caused by the movement of troops in the early part of 1862, the receipts for military services in the corresponding half-year of 1862 having been 12,630*l.*, as against 1,853*l.* in 1863.

2. The working expenses show a total expenditure of 277,204*l.*, or 68.83 per cent. on the gross receipts, as compared with 77.24 per cent. in the corresponding period of 1862. Adding renewals in both cases, the expenditure compares as follows:—

	Work'g exp.	Renewals.	Total.
June, 1863	£277,204	£32,962	£310,166
" 1862	295,855	23,701	319,556
Increase in renewals		9,261	
Decrease in ordinary and total expenditure	£18,651		£9,390

It will be observed that, as compared with 1862, while a gross increase of revenue of 51,347*l.* has been earned, the total expenditure has been reduced by no less than 9,390*l.*, including in that expense the increased charge for renewals.

The following statement exhibits the progress of the net revenue of the company since 1859 inclusive:—

Year.	June half-years.	Dec. half-years.	Total.
1859	£20,868	£52,490	£73,358
1860	46,001	56,684	102,685
1861	46,786	95,708	142,494
1862	63,436	106,798	170,234
1863	124,173		

4. From the net profit of the half-year, viz., 124,173*l.*, there has to be deducted a nominal amount of 10,462*l.* for postage and military service receipts, the charge for the former being still unsettled and the money being still detained by the Provincial Government. The sum of 6,589*l.* for loss on American currency—an item of loss which will, it is feared, be even heavier in the current half-year, with its larger traffic—has also to be deducted.

5. These deductions leave the sum of 107,122*l.*, which has been applied as follows:—

In payment of interest, &c., on lands	£1,534	12	7
Ditto ditto on mort. to Bank of U. C.	4,423	16	2
Ditto ditto promissory notes European Exchange	801	19	6
In payment of interest on British American Land Co's. debentures.	616	8	9
Ditto ditto Montreal Seminary debentures	616	8	9
Ditto ditto Island Pond debentures.	2,700	0	0
Ditto half-yearly instalments Portland sinking fund	2,311	12	4
Ditto Atlantic and St. Lawrence lease (in full)	32,763	7	11
Ditto Detroit Line lease in full	11,250	0	0
Ditto first preference bond interest for half-year	49,917	15	0
Balance carried forward to next account	185	19	0
	£107,122	0	0

6. The whole amount expended for renewals and improvements of the permanent way, ordinary and special, has been charged to revenue. The charge in the half-year is 9,261*l.* in excess of that incurred in 1862. It has been decided to renew 100 miles of line laid with the hollow rails during the current half-year, and the apportionment of the cost will be involved in the proposed arrangement for the early substitution of "solid" in place of "hollow" rails on the whole of the main line, already discussed before the bond and shareholders and the details of which arrangement are still under the consideration of the board.

7. The unexhausted balance to the credit of net revenue account at 31st December, 1862, viz., 37,986*l.*, has been credited to capital account. The sum of 6,247*l.* has been expended during the half-year in additional works and plant and has been duly debited to capital. The sum is the only real expenditure on "capital account," although that account is also charged with the amount of capitalised arrears of interest under the lease of the Atlantic and St. Lawrence line and with certain other sums of capitalised interest on second preference bonds (not included at 31st December last), and on adjusted debts, together with the commuted arrears of rent upon the Detroit and Port Huron. The amount which has hitherto stood in the "general balances" at the debit of the "Portland sinking fund" (a statement of which is appended to the accounts) has been transferred to capital account. The operation of this fund, which was intended gradually to liquidate the Portland city loans, will ultimately reduce the annual charge for bond interest, which interest forms a large part of the lease rent of the Atlantic and St. Lawrence line.

8. In the last report the directors stated that the Governor-General of Canada in council had proposed, by a minute of Council officially communicated to the company and dated 30th October, 1862, to introduce a bill in the then ensuing session of Parliament to establish a court of arbitration for the equitable settlement of the claims for the postal services performed by this and other companies for the province, and which, as conducted over the Grand Trunk system, produce a very large share of the income of the Canadian post-office.

After much delay, a bill was accordingly introduced in April last, but before it could be read a second time the Government, who had previously expressed their inability to carry their proposed measure, was reconstructed after a vote of the House, and a dissolution of Parliament supervened. The Government so reconstructed having expressed their desire to dispose of this plain matter of business in an equitable manner and without prejudice to the company's position or claims, the managing director has again discussed the whole subject with the new Postmaster-General, the Hon. Mr. Mowatt; so far, however, no definite result has been arrived at.

The board claim nothing more than a just settlement, and they will still hope, however past events may have discouraged them, that an honest claim for payment for work done may be as honestly paid for by the Governor-General of Canada in council, representing a great country forming part of the British empire.

9. The Provincial Government has been unsuccessfully applied to release 42,500*l.* second preference bonds, held by their financial agents in London to secure a loan on the postal revenue incurred in 1860, and which loan has, in the opinion of the board, been more than fully liquidated for some time past. The restoration of these securities was required in order to justify the outlay involved in building 300 new freight cars to provide for the demands upon the company's carrying power which the unusual abundance of the harvest now being gathered will make, and to enable also the erection, in this season, of the much needed central station at Toronto.

A further supply of cars and a few additional engines, which the board desire to have supplied, would go far to prevent any cause of complaint on the part of the public during the coming busy season. Until, however, the accounts with the Government are settled much inconvenience may have to be endured.

While alluding to the rolling stock, the board may report that upon the remodelling of the executive management in Canada in 1862 stock was taken, and has now been carefully checked and tested. A return is published showing the quantity of engines and cars purchased, and which are stated to have been delivered on to the line; the actual number of each class existing, and the number of cars already erected towards replacement of the deficiency discovered. Returns of rolling stock will be regularly published in future.

10. The whole of the creditors of the company in England and many of the Canadian creditors, including the largest, viz., the Bank of Upper Canada, have been finally settled with under the terms of the Arrangements Act, 1862, and deeds of release and discharge have been executed; there now remain the unsettled accounts with the Provincial Government, against which the board consider the company has, if fairly dealt with, a much larger set off; the demand of Mr. Turcotte, in reference to the "Three Rivers and Arthabaska" branch, which, fair negotiations having so far failed, may have to be disposed of through the salutary operation of the courts of law; and a few very minor claims, the exact amounts being in dispute. In one of these cases, however, vexations litigation has been attempted, and will meet with energetic and, no doubt, successful resistance.

The claim of the Portland Car Company, the only old outstanding account in the United States, is still unadjusted, but the board have every reason to expect early settlement by friendly negotiation.

11. The anxiety of the board to preserve cordial relations with the Great Western Company of Canada has been often exhibited during the past two years, and the last report states that an offer had been made on behalf of the Grand Trunk Railway Company to the board of the Great Western Railway Company to submit all matters in difference to arbitration, and had been declined.

During the past half-year questions have arisen

as the board foresaw, which might have been thus quitely disposed of; and if further and needless competition should unfortunately now arise, your board, while protecting your just rights, will not be responsible for any untoward consequence to other interests.

12. The use by the Grand Trunk Railway Company, under agreement, of the "Bonaventure street" station at and of the lines near Montreal, also of the new junction line connecting the mixed gauge near "The Tanneries," with the lines of the Montreal and Champlain (whose railways of 83 miles connect at Rouse's Point with the Vermont Central Railway for Boston at Moore's Junction with the Plattsburg Company for New York and at St. John's with the Chambly line) has tended much to promote better access to the city of Montreal and greater facility and convenience of working generally. Since these new arrangements, dating from the autumn of 1861, an important change of traffic has sprung up, proving the desirability, if not necessity, of a closer and permanent union—such an union as would render the interests of the two companies identical as regards the production of the largest total amount of net revenue, without, at the same time, making either company responsible for the seperate bonds, debts, or engagements of the other. With these objects in view, an agreement has been prepared for the consideration of the bond and shareholders, and the board will recommend its adoption at the ensuing meeting, to be made special for the purpose. The agreement proposes to accord to the Champlain Company one-fifteenth of the total net profit earned on the two systems, with a stipulation that for a short probationary period of three years the share of the Champlain Company shall not be less than $100,000, or about 20,000*l.* per annum.

The net earnings of the Champlain Company's undertaking were $120,000 in the year 1862—the last year for which the accounts are made up, and no risk of deficiency is apprehended by the company's executive in Canada, whose reports have been carefully considered.

The proposed extension of the Grand Trunk Railway from Bonaventure street station to the Harbor of Montreal, together with the construction of elevators and warehouses capable of great extension at deep water, is likely to be realised, and the corporation of Montreal have agreed to grant 10,000*l.* towards the cost of the property required to be taken.

These measures are further arguments weighing with the board in favor of an alliance so guarded with the Champlain Company, the confirmation of which they therefore recommend.

13. A service of screw propellers, arriving and departing three times each way per week, between Chicago, Milwaukee, and Michigan Lake ports and Sarnia, commenced to run at the close of April and has already had a good effect upon the traffic receipts of this company.

14. The through arrangements with the Buffalo and Lake Huron Company referred to in the last report have been much extended and improved. A more full interchange of traffic now takes place, and an agreement has been entered into by which running powers are to be interchanged between Buffalo and Detroit for a period of three years, and an ultimate union, on the basis of the respective net earnings of the two lines in the last year of that period is proposed for the future consideration of the two companies; the previous liabilities and capital accounts of the two companies would in such event be kept entirely separate. The agreement also contemplates (but upon condition of satisfactory arrangements being first made with the co necting railways in the United States) the laying down at an early date of a third rail inside the present 5 feet 6 inch track, so as to permit the cars of the American lines on the 4 feet 8½ inch gauge to pass from Sarnia to Buffalo. All transhipment between New York and Chicago or the Mississippi River would thus be avoided and a large accession of carrying power be obtained without any other outlay of capital. Under this agreement, when all its details are carried out, the wants of the public and of the connecting railways east and west, which have been so frequently and earnestly urged, will be effectually supplied.

15. The board are happy to be able to report that cordial relations (which it is the study of the executive to extend) exist between the different railroad companies in the United States which connect with the Grand Trunk Railway, and that the general interchange of traffic is steadily improving.

For some time past, and notwithstanding every effort to the contrary on the part of the direction and executive in Canada, the arrangements with the Montreal Ocean Steam Ship Company, under which so much of the traffic of Canada and of the Western States of America to and from Europe is worked have been extremely unsatisfactory, and even now a very large sum is owing by the Steam Ship Company to the Grand Trunk Railway Company. Looking at the rapid progress of this traffic and its vast importance to the Grand Trunk and to the western railroads, who command so much of it, your board have sanctioned public proposals to make through rates for the conveyance of passengers and freight with responsible parties running steamers to and from Portland during the forthcoming winter.

16. In conclusion, the board trust that the result of the half-year's working, which reflects much credit on the company's able executive, will be gratifying to the share and bondholders.

A largely increased revenue has been earned at diminished cost, and the net available balance of revenue is larger than it has been at any previous period.

A material reduction has been made in the locomotive department, especially in the cost of fuel, and the permanent way has been improved.

The judicious management of the company's affairs has, it is believed brought about a gratifying change in the public estimate of the efficiency of the undertaking.

From all parts of the province cheering accounts are received of this year's harvest, and the board look with confidence to the continuance of a steady increase in the revenue.

Much, however, of the financial success and efficiency or otherwise of the company still depends upon the action of the Canadian Government, but your board cannot believe that, after so many injurious delays, further injury will be inflicted upon the company and the province by withholding a fair remuneration for postal services regularly and efficiently performed, and thereby preventing the consolidation of the province and the expansion of the usefulness of this great undertaking.

17. Mr. W. Chapman having resigned his seat as a director of the company, the vacancy has been filled by the appointment of Mr. A. W. Young, whose election, in the event of a vacancy, was promised by the board at the last meeting.—On behalf of the board.

EDWARD W. WATKIN, President.

Atlantic and St. Lawrence Railway.

We are frequently asked for information regarding this fixed rental of the Grand Trunk Railway Company. We are unable to say exactly what the rent will be in the course of the ensuing ten years until the end of 1872, but we believe it will be about 4 per cent. per annum to the Atlantic and St. Lawrence shareholders in the ten years, not less than 4 per cent., perhaps a little more; and that after 1872, it reverts to the original 6 per cent.

"But are the Atlantic and St. Lawrence preserved in their present position after 1872—will they then claim their 6 per cent. before the 1st preference bond interest?"

Turning to the 20th section of the Arrangements' Act by which the rents of the company are classed as part of the working expenses, and therefore the 1st preference bonds, we see no limitation in the time during which they are so classed.

But it would be a very proper question to put to Mr. Watkin or Mr. Lloyd at the next meeting—namely whether the rents will during the whole terms of their leases rank amongst the working expenses and before the first preference bonds, the first preference bonds before the second preference, the second preference before the third preference stock, and the third preference before the fourth preference? Whether the order of precedence established by the Arrangements' Act, 1862, is maintained after 1872, as it is until 1872? The rates of interest of the various stocks alter after 1872; the concessions of the various bondholders and stockholders were only for the 10 years; but we are under the impression that the order of the rents, interest, preference dividends, &c., is permanently arranged and settled by the Arrangements' Act of last year.—*Herapath.*

Hannibal and St. Joseph Railroad.

The finances of the Hannibal and St. Joseph road of Missouri, have recently been reorganized, and the new securities admitted to dealings at the Stock Exchange. The following report of the standing committee of the stock board will best explain the present position of the share capital and bonded debt of the concern:

COMMITTEE ON SECURITIES, NEW YORK STOCK EXCHANGE, Sept. 25, 1863.

In the matter of calling the securities of the Hannibal and St. Joseph Railroad Company, it appears from the official documents submitted to the committee:

1. That more than three-fourths of the original bonds of the company have been surrendered for exchange into the new securities, and a considerable portion of the remainder assented.

2. That all rights of priority and security under the original mortgages are preserved by the special trust created for that purpose.

3. The position of the company when the reorganization is completed, will be as follows:

Debt to Missouri, for State bonds at 6 per cent. being the first lien on the road, not on the lands	$3,000,000
Land bonds, 7s coupons, 1st April and 1st October, secured by first mortgage, on about 600,000 acres of land, also included with the convertible bonds, in a general mortgage on the road	3,408,300
Convertible bonds, 7 per cent., coupons 1st January and 1st July, secured by second mortgage on the lands, and included with the land bonds, in a general mortgage on the road	822,000
Preferred stock, not cumulative, 7s, $100 shares	5,309,528
Common stock, shares $100 each	2,000,000
Total	$14,539,828

The committee recommend that the old securities be dropped, and the new securities be called upon the regular list.

Minehill and Schuylkill Haven Railroad.

We hear it stated that the lease and possession of the Minehill Railroad Company by the Reading Company will be consummated to-morrow. The shareholders of the Minehill, it is understood, are guaranteed eight per cent. per annum on their stock. If this is true, the shares of the Minehill may be set down as among the most reliable of the investment securities; and the guarantee should make them worth, in these times, the par of 8 per cent., namely, $66⅔. They are now selling at about 62. The arrangement is certainly a good one for the Minehill Company, but is of much greater value to the Reading. That company now virtually commands the immense coal tonnage of Schuylkill County, which in value amounts to millions of dollars, and with the great advantage of the grade of its road to market, can compete with any rival region for the market of the country, fully protecting the producers of Schuylkill County, while it earns most satisfactory dividends to shareowners. There is no company that opens to its owners a more promising future than the Reading.—*Philad. Ledger, Oct.* 5.

Construction of Chelsea Suspension Bridge.

(Concluded from page 929.)

The Chains and Saddles.—The chains of the Chelsea bridge are four in number, two being placed on either side, at a distance apart of 32 feet. They consist of links of seven and eight bars alternately, 8 inches wide, and of lengths varying from 16.55 feet at the towers to 16 feet at the centre of the span, so as to admit of a uniform horizontal distance of 16 feet from centre to centre of the pin-holes of each link, and are connected by pins 4 inches in diameter. The aggregate section of the four chains at the towers is 230 square inches, and at the centre 217½ square inches. The span of the centre opening is 348 feet, and the deflection of the chain is 29 feet. The semi-span of the back chains is 183 feet, and the deflection 30 feet 6 inches. The length of the chain for the centre opening is 354 feet 5 inches, and the length of each of the back chains 186 feet. The mooring chains are placed at an angle of 25°, and are 95 feet long, and have an aggregate section of 235 square inches. The total weight of the chains is 340 tons. The chains are carried over the towers by means of saddles formed of No. 8, 1 inch wrought iron rectangular plates, 5 feet 8 inches long, and 2 feet 10 inches wide, placed at intervals of 1 inch apart, and bolted together by No. 10 bolts. The bottom edges of the plates are planed, and are let into cast iron plate 4 inches thick, also planed on its top and bottom surface, and which moves on ten 6 inch diameter steeled rollers, working on the cast iron bed-plate fixed at the top of the towers. The chains are connected to the saddles in the same way as the links of the chains are connected together. At the abutments the chains are diverted down the tunnels by means of saddles of similar construction to those on the towers, based on cast iron cradles, and placed at right angles to the resultant of the strains.

For mooring the chains the following means were adopted:—As has been observed in the description of the abutments, the tunnels for the mooring chains are closed at the bottom by elliptical-shaped brick domes, against which the York landings are placed at right angles to the angle of inclination of the mooring-chains. The chains pass through holes formed in the centre of the landings (the dimensions in the landings were stated in the description of the abutments). A brick semi-circular arch or invert springs from the outer face of the landings, and connects the two sets of landings of each abutment together, by which means the whole weight of the middle portion of the abutment, it will be seen, is made to resist the pull of the chains. The chains are secured by means of castings, 21 inches deep, abutting against the landings, and are divided each into four compartments, rather more than 2 inches wide, through which the chain-bars (here put two and two together) pass, and are moored by keys driven through the heads of the bars, and bearing against the mooring castings. Keys were here used instead of pins, to allow of an adjustment in the length of the chains. Similar means for adjusting the lengths of the chains were made at the saddles on the towers, but were not needed.

In calculating the length for the chains the curve may be assumed to represent a parabola, though, strictly speaking, the curve of the chains is peculiar to the construction; but, deduction being made for the stretch due to the tension caused by the appended weight, the weight so deducted will be found practically correct. Care should be taken to ascertain the exact distance of the span, as a small error in the horizontal distance will cause a serious error in the amount of deflection. It is well to provide for any discrepancy of this kind by leaving the centre links of the chains the last to be rolled; when, the error being known, it can be rectified without any serious interference with the rest of the construction.

For the erection of the chains four temporary chains were thrown across, made of 2 inch round bar iron, and placed one on each side of the line of the chain to be erected. Upon these temporary chains traveling purchases worked, by which the bridge chains were hoisted and put in place.—Four other and similar chains were thrown across beneath the former mentioned ones, to which timber platforms were suspended, and which served to carry the bars of the chains until the connexion of the links were complete. In the hope that the description may be acceptable, a few observations are subjoined respecting the manufacture of the bars.

The bars for the chains of the Chelsea Bridge were manufactured by the process patented by Messrs. Howard and Ravenhill, by which the head and body of the bars are rolled of one piece, and was effected as follows:—Piles, or, as they are technically called, balls of cleanse l scrap iron, of about ¾ cwt. each, were heated (eighteen balls being the usual charge) in a reverberatory furnace of ordinary construction, and afterwards hammered into slabs about 2 inches thick by a 4 ton wrought iron hammer. The slabs while still hot, were then piled in sets of the weight required for the respective bars, and again heated and hammered into oblong masses of iron called shingle, somewhat wider than the width for the bars, and about 2 feet 9 inches long. The time required for heating the balls of scrap was one hour and a quarter; that is, so much time elapsed from the time of charging the furnace to the withdrawal of the first ball; and the time required for hammering the eighteen balls into slabs was three quarters of an hour. It may therefore be observed, that the last ball withdrawn was nearly twice as long in the furnace as the first ball was; and it may, consequently, be supposed that some of the balls of scrap were too much and others too little heated; but the precautions adopted in the management of the furnace prevent any great irregularity in this respect. The balls first withdrawn were placed nearest the furnace; and, as withdrawn the remaining balls were pushed nearer the furnace, or otherwise, as their state required. The time for hammering a pile of slabs into shingle was about five minutes. By the two heats of hammerings the loss of iron was about 13 per cent.; and after the shingle was rolled into bars the total loss of iron was 20 per cent.; that is the bar weighed one fifth less than the scrap iron weighed from which it was manufactured. For converting the shingle into bars of the required form the shingle was heated to the required temperature in the furnace of the rolling-mills, and was then passed longitudinally through rollers till reduced to a width of 8 inches, and to a thickness of 2¾ inches. It was then transferred to other rollers, and passed through sideways; these rollers being so constructed as to act only on the extremities of the bar, which, by this means, are spread out to the width required for the heads. The bar was then passed again longitudinally through ordinary rollers, till reduced to the length and thickness required; after which, while still hot, it was straightened by being beaten with wooden mallets. The time required for rolling a shingle into a bar was eight minutes.

The next process was boring the pin-holes. In doing this the bars composing each link were placed one on another, and bored by one operation, by which means uniformity of length was obtained. Shearing the heads of the bars to the proper form was the next operation. To do this the bars were fixed excentrically on a table revolving in contact with shears, which, as the table turned, cut off the superfluous portions of the heads.

Every bar of the chains at this stage was tested with a strain of 13½ tons per square inch; the contract requiring, in order to insure material of the best quality, that the iron used should stand this strain without a permanent elongation of more than one fortieth of an inch in a ten feet length; it having been found from experiments made that up to this strain the best commercial iron did not extend more than the very best iron that could be manufactured. It may be observed, that notwithstanding this amount of strain very few of the bars had to be rejected.

The last process in the manufacture of the chains was numbering the bars and lettering the links, that there should be no mistake in erecting the chains, as to every bar being in its proper place. A few words will suffice to explain how this was carried out. The chains were divided into eight portions, and named A, B, C, D, E, F, G, H, respectively. The chain A extended from the moorings on one side to the centre of the bridge, where it was joined by the chain B, which continued to moorings on the other side, and so of the other three remaining chains. The heads of every bar of every link were then stamped with the letter of the chain to which it belonged, and numbered; the heads of the first links at the moorings being numbered 0, and the heads of the other extremity of these links 1.—The heads of the second series of links were numbered 1 and 2; of the 3d series 2 and 3; and so on throughout the whole length of the chains. The bars of every link were also numbered 1, 2, 3, 4, 5, 6, 7, 8, showing the position they occupied in the link during the operation of boring.

The engineer considered it highly advantageous to the successful completion of this part of the bridge that the chains were prepared by Messrs. Howard, Ravenhill & Co., who spared no pains and no expense to carry out his instructions to produce a perfect structure; and so far from their making any attempt to evade any condition of the contract for their own advantage, the perfection of the work was their chief consideration.

It will show the excellence of the iron they produced to state that, whereas the late Mr. Barlow deduced that the stretch of iron was at the rate of one ten-thousandth part of its length for each ton, the iron which Messrs. Howard, Ravenhill & Co. produced for the bridge only stretched from one fifteen-thousandth to one fourteen-thousandth part of the length per ton, being above fifty per cent. less than Mr. Barlow's.

As so much depends upon an honorable contractor in the execution of a work, Mr. Page authorized me to make these observations in justice to Messrs. Howard, Ravenhill & Co.

Of the Probable Load.—Before considering the strain to which the chains are liable, it would be be well to investigate the amount of load to which a bridge may be subjected.

M. Navier, a great authority on suspension bridges, calculated the load likely to occur on a bridge at 42 lbs. per square foot. The standard proof for suspension bridges in France is 200 kilogrammes per square metre, which amounts to 41 pounds per square foot, the proof load required by the French Government.

For troops on march, 21 inches in rank and 30 inches in pace are allowed, giving 4.37 superficial feet per man; which, at 11 stone each, would be 35¼ lbs. per square foot.

The load taken in the calculations for the Menai Bridge was 43 lbs. per square foot super.

An experiment was made by the engineers of the Chelsea Bridge, by packing picked men on a weigh bridge, with a result of 84 lbs. per superficial foot; but it is not within the limits of probability that such a crowd could accumulate on any bridge.

Seventy pounds per square foot of platform are assumed as a standard for the load that may come on a bridge; as being the utmost load that the platform could hold; supposing it, in fact, quite filled with people crowded as close together as they could be. This, it is true, is not often likely to happen; but it may do so on a public occasion; and needs, therefore, to be provided for.

The march of cavalry, or the passage of cattle, is not so productive of dangerous effects as troops on the march, inasmuch as cavalry take up more room in proportion to their weight and do not preserve a uniform pace.

As regards the greatest moving load or crowd, it is an acknowledged fact that it is impossible for a body of people on the move to occupy per man less space than trained troops; and as I have before shown that troops on the march do not produce a greater dead weight than 35¼ lbs. one may safely assume that the dead weight due to a moving crowd will not amount to so much.

Of the Strain on the Chains.—Having described the various loads that may come upon a bridge, it

may be useful to show the strain produced on the chains of the Chelsea bridge under the several circumstances.

The strain on the chains from their weight alone is 1 1-10 ton. The strain from the weight of the platform and road alone is 3.32 tons, giving a total strain produced by the structure alone of 4.42 tons, or 9.08 tons below the proof strain.

The strain on the chains from the weight of the structure and a load of 70 lbs. (being the weight per square foot of a dense crowd) is 7.60 tons—or 5.9, nearly 6 tons, below the proof strain; so that the chains will carry in addition the weight of the structure nearly three times the greatest crowd that can come upon the bridge, before the proof strain is arrived at. Taking the breaking strain of the chains at 28 tons, we should require seven and a half times the greatest possible load to be brought on the bridge to produce that strain.

Before concluding these observations on the Chelsea bridge it may be interesting, without taking into consideration the high quality of the iron, to compare the strain on the chains with other suspension bridges: and for this purpose I may refer to the Hammersmith and Pesth bridges as fine examples of bridge engineering; both being built by the same engineer, Mr. Tiernery Clarke, at distant intervals; the Hammersmith bridge having been open 36 years, and the Pesth 14 years.

The Hammersmith bridge is 710 feet 8 inches between abutments, the span of the main opening is 442 feet 6 inches, the deflection is 29 feet 6 inches, the useful width of platform is 30 feet, the sectional area of the chains is 180 square inches, the weight of a square foot of road 63 lbs., and the strain per sectional inch upon the chains from a load of 70 lbs. is 8 86 tons: the chains were proved up to 9 tons, leaving a margin of 14 tons between the proof strain and the strain from the greatest load.

The Pesth bridge is 1262 feet between abutments, the central span is 666 feet; the deflection of the chains is 47 feet 6 inches, or 1-14th of the span; the available width of roadway is 36 feet 3 inches; the weight of a square foot of suspended roadway is 74 lbs., and the chains have a sectional area of 510 square inches.

The strain produced on the chains with a load of 70 lbs. per square foot is 7.72 tons, or 1.28 tons below the proof strain, all the bars having been proved up to 9 tons.

The margin or allowance between the strain from the greatest load and the proof strain is therefore as follows:

Hammersmith Bridge	.14 tons.
Pesth Bridge	1.28 tons.
Chelsea Bridge	5.9 tons.

Our Canal and Railway System.

In no part of the world is there such a vast net work of Railways as in the United States; never elsewhere was so much work accomplished in so short a time. This is not only in consequence of the natural enterprise of the people, but the spirit of emulation among them as inhabitants of rival and ambitious States. If ours had been a single consolidated Government, it is more than probable from the vastness of the area to be traversed, and the facility with which opposition from remote parts could have been brought to bear and concentrate upon any one project of the hour, no matter what its merit, there is little doubt that our present Railways would have occupied a hundred years or more for their construction. Our system has been and will be one of our elements of strength. The States have always had and will yet always have enough to do, to fulfill their original purpose, without claiming the exercise or rights of nationality, and sovereignty, to which some of our erring brethern have pretended, and by which they have befogged themselves and lost their way. There never was any such thing in this country as a state sovereignty. The first Congress was an assembly of delegates from provinces under charter or proprietary governments, subject to the Crown, which for a long time after the revolution broke out, declared their desire and intention to return to their allegiance, when their very reasonable propositions were accepted. The first idea of the formation of States came from a resolution of Congress recommending it, and from that day to this, whether in the old confederation or under the new constitution they have been fully and entirely subject to one and the only sovereignty, that of the Nation in Congress assembled. Mr. Madison was of this opinion as will be found by reference to the debates on the adoption of the constitution.

In the sphere then which the States have occupied and should still occupy, their functions have been remarkably well exercised and in nothing more than in encouraging, establishing and maintaining the great channels of domestic intercourse, either within their own limits, or by connecting them with their neighbors. The best thing a State could do, or its Governor and Legislature could do, was, not to meddle eternally with abstract questions of National policy or our foreign relations, but to see that their own citizens were well and happily employed, educated, protected, advanced; that their industry was rewarded, their facility of intercourse and transit extended to its utmost possibility, and that Religion, Education, Industry and Commerce were their common blessings. The Canal system under this early view of the nature of our State Governments was the first object of development. No less than seventy seven canals great and small, exist in various parts of the United States, the work of long years of care and expenditure. About thirty five hundred miles of canals were accordingly furnished and put in successful operation. The longest lines constructed were as follows:

The Erie	350 miles.
The Ohio and Erie	307 "
The Wabash and Erie	379 "
The Genesee Valley	107 "
The Delaware and Hudson	108 "
The North Branch Pa	105 "
The West Branch and Susquehanna Pa	117 "
The Pennsylvania	156 "
The Erie, Pa	136 "
The Chesapeake and Ohio	184 "
The James river and Kanawha	147 "
The Miami and Erie	178 "
The Illinois and Michigan	102 "

Upwards of forty other canals of various sizes under one hundred miles in length were built in connection with navigable rivers and natural water routes, North and South, thus creating the largest and most useful artificial water communications in the world, with the exception of those of China.

The discovery of the Steam Engine as applicable to the propulsion of vessels, led to driving locomotives on iron roads. This created the present railway system, and immensely enlarged the sphere and the power of human industry. In 1850 these railways in the United States extended in length 8,588 miles. In 1860 their aggregate length was 30,592 miles, and in 1862 our railways open and in progress of construction extended 51,114 miles. Every year since, the extension of the system has gone on. The new states and territories are continually increasing the demand for them, and the great Pacific railway is already commenced, with a vigor which ensures its construction at an early day.

In looking at a railway map, we discover some curious features. One of the first objects of the system was to reach the seaports whether on the Atlantic or the Gulf, then the great towns on the Northern lakes, then connections between great commercial centres, inland and on our navigable rivers. Natural routes, those of which Nature had been the Engineer, were sure to be selected, for the comparative ease of their grades. It has been suggested that in the Southern States, there were accompanying considerations with regard to location in view of future military operations, even when Northern capital was employed in the construction. Another policy has prevailed to a remarkable degree, that of tapping great lines by transverse connections, and creating parallel lines when the traffic promised to be enormous. Looking at the map we see that the state of New York has its principal net work of railways West of Utica, having a Northern and Southern direction; while the East half of the State as determined by a line drawn from Ogdensburg to Port Deposit on the Delaware, shows a vast blank with but two principal lines runing eastwardly and westwardly through this large space. The mountains of both regions simply making direct and long lines impracticable even if they were necessary. It is extremely to be regretted that the Lake Ontario and Hudson River Railway has never been constructed, for it would have opened up a timber and iron region as valuable as any of that class in the North. In the State of Virginia we perceive but two long lines, very circuitous, one connecting with the Ohio, and the other with the Gulf, several others of less extent and more direct, with ports on the Atlantic, as Wilmington in North Carolina, which accounts for its being a favorite and convenient place of resort for the blockade runners. In Kentucky from two points, Lexington and Danville, the chief railways diverge North and South, from the line between those two places like the sticks of two fans with a connecting handle, Indiana, Illinois and Ohio, are crossed in all directions by railways at large angles. Those in Missouri few in number, struggle off Northwardly, Westwardly and Southerly, apparently without termini, receiving at two points on its river of the same name, all that it requires from the East, at St. Louis and Cairo. But we have not time to complete this birdseye view of our railway system. We may refer to it again, as it shows us the tendency of our internal trade and traffic, the march of population, and the direction in which the star of Empire takes its way.

Philadelphia Passenger Railways.

Our city railroads are being extended with great rapidity, and no great length of time will elapse before every point of our city and suburbs will be in easy reach of the business centre through the agency of these roads. There is now in contemplation a railway from Frankford to Holmesburg, a distance of four miles, and thence to Bustleton, two and a half miles, or six and a half miles in all, passing through a beautiful portion of our city suburbs, and accommodating a large and increasing population. The books of subscription to the stock of this company will be opened on the first of October, at Holmesburg, and already assurances are given that the stock will be readily taken and the construction of the road prosecuted with energy.—*Philad. Inq.*

A Northern Pacific Railroad and Telegraph.

Our readers will remember a paragraph in our paper a few days since, stating that C. J. Brydges, Managing Director of the Grand Trunk Railway, and several other gentlemen prominent in Canadian commercial enterprises and Canadian politics, were at St. Paul perfecting arrangements to build a telegraph line from that city to Fort Garry, and thence up the valley of the Saskatchawan across the Rocky Mountains to the Pacific. Some of the gentlemen referred to have returned, and from them we learn that the early completion of the line is placed beyond any probable contingency. Indeed, matters have so far progressed that it is expected that it will be all finished during the next summer. Our readers are already informed that the Russian Government are building a line across Asia, down the valley of the Amoor, and thence it is to run to Behring's Straits, where it will meet the line or lines across the American continent, thus connecting the new and old world in bonds which it is to be hoped will never again be severed. The building of this new line will be a source of much benefit to our own country as well as to Canada. The California company will no longer have a monopoly of the news between the Western and the Eastern coasts of the continent, and besides the Northern route is something like a thousand miles the shorter, costing less and therefore able to make better terms for the transmission of dispatches.—Another fact connected with this subject indicates a new and most important movement in the development of the American continent. It is the intention of the company to promote and establish a cordon of settlements at short distances entirely across the continent. Our readers will remember that, with the exception of the one surveyed by Stevens for the Pacific railway, the Northern route, from the capacities of its soil and climate is the only one that can sustain a prosperous population from the Atlantic to the Pacific. Recent discoveries have proved beyond a question that large gold deposits exist upon the headwaters of the Saskatchawan, and a railway is already projected west from Fort Garry. Perhaps in one and probably in two decades at most we shall have a direct line of railway over this northern route across the continent. The readers of these columns know that north and west of Lake Superior, lies what has been appropriately called "the undeveloped portion of the North American Continent"—a country vast in extent, and whose agricultural, mineral and commercial resources fit it to contain an immense population, with all that can promote and sustain the highest type of our Christian civilization. Not many generations can pass before it will become a vast and powerful empire in itself.

The civilized world has long known that the policy of the old Hudson Bay Company was borrowed from Japan. They always did all they possibly could to discourage settlement, and a knowledge of the climate and the resources of the country they governed was carefully concealed from the public eye. Recently the franchises of the old organization have passed into the hands of a wiser and more energetic company, who have adopted a policy in accordance with the more just and liberal views of the age. They will promote the settlement of the country by all the means in their power, and the line of telegraph now projected is the first fruit of their enlightened management.

In this connection it gives us pleasure to add that arrangements have been perfected to push forward the Pacific Railroad of Minnesota to meet the wants of this new development. It will probably reach the British American line in the vicinity of Pembina, and thence be pushed forward to the valley of the Saskatchawan much sooner than our most sanguine readers would dare to predict. It is understood that the President of Company, Mr. Edmund Rice, has made arrangements with English capitalists to furnish funds for the work as fast as they shall be wanted to carry it forward with all reasonable dispatch. And right here the deep interest which our city and the Northwest have in these movements can be readily seen and appreciated. The outlet for all the vast fertile country of which we have spoken, and of this projected railway to the Pacific, must, from the nature of things, be around the south end of Lake Michigan. The country north of Lake Superior, for many hundreds of miles, is too mountainous, cold and inhospitable to allow of a connection between the Grand Trunk Railway of Canada and the great northern road to the Pacific. Right here in Chicago is where these great continental lines will find their most southerly trade, and here is the great central city of transfer and exchange for both seaboard of the continent. Of their effect upon the prosperity and the destiny of our city, it were useless here to speculate.—*Chicago Tribune.*

Illinois Central Railroad.

This road is now attracting more attention from our capitalists than any other in the West. It is a new thing for our people to buy railroad stocks of any kind, as heretofore there have been other channels where capital could be used more advantageously and profitably than in dividend-paying railroad stocks.

We learn, on good authority, that parties here have purchased over twenty thousand shares of the stock within the past month, and as they have a thorough knowledge of its value, we have no doubt but that it will prove a profitable operation to them. But in order to give the outside public some idea of the real value of this road, we have gathered up the following facts in regard to it:—

Whole bonded debt of the road	$14,500,000
Capital Stock	17,500,000
Total	$32,000,000

The assets are as follows:

Bonds and mortgages secured on land	$11,000,000
1,200,000 acres of land, at $15	18,000,000
Cash in bank	2,000,000
Total	$31,000,000

This shows enough, within a million dollars, to pay off the bonded debt, and to pay back to the stockholders the par value of their stock.

In addition to this, the company has the largest amount of rolling stock of any road in the West. It is at present composed of over 3000 first-class freight cars, 100 passengers and mail cars, and 150 locomotives, all finished in first-class style and with the latest modern improvements.

The estimate of $15 per acre for their unsold lands is low, as some of the best farming lands of the State are yet held by them. The sales of lands are now made in small parcels, to be cultivated and improved. Of the last 2000 sales made by the Company, the average quantity of each sale has been only sixty-seven acres. The eleven million of land notes, secured by mortgages on lands heretofore sold by the Company are good beyond a doubt. The principal of these notes has already been reduced by payments over 25 per cent., which leaves the balance undoubtedly secure. The interest the present year will amount to more than all the principal paid on them in 1861, and the fact that the lands mortgaged are, from the improvements made on them, worth, in most cases, three times the amount of the incumberances, will insure the certain payment at maturity of all the mortgages.

The Road this year, with its great feeder, the Mississippi river, closed, will earn the enormous sum of $4,500,000. Deduct 50 per cent. for operating expenses, which is more than the average for the past two years, and it will leave $2,250,000, net earnings, which will pay over 7 per cent. on $30,000,000 of capital stock. This, too, with the country only one-third settled along the line of the road. If our State goes on filling up the next five years as it has the past five, it will be safe to calculate upon an increased traffic to the road of at least 25 per cent. per annum. The road does not owe one dollar of floating debt, is in perfect order along its whole length, and has replaced nearly all its old wooden bridges with iron ones, which will stand a century. At an early day, the company secured a large tract of land for depot purposes, which is now in the business portion of the city, and very valuable. Should they find it to the advantage of the road at any time hereafter to remove their depots from their present situations, the lands on which they stand would quickly sell for upward of $3,000,000.—*Chicago Tribune, Sept.* 28.

Flax Commission.

Under the appropriation of $20,000, by the last Congress, to test the qualities of flax, and the best modes of proparing it for manufacture, Hon. J. H Morehead, of Pittsburg, Dr. J. D. Warder, of Cincinnati, and W. M. Bailey, of Providence, R. I., have been appointed the Commissioners. They may be addressed at Agricultural Bureau, Washington.

Presentation.

Mr. R. S. Allen, having retired from the situation of Superintendent of the locomotive department in the New Brunswick and Canada Railroad Company, has been presented with a gold watch and appendages, by his subordinate officials, in token of their esteem for his valuable services and kind deportment.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Sept. 25, 1863, was as follows:

Passengers	$27,321 06
Freight and live stock	32,093 54
Mails and sundries	1,314 16
Total	$60,728 76
Corresponding week of 1862	65,334 91
Increase	$4,606 15

The earnings of the Grand Trunk Railway for the week ending September 19, 1863, were:

Passengers	$42,121 43
Freight and live stock	49,752 64
Mails and sundries	2,800 00
Total	$94,674 07
Corresponding week, 1862	73,632 66
Increase	$21,041 41

The approximate earnings of the Marietta and Cincinnati Railroad, in the 4th week of September,

1863, were	$29,252 00
Do., 1862	17,160 00
Increase	$12,092 00

The earnings of the Chicago and Rock Island Railroad for the 4th week of September, 1863,

were	$50,596 00
Do., 1862	35,296 00
Increase	$15,300 00

The earnings of the Chicago and Alton Railroad for the 4th week of September, 1863, were:

Passengers	$16,356 58
Freight	23,983 92
Sundries	1,059 23
Total	$41,399 73
Same week last year	28,070 50
Increase	$13,329 23

Joliet road proportion is included for both years.

The earnings of the Galena and Chicago Union Railroad for the 4th week of Sept., 1863, were:

Freight	$63,188 32
Passengers	13,981 38
Mails	1,300 00
Total	$78,469 70
Same week, 1862	62,165 46
Increase	$16,304 24

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	45,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,084	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	220,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	156,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,567,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,865	209,391	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,381	63,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,887	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,589	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,203	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,324
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,580	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	160,716	261,566	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,464,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,102	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	99,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	243,851	273,722	203,492	134,972	2,008,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,984	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,338	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	215,449	215,449	308,169	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,392	868,985	811,458	730,786	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,235,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	404,898	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139 629	1,403 147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,379	130,700	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	804,600	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	102
" " " 1850	700,000	6	Jan. & July.	"	1880	102⅜
" " " 1855	1,128,500	6	Jan. & July.	"	1875	102
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110¼
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103⅜
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	106
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	106
" " $800,000	790,600	6	"	"	1870	104
" " $675,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	103½
" " $2,800,000	867,000	6	"	"	1889	105
Consolid. Mort. Loan $5,000,000				"		108½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	107
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	122
" " " inconvertible	3,034,000	8	" "	" "	1883	122
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	85,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	103
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	97
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105¼
General 1st Mortgage	3,600,000	7	" "	" "	1885	92½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	98
2d Mortgage	2,000,000	6	" "	" "	1890	72
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	674,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103½
4th Mort. (M. L.) or 3d Extension	1,059,928	6	" "	" "	1886	83
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	112
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (D. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	96
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	108½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buf. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	106
1st Mortgage (Extended)	871,000	7	" "	" "	1882	114
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	105
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	5,000,000	7	April & Oct.	" "	1881	80
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	49
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	199,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	112
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,849,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	118
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	119
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston,	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6			----	---
1st Mortgage	260,000	7			----	----
2d Mortgage (convertible)	1,000,000	7			----	----
3d Mortgage	600,000	7			----	----
Guaranteed by Covington	200,000	6			----	----
Cincinnati (exchanged)	100,000	6			----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†			----	----
City of Keokuk, (special tax)	150,000	10†			----	----
Lee County, 20 years	150,000	8			----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8			----	----
City of Keokuk	200,000	8			----	----
Henry and Louisa Company's	50,000	8			----	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	111
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†			----	----
Farm Mortgage	1,087,700	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	103½
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6			----	----
Mortgage	24,000	7			----	----
Mortgage	10,000	6			----	----
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7			----	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	$10,000	6			----	----

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6			----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	117
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	113
2d General Mortgage	2,650,500	7	" "	" "	1877	106½
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8			----	----
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.	----	103
2d Mortgage	200,000	8	" "	" "	----	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8			----	10
2d Mortgage	600,000	8			----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	106½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7			----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.	----	----
2d Mortgage (S. F.)	400,000	8		" "	----	----
Oskaloosa Division	560,000	7		" "	----	----
1st Land Grant	2,000,000	7		" "	----	62½
2d Land Grant	700,000	---		" "	----	---
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6			----	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6			----	----
Tennessee State Loan	674,860	6			----	----
Alabama State Loan	389,410	6			----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---			----	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	6			1866	----
Muscogee:						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			----	----
Chat. and Clev. Subsc. (endors.)	231,000	---			----	----
***New Albany and Salem:**						
Crawfordsville	175,000	7			----	----
1st Mortgage	500,000	10			----	----
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mortgage (S. F.)	566,000	8			----	----
New York Central:					1889	----
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	109
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	116
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102½
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	105
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	134
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	104½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	110½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	112
3d Mortgage	6,000,000	7	" "	" "	1883	112½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	108½
5th Mortgage	1,791,500	7	June & Dec.	" "	1868	109½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	111½
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	101
3d Mortgage	950,300	7	Jan. & July.	"	1867	102
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Conpons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	102½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100
2d Mortgage	3,077,000	7†	" "	" "	1861	25½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96
Chattel Mortgage	360,000	10	" "	"	1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "		
Construction	3,235,000	7	" "	" "		55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	111
2d Mortgage	2,421,000	6	April & Oct.	"	1875	105
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	105½
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	5	" "	"	1880	109
" 1844, (convertible)	863,000	5	" "	"	1880	109
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	123
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	135
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	105
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	86
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1885	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	74
2d Mortgage	937,500	7	" "	"	1863	16½
3d Mortgage	440,000	7	" "	"	1863	4
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Six per cents	422,324	6			1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	124,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000					----
South-Western (Ga.):						
1st Mortgage	631,000				1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000					----
2d Mortgage	450,000					----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					----
St. Louis County Subscription	1,000,000					----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	104
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	87
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	100
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	95
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	95
Interest Bonds	245,700	7				94
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	85½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£893,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	108½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State.	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451, 36	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	36,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	.....	.....	600,431	.....	.....	.....	.....	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,338,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	60,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,057,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,889	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11½	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	208,420	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H.	4	.....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156.905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,852	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,096	12	128
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,567	66.4	294,173	353,664	158,927	—	97½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,152	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,288	10,290	9	.....
								FLORIDA.													
.. .. '62	154.2	—	—	150	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,690,175	229.0	879.468	1,715,025	764.574	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.5	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976.381	1,225,001	457,794	—	82
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,584	—	13,179,500	265.0	1,308,146	2,412,821	1,206,039	8	125½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,355,000	226,641	13,147,136	242.0	.....	1.083,054	448,503	—	41
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,009,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	109½
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580.000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.6	—	60	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	.....	10,551,145	341.7	1,420,341	1,777,541	884,605	6	112½
31 May, '62	174.5	5.5	14.3	—	20	21	472	Great Western	2,054,890	*	—	1,600,000	2,391,000	.....	.....	180.0	404,700	591,409	237,605	—	65½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	10,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,449,827	1,870,723	4	128½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	....	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '62	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000.000	100.0	oper. by	Bur. &	Quincy	—	.....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	260.0	.....	1,117,693	568,020	—	65½
								INDIANA.													
— — ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,288,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,889	1,685,900	1,364,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	87
31 Dec. '62	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,406	11,036	2,193,339	84.0	.....	450,079	247,338	—	.....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	.....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	.....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	.....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,811,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,766	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	869,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	34
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0 00.	.....	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '62	29.0	—	....	—	13	10	230	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	.....	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	....	—				Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	.....	1,665,859	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.9	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	2,293,200	198,785	9,840,067	269 0	374,997	822,998	508,591	—	.....
.. .. '59	18.8	—	....	70.2	...	...	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
1 Aug '60	43.7	—	....	126.3	...	...	.....	*Vicksburgh, Braveport & Texas*	1,062,091	*	—	1,283,015	248,959	198,434	1,710,819	55.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	36.5	—	.....	—	6	4	74	Androscoggin	1,050,000	*		151,833	444,638	205,584	757,381	36.8	76,344	79,761	43,461	—	—
31 May, '62	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,733,857	184,812	2,385,130	137.0	171,593	254,242	74,105	—	6
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,472,000	—	7,983,476	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	.....
31 May, '62	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,829	1,213,000	73,912	1,960,674	54.7	oper. by	Am.&K.	55,573	—	.....
31 May, '62	51.3	—	.....	—	19	3	103	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,476	207,434	94,500	6	110
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	788,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	23,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,679,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	92½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,306	30.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402 054	9,838,621	155.0	940,558	1,920.641	927,341	—	45
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,909	136,191	6½	106
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,056	4,774,086	119.3	615,761	835,137	378,123	7	128
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,482,989	61.8	435,121	702,222	355,362	8	132
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	427,416	100,000	4,500,000	—	93,654	5,235,584	83.6	564,117	1,006,130	490,304	8	137
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,885	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,586	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	105
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30.000	4,786,000	89.0	452,168	635.629	315,734	—	102½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,760	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,829,341	93.4	34,542	580,580	254,146	6	115½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	294,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,749	—	292,951	303,014	—	606,681	29.8	27,424	16 344	1,233	.....	.....
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,886	50,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	658,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134.178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	320,340	234,900	140,902	597,386	.....	oper. by	B. & M. Co.	.....	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	15	N. York and Boston Air Line	832,464	46,269	—	243,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	154,058	4,187,740	102.1	588,585	580,150	312,031	6	143½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,986	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381.470	82,543	—	243 503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,225	—	259,685	150 000	1,456	531,715	11.5	22,218	64.425	20,484	—	15
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatun.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	28,376	9	126
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112.24	216,065	115,241	—	42
30 Nov. '62	166.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb.& W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,995,922	934,564	8	149
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,245	200,744	92,979	5½	82
								MICHIGAN.													
1 Jun '62	17.3	—	—	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,598	.....	—	.....
-- --	--	—	--	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	--	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7.999,489	—	14,834,955	329.3	1,448,558	2,946,580	1,674,200	8	125
31 Mar. '63	246.0	281.0	.....	—	88	110	1,108	Mich. S'th'n & N'th'n Indiana	13,618,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	89
-- --	--	—	--	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Miss. sippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	796,285	456,949	275,960	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	—	—	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	3.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	163.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	163.8	.....	444,460	182,595	—	.....
31 Dec. '62	52.0	—	3.6	—	—	—	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	3.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	203,360	92,712	—	43½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,035,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	45½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	84,045	10,492	—	.....
31 Mar. '62	84.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	64½
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	102½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	168,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,424	74,885	7	118
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	.....
30 Nov. '62	89.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,662	4	72½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,362	2,089,500	172,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,238	*	3,971,080	5,009,200	8,620,181	.....	.....	124 2	.....	3,040,148	1,728,548	10	175½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,336	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	11½
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672.113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774.341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	.....	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. .62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	53,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,268,563	1,250,000	143,803	2,597,161	—	[2 mos.	10,588	—	—	25
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,397,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	33.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,328	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	P. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,814	6,367	—	891,575	200,000	8,500	1,100,075						
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.			—	.....
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	.....
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	by Tioga.		44,100	—	.....
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	3.24	236,036	5.4	464,073	62,327	16,231	3	.....
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	679,987	119,225	—	492,950	252,100	62,967	807,217	14.5	803,720	127,845	10,867	—	.....
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,623	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,769	—	.....
30 Sep. '62	142.0	—	15.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,477,858	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	427,522	1,007,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	—	20	Coney Island and Brooklyn	501,364	*	—	493,500	7,000	2,717	503,517	10.8	132,036	27,457	.....	—	66
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	.....
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	.....	30,000	6	.....
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,955,792	*	—	19,978,200	19,831,500	480,065	40,288,365	663.0	4,582,389	7,863,973	2,935,342	—	110
30 Sep. '62	144.9	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	288,424	13,426,040	148.0	1,162,545	2,637,529	1,269,954	—	136
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	285,457	109,157	2½	47
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,309	New York Central	26,267,149	5,257,977	782,680	24,000,000	14,279,553	—	41,866,836	654.9	5,368,772	9,356,828	3,749,077	6½	136
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	140
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	6	.....
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	.....
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,991,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	.....
30 Sep. '62	35.9	—	2.2	—	6	19	54	Oswego and Syracuse	1,088,865	110,026	—	396,240	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	.....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,345	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	858	Rome, Watert'n & Ogdensb'g	3,092,078	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	95
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,984	—	—	300,000	—	—	480,984	incl.	in Rens. & Sar.	.....	.....	—	.....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,922	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	.....
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	900,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,094	209,628	—	750,000	25,000	—	1,089,317	4.0	1,991,960	388,035	88,285	10	.....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	297,106	50,443	—	63,102	193,687	70,919	327,708	13.0	60,277	37,010	.....	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,368,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	.....
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,052,708	103,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,971	808,500	271,097	1,686,508	50.0	247,898	271,158	154,958	—	.....
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	484,999	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	.....
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,901	—	—	30,000	680,000	—	752,901	.....	oper. by	the 4	Comp'a.	—	.....
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	802,089	*	—	811,960	—	—	802,089	34.9	61,344	71,899	6,887	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,505	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,622,757	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,222	*	107,000	1,540,213	791,055	102,391	3,114,964	171.9	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	220,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	—	868,929	—	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	280,681	—	.....
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,890	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	25
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,970	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,637	20	155
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,555,163	298,789	23,340	1,936,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,500,000	1,500,000	—	.....	86.7	484,497	1,561,628	915,923	3½	185
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	.....	3,882,712	4,324,605	94,229	8,251,648	208.5	.....	1,436,317	552,800	—	107½
31 May '63	109.2	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	560,727	55,025	3,526,500	3,067,395	—	7,310,858	188.6	663,371	1,361,537	747,562	4	120
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,663	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,126	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,380	246,565	541,249	1,490,800	282,900	—	2,076,502	oper	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,747	539,553	4,800	2,452,217	2,904,190	810,424	6,509,826	144.0	414,779	663,705	427,072	—	.....
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,175	104,912	.....	307,240	716,000	80,845	.....	36.6	.....	62,025	3,505	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,498	*	.....	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	.....
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	.....
— — '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,367	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,630	*	—	118,865	50,000	2,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,128	492,979	442,283	2,981,26	1,400,000	—	4,379,806	138.0	346,882	1,632,488	659,049	15	129
1 Feb. '63	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84,135	9,874,894	226.6	31 mos.	1,179,202	328,974	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	14
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	599,400	232,179	2,697,090	2,488,525	7,800	5,401,088	205.9	418,328	599,880	115,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,369,419	*	—	948,770	1,313,800	105,610	2,668,237	125.0	214,404	239,395	82 988	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	63,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,000,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,166	*	14,038	2,385,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,402	—	70
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	378,455	58,811	.....	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	.....	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	.....
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	75
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	279,880	.....	—	8
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	950,900	270,500	56 545	1,384,456	74.5	.....	255,560	165,427	8	.....
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	185
31 Oct. '62	35.8	1.1	8.2	—	7	4	67	East Pennsylvania	878,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	113,393	98,654	—	.....
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	38
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	83,826	10	.....
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	85.5	oper. by	Penn.	R.R.Co.	7	69½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	.....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	670,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	22½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,835	205,000	2,662,833	80.0	242,400	307,389	149,056	—	.....
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,290	822,927	460,516	8	80
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	48½
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,266	130.0	.....	451,918	174,455	8½	63
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,196,360	280,000	6,447,780	66.4	263 334	397,186	218,960	—	20¾
31 Dec. '62	355.6	55.5	318.0	—	258	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,527,400	—	28,324,213	441.4	.....	10,304,291	4,873,218	8	69½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,265	—	1,243,500	438,900	—	1,852,666	24.0	229,958	262,338	129,742	6	58½
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157,789	12,129,857	190.0	218,574	413,472	180,900	—	28
30 Nov. '62	147.4	5.6	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,545,929	12,036,100	94,466	25,523,164	355.0	2,088,166	3,911,586	2,096,776	—	62
31 Oct. '62	81.0	—	0.6	43.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	218,000	576,000	175,000	930,000	81.0	58,219	97,416	20,961	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	582,422	51,460	—	999,200	250.000	—	1,249,200	28.2	102,364	432,351	228.844	8	----
31 Oct. '62	95.9	—	34.8	—	87	110	630	Phila., Wilmington and Balt.	6,979,924	744,426	341,129	5,620,500	2,579.000	—	9,508,406	200.5	582,515	2,250,362	1,080,995	9	68½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,191	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50.379	—	82
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsbg, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	87½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,350	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,669	1,297,256	----	57,928	159,534	99.060	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	9?.862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	302,600	311,870	140.707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	4.7,.17	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,283	151,536	6	----
-- -- '55	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	----------	841,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	935,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,123	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1860	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,037,367	*	—	1,229,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	936,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1860	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	—	----------	----------	----------	—	----
1860	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	268,721	740,000	----------	----------	—	----------	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
3d Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,032,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	—	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	36.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110 0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
-- -- '59	28.0	—	----	756 0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,608	----------	90.7	93,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	960,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713,418	191,466	—	.60
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	----------	----------	1,378,500	----------	----------	1,378,500	ope	r. by Vt.	Central	----------	4	163
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,278	7,187	—	----
30 Jun '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	----------	----------	----------	—	----
30 Sep. '58	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	11½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	944,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,763	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.6	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	74
-- -- '57	50.0	—	----	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,765,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	----
-- -- '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
-- . '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	2,196,810	533,990	—	----
31 July, '62	229.0	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	26,104,725	357.0	----------	1,221,145	585,885	1½	----
-- -- '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
-- -- '62	54.0	—	----	—	5	8	11b	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July, '61	80.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	186,000	1,779,232	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.0	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	153,416	139,107	57,181	—	—
								NEW GRANADA.													
1 Dec. '62	48.	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5 000,000	3,375,000	—	10,763,728	48.7	—	1,743,204	1,013,444	13	188½

New York Stock Exchange.

Actual Sale Prices for the week ending October 7.

	Th 1.	F.2.	Sat.3.	M.5	Tu.6	W.7.
Buffalo & State Line	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	110	----	----	----	----	----
California 7s	121½	122	122	----	125	----
Chicago & Alton	80	----	----	80	80	82
" " pref.	----	----	90	91	92	----
" " 1 M.	----	----	----	----	----	----
" " Inc.b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	122¼	123	125	----	125½	----
" " 8 p.c.	122	----	----	----	----	----
Chic. & Northwest'n	36	36½	36½	37½	39	41½
" " pref.	55	----	----	56	----	----
" " 1st M.	90	----	----	90½	92	92½
" " 2d M.	67½	68	68	69	70	72
" " S. F.	----	----	106	----	----	----
" " A. B.	----	----	----	----	----	----
" " L. B.	----	----	----	----	----	----
" " Ap.Ext'n.	----	----	----	----	----	----
" " G.B.Ext.	----	----	----	----	----	----
Chicago & Rock Isl.	106½x	107	107	108½	108¼	109½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	101½	102	102	104	105	107½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	103¼
" " 4 M.	83	----	83	----	----	----
Clev. and Toledo	117½	118½	119	119½	119½	120
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	31	31½	----	33½	34½	33½
Del. & Hudson Canal	----	----	----	161	161½	----
Del., Lack. & West.	----	----	----	----	----	185
" " 1M.8p.c.'71-6.	----	----	----	----	----	----
" " 2M.8p.c.'81	----	----	----	----	----	----
Erie	106½	107½	107½	108	108½	110
" pref.	104½	104½	105	104½	105½	----
" 1 M. 7 p.c. '67	----	----	----	110½	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	112	112½	112½
" 4 M. 7 p.c. '80	----	----	----	----	----	108½
" 5 M. 7 p.c. '85	----	----	----	----	----	109½
Galena and Chicago	108½	108½	109½	111½	112	112½
" 1M.7p.c.'63	----	----	----	----	----	----
" 2M.7p.c.'75	----	----	----	----	----	----
" 1M. Ex.'82	----	----	----	----	----	----
Hann. & St. Jo. pref.	----	----	----	----	----	41
" " bonds	----	----	----	----	----	----
Hudson River	131½	133	133½	135½	134½	136½
" 1M.7p.c.'69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c.'75	----	----	----	123	----	----
" conv. bonds	----	----	----	----	----	----
Illinois War Loan	101	----	----	----	----	----
Illinois Central scrip	126	126	127	128½	128	128½
" full stock	113	115	----	----	----	----
" Can.bd.sc.	105	----	----	107	----	----
" bonds	----	----	118	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
La Crosse & Mil. L.G.	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Michigan Central	120⅜	121½	125	125	124½	125
" SF.8pc.'82	118x	----	----	120x	----	----
" conv.8p.c.'69	----	----	----	117	----	----
M. S. and N. I.	80	84½	87½	89½	88	89
" " guar'd.	136	----	136	----	135	135½
" " 1M.S.F.	113	113	----	----	----	113
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	66	68	68	72	72	74
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	84	----	----	85	----	----
" " 1st M.	----	----	----	105	----	----
Minnesota 8s	----	----	----	105½	----	----
Minnesota Mining Co.	85	----	----	----	85	----
Missouri 6s	68⅛	68⅛	68⅛	68⅛	68½	68⅛
" iss. to H.&St.J.R.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	133½	134½	134½	135	134⅞	136
" " 7s, 1864	----	----	----	----	----	----
" " 7s,S.F.'76	116	----	----	----	----	----
" " 7s,conv.'76	----	----	----	----	----	----
" " 6s, S.F.'83	----	----	----	----	----	----
N. York & Harlem	138	145	143	142½	141	140
" " pref.	----	----	130	129½	----	129
" " 1M.7p.c.'78	----	----	----	----	----	----
" " 2M.7p.c.'64	101	101	----	101	----	----
" " 3M.7p.c.'67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	62	----
Norwich & Worcester	----	----	----	----	97½	----
Ohio 6s, 1875	103½	----	----	105	----	----
Pacific Mail S.S. Co.	213½	215	216	226	233½	248
Panama	----	----	----	----	188½	----
Penn'a Coal Co.	----	----	----	----	144	----
Phila. and Reading	120	123	122½	123	123	123⅜
Pitts. Ft. W. & Chicago	82⅜	83⅞	83½	85	87	87⅜
" " 1M.	108½	----	----	110½	----	----
" " 2M.	105	----	----	104	105	105
" " 3M.	86	----	----	----	----	----
St. L., Alton & T. H.	59½	----	60½	63	65	65½
" " pref.	----	----	----	----	82½	83½
" " 1M.	104	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	92½
" " Inc.b'ds	----	----	86½	86½	----	87
Tennessee 6s, 1890	----	----	----	64	----	----
Toledo & Wabash	71	----	70	----	----	----
" " Pref.	----	80½	----	80½	----	80
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	104	----	103	----	----	----
" " 2M.	94	----	94½	----	----	95
" " Int.b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	68½	60

New York Stock Exchange.

Actual Sale Prices for the week ending October 7.

	Th.1.	F.2.	Sat.3	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	99	----	99
U. S. 5s, 1885	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	107	----	107½
U. S. 6s, 1881, cou.	107	107	106⅞	----	108⅛	108⅛
U. S. 6s, '81, O.W.L.y.	101	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	104½	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	101⅞	102⅛
U. S. 6s, " new	99⅜	----	----	99⅛	99⅜	----
U. S. 6s, 5-20s, coupon	----	----	----	103	----	----
7.30 Notes, Feb. & Aug.	106⅝	106⅛	----	----	106⅛	----
" " Apl & Oct.	106⅛x	106⅛	106	106	106⅛	106⅛
American Gold	140½	142⅜	142⅜	144	145	146½

Philadelphia Stock Exchange.

Actual Sales Prices for the week ending October 6.

	W.30.	Th.1.	F.2.	Sat.3.	M.4.	Tu.5.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	7⅜	7⅜	8	----	8	----
" preferred	24	24	24	24½	24⅜	24½
Camden & Amboy	----	----	175½	----	175½	175½
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	102½	102½	----	103
" " 6s, '83	----	----	103⅜	----	----	----
" " 6s, '89	----	----	----	----	----	105
Ches. & Del. Canal 6s '86	----	----	100	----	----	----
Del. Div. Canal	----	41	----	41½	----	----
Elmira & W'mport	37	----	----	----	37½	38
" " pref.	----	----	----	----	----	----
" " 7s	----	108½	----	----	----	108½
" " 10s	----	----	----	----	----	----
Harrisburg	69½	----	----	----	----	----
Lehigh Navigation	58	----	----	----	----	----
" " 6s	106⅞	----	----	----	----	107
" " scrip	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	111	----	----	----	----	----
Little Schuylkill R. R.	47⅜	----	----	----	48	48½
" " 7s	----	----	----	----	----	----
Long Island	46	46½	----	----	47	----
" " 6s	----	----	----	----	103½	----
Minehill	62	62	----	62	63	63
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	135	----	135
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	20½	20⅜	21½	20½	20½	20⅜
" " 6s	96	----	----	96	96	----
" " 10s	125	----	----	----	----	----
Pennsylvania R. R.	70	69½	69	68⅜	69½	69½
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	105	----	----	105
Penn. State, 5s	----	----	100½	----	100⅛	100½
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	108	108	108	108	108
Philadelphia City, 6s	103⅜	----	103⅜	----	----	104
" " new	108½	----	108½	----	----	----
Philad., Germ. & Nor.	----	----	59	58½	----	----
Phila. & Reading	59⅜	60⅜	61½	60⅜	61⅛	61½
" " 6s, '86	120	----	----	----	123½	123
" " 6s, '70	105	----	----	----	105½	----
Philadelphia & Erie	26⅜	----	26⅜	26⅞	27	28
" " 6s	----	----	103⅜	----	----	104
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	11⅛	----	----	----	12⅜	12⅜
" " pref.	----	24⅜	24⅜	26	26½	26⅜
" " 6s '82	----	----	----	----	86	89
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	15½	15⅜	15⅜	----	----	15½
" " 6s '78	64	----	----	----	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	4	----
" " 6s '83	----	23½	----	23⅛	24	23⅛
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Canal	60	60½	65	65	70	72
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	45	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	15	15	15½	----	----	15⅜

Baltimore Stock Exchange.

Actual Sale Prices for the week ending October 5.

	Tu.29.	W.30.	Th.1.	F.2.	Sat. 3.	M.5
Baltimore City 6s, 1875	----	----	----	109	----	109½
" " 1886	----	107½	107⅜	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	108	----	----	108½	----	109
Balt. and Ohio	91¼	----	----	----	91½	92½
" " b'ds, '62	----	----	----	----	89	----
" " '67	----	----	----	----	----	----
" " '75	----	----	----	----	----	----
" " '80	----	----	----	----	----	----
" " '85	----	----	----	----	102	----
Northern Central	----	----	----	43	43½	45
" " b'ds, '85	102	----	----	----	----	102½
" " '96	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sales Prices for the week ending October 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	128	----	128	----	----	----
Boston and Providence	----	----	----	----	132	----
Boston and Worcest.	136	136	----	----	136	137
Cheshire, pref.	45½	45½	----	----	46½	----
Concord	----	----	----	64	64½	----
Connecticut River	104	----	----	----	----	105
Eastern, Mass.	103	----	102½	102½	102⅜	102⅜
Eastern, N. H.	----	----	----	----	102⅜	102½
Fitchburg	----	115	----	115	115	115½
Manchester & Lawrence	----	----	----	----	----	----
Michigan Central	120	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	72½
Old Colony and Fall R.	142	----	----	----	142½	143⅜
Ph., Wil. & Baltimore	68⅛	----	68⅛	68⅝	68⅛	68⅜
Portl'd, Saco & Ports.	----	----	----	----	110	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	40½	41	41½	41½	41⅞	42
Western	----	150½	----	----	----	149
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	121	----	121½	----	----	----
Metropolitan "	----	----	77½	----	78	----
Middlesex "	----	----	----	108½	108½	108½
Central Mining Co.	----	----	54	----	54½	----
Franklin "	----	----	----	51½	52½	54
Isle Royale "	30	29½	----	----	30	30½
National "	33½	34	35	35	35½	----
Minnesota "	----	----	----	----	----	----
Pewabic "	61	61½	62	62½	63½	64½
Pittsburg "	----	----	76	----	78	80
Quincy "	86½	----	----	86½	87	----
Rockland "	16½	----	16½	----	17½	18

London Stock Exchange.

The following were the closing prices for American Securities on the 25th September:

Maryland 5s	73	to	75
United States 6s, 1881	74	"	76
Do. 5s, 1874	68	"	70
Virginia State 5s	48	"	50
Do. 6 per cent.	40	"	42
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., Pennsylvania do, do.	77	"	79
Erie shares, $100 (all paid)	72	"	74
Do., 7s, preference	70	"	72
Do., 7s, 1st mort., 1867	73	"	78
Do., 7s, 2d mort., 1859	74	"	76
Do., 7s, 3d mort., 1883	73	"	75
Do., 7s, 4th mort.	71	"	74
Do., 7s, 5th mort.	72	"	74
Illinois Central 6s, 1875	85	"	87
Illinois Central 7s, 1875	77	"	79
Do. do. $100 shares, $90 paid, dis.	12	"	10
Do. do. $100 shares, all paid	76	"	78
Marietta and Cincinnati Railroad Bonds	----	"	----
Michigan Central 8s, Convertible, 1869	75	"	78
Do. do. S. F. 1st mort., do., '82 x. c.	78	"	82
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do: $100 shares.	----	"	----
New York Central 6s, S. F., 1883	70	"	75
Do. do. 7s, 1864	65	"	68
Do. do. 7s, S. F., 1876	83	"	85
Do. do. 7s, Convertible, 1876	83	"	88
Do. do. $100 shares	88	"	90
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	73	"	75
Do. 2d mort., 6s, do.	87	"	89
Do. $50 shares	43	"	45
Philadelphia and Reading, $50 shares	36	"	40

American Railroad Journal

Saturday, October 10, 1863.

☞ The *postage* upon the AMERICAN RAILROAD JOURNAL is only *five cents per quarter*, if paid *in advance* at the Post office where the paper is received.

Stock Exchange and Money Market.

We are again in the midst of a rising market, with fluctuations somewhat unexpected in the prices of gold and exchange. Contrary to the general wish, the former has been steadily going up, and foreign bills have followed in the wake with the usual regularity. Their movements are necessarily in concert, though sometimes they change places in the procession, each leading the other as circumstances direct. Considerable amounts of specie have recently been shipped as a natural consequence of the vast consumption of foreign goods which the plentifulness of money creates and stimulates. As long as our importers find a profit in importing, and purchasers for cash

to an extent they have rarely had before, we must expect to see gold and exchange in demand, and more so this season than usual, because the foreign grain crop has been unusually large and satisfactory. Looking over the British board of trade returns for the half years of 1862 and -'63, from January 1, to the 30th June inclusive, we perceive what our trade with England has been during those periods, and can only wonder that the British ministry have ever for a moment risked its loss by its sham neutrality. The aggregate of its exports to its twenty-four foreign possessions, great and small is as follows:

	1862.	1863.
To its colonies.....	£12,448,545	£20,396,437
To Germany.....	5,701,050	5,514,890
To France	2,786,932	4,537,562

With Italy and Holland it was about half that amount, with Spain, Brazil, China, a little more than half of that, while with the United States, or rather the loyal States of the Union, it was in 1862, £6,449,618, and in 1863, £7,003,128. To go still further. The whole amount of British exports during the six months to all the world, was in 1862, £57,314,679, and in 1863, £62,014,197. Thus we see that our own trade requires and is equal to one-ninth of British foreign and colonial trade, and the only one habitually which makes large remittances in gold, and in fact the only nation in the world, that from its own mines is able to do so.

We also perceive that this trade of ours takes more from England twice over or nearly, than she sends to all Germany or France, is one-third as great as that of her whole colonial possessions on which she expends such vast sums to retain in subjection, and almost four times as much as is required by Italy and Holland, and still much more than is exported to Spain, Brazil and China. It is needless to pursue the comparison, with the trade to any other commercial countries, as the difference is too enormous to afford any necessity for the comparison.

Now the reflection naturally arises, is it worth while for England to gratify its political jealousy of this country, or envy of its rising greatness and lose the advantage of having such a customer, ready to feed her starving population whenever they are crying for food, or equally ready to pay what it owes in gold and silver? Does it show the least spark of statesmanship in British Lords to assist in breaking up this nation, or in British merchants to cut off the best ready money customers they have in the wide world? And yet to this end were our differences fast bringing us until within a few weeks past.

From this view of our commercial and financial connection with England let us turn to our own. Here we find the element of strength and confidence increasing every day. The people as fast as they earn money through the war expenditure, or the profits of ordinary trade are lending it to the Government. The demand for Government securities is on the increase. Even the inquiry for foreign account is getting to be large. The receipts from customs in gold are twice as great as the amounts of interest falling due. Still more surprising, the receipts at the Internal Revenue department are also increasing. For the month of September they were $6,136,205 43, being half a million more than in any previous month. It was the remark of a new correspondent of the London *Times* writing from Saratoga in August, that he was perfectly astonished at the willingness or rather eagerness of the people of the North to pay their taxes, and still more at the composure if not complacency with which they regarded the war debt. There is no doubt that at no period in our history was there ever such a spectacle. We doubt if the history of any other country can present such a one.

The condition of our public debt, at the periods named below, was as follows:

	Five twenties.	Other securities.	Total debt.
April 1...	$86,593,856	$845,952,624	$882,546,480
July 1....	185,684,141	911,590,224	1,097,274,365
Sept. 1...	256,695,100	977,780,000	1,244,430,200
" 30..	264,701,000	992,100,000	1,256,801,000

From this we perceive that the public debt is not increasing as fast as predicted, for while from April to July it had increased by $214,727,885, from July to October it had only increased $12,320,800. Indeed it is confidently asserted in official quarters, that the *income of the Government from all sources is equal to* the aggregate expenditure; a most astounding, interesting and gratifying result. Certainly the financial success of Mr. Chase is without a parallel, and what is better the spirit and resources of the North are also without a parallel. In connection with this view of the subject, every financial writer is bound to take notice of the patent fact, that the confederacy is rapidly on the wane. "Exhausted nature," once said an Englishman of note, in relation to a pending conflict in his own day, "can hold out no longer." The currency of the South is practically worthless. Most of the necessities of life require fabulous amounts of money for their purchase. Intercepted letters show the general conviction that the efforts of the rebels are hopeless. Intelligence obtained from deserting soldiers, from unhappy fugitives, and even from the most reckless and arrogant of the Southern presses, edited under the eye of Jefferson Davis himself, comes to us daily, that all confidence of success is lost among the rebels of every class and condition.

Every apple rebellion plucks from the tree turns to ashes in their hands; and nothing appears more certain, that with the exercise of even a moderate share of ability in our Government the confederates are sure to be overthrown. Even its envoy at the Court of St. James, or rather its purlieus, has been obliged to withdraw his trembling limbs from the door where he has sought relief. And as to the hope of recognition and intervention from France, we imagine that Louis Napoleon is too shrewd under the present aspect of affairs to venture upon such a step. When at public meetings in England within the last two or three weeks, men of influence have called on their Government to withdraw the Queen's proclamation of neutrality, because the rebels have not been able to maintain even the decent appearance of belligerents, but have fallen back by impotence and disaster into the character in which they first appeared, the statesmen of France will remind the Emperor that it is not for him to become this time at least the friend of rebels. It is indeed a thousand pities that our own Government made the mistake of treating the confederates in any other light, since an act of Congress closing the Southern ports would have been a wiser step, and obviated the necessity of any appeal to international law, or the application of our naval force in the shape of a blockade.

We look for strange changes in Europe, when it hears that one Russian fleet is to winter in New York, and another in San Francisco. We imagine "it will change the hand and check the pride" of many a Foreign Government anxious for our fall.

It is a fortunate circumstance no doubt that loans from abroad were not sought for by Mr. Chase. While on the one hand it would have made its holders our friends *pro tanto*, on the other it would have caused a large exportation of gold for interest. Now the interest paid on the Government loans has been mainly employed by our people at home, and has been largely capitalised and turned into new means of production. It is a sort of compounding of interest of which the nation gets the exclusive benefit, and by which it becomes so much the stronger.

So, too, if the foreign demand now increases largely, it will be an aid in the future to facilitate the resumption of specie payments, since all that is so absorbed is the same as a remittance of specie to this country. So come what may, we are to get out of a paper currency with but little damage. Apropos of our immense metallic resources, existing in Colorado, Idaho and Arizona it may be well to state that mines of lead have been recently discovered at or near Marquette, Lake Superior, which produce $300 worth of silver to the ton. Here we have another timely addition to the resources of the Government; and what does our national debt of $1,200,000,000 amount to, when we have according to Dr. Willing, and other undoubted authorities, billions of gold in the surface mines and washings of Colorado alone, and underneath solid masses of the pure metal. He who falters in his estimate of the National wealth is deaf and dumb and blind. The aggregate of our exports of produce and merchandize, for the week ending on Tuesday, was $2,473,669, and the balance in the Sub-Teasury on that day was $30,515,248 26.

As we go to press we learn that very large amounts of stocks, nearly three quarters of a million, bonds of 1884 and 5 20's went out in Wednesday's steamer, while in the steamer of Saturday previous nearly a similar quantity went forward.

We may expect this state of things to continue since by the last European arrivals, we hear that the general impression abroad is, that the Confederates have now only two points of defence left, Charleston and Richmond. This is the view taken even by the foreign sympathizers themselves.

We give as usual complete and correct tables of the movements in our money market.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—McGregor Western R. R., 90; Indianapolis and Cincinnati, 87; New York and New Haven, 128; Rome, Watertown and Ogdensburg, 95; Ohio and Miss. certificates, 33@34; do., pref., 84@85; Marietta and Cincinnati 1st pref., 57½@70½; do., 2d pref., 37½@49½; Miss. and Mo., 34; do., Land Grant bonds, 62½; Brooklyn and Coney Island R. R., 66; Am. Coal Co., 68; Central Am. Transit Co., 24@32; Canton Co., 31½@35¾; Illinois coupon bonds, 1869, 101; Ohio 6s, 1886, 108; Manhattan Gas Co., 257;

Metropolitan do., 136; Citizens Gas Co., Brooklyn, 128.

Philadelphia.—Wyoming Canal 6s, 98½@99¾; Cleveland and Mahoning 7s, 105; Camden and Amboy 6s, 1864, 106; Camden and Atlantic, 11½; do., 2d mort., 70; Philadelphia and Reading 6s, 1849, 110; Elmira and Williamsport chattle 5s, 79⅛; Huntington and Broad Top, 21@22½; Shamokin Valley, 39; Ridge Avenue, 21; Allegheny Co. 6s, 84; Amigdaloyd, 16½. The latest quotations are: City 6s, 103¾; do., new, 108½; State 5s, 100@100¼; Reading, 61⅜@61½; do., 6s, 1843–'80, 109; do., 1870, 105@105½; do., 1886, 122⅛@123½; Camden and Amboy, 175@176; Pennsylvania R. R. 69½; do., 1st mort., 110@111; do., 2d mort., 105@105½; Little Schuylkill R. R., 48¾@49; Morris Canal, 67@69; do., pref., 135; Susquehanna Canal, 15@15½; do., 6s, 65; Sch. Nav., 12½@12¾; do., pref., 26½@26¾; do., 6s, 1882, 88½@89½; Union Canal bonds, 23½@24; Delaware Div. Canal, 41@42; do., bonds, 103; Elmira and Williamsport, 38@38½; do., pref., 53½@54; do., 7s, 1873, 108@109; Beaver Meadow, 74@75; Harrisburg, 69@70; Long Island R. R., 47@47½; do., bonds, 102@103; Lehigh Coal and Navigation, 58@58½; do., scrip, 46½; North Pennsylvania, 21@21¼; do., 6s, 96@97; do., 10s, 120; Philadelphia and Erie, 28@28¼; do., 6s, 103¾@104; Minehill, 62⅞@63; Catawissa, 8@8½; do., pref., 24¾@24⅞; Lehigh Valley, 80; do., bonds, 110@111; Frankfort and Southwark (horse,) 56; Second and Third, 84@86; Race and Vine, 10@10½; West Philadelphia, 67½; Spruce and Pine, 15¼@15½; Green and Coates, 44¼@46; Chestnut and Walnut, 55@59; Arch, 23@24; Thirteenth and Fifteenth, 34@36; Seventeenth and Nineteenth, 11½@12½; Girard College, 27@28½; Tenth and Eleventh, 43; Philadelphia, Germantown and Norristown, 59.

Boston.—Northern (Ogdensburg) 1st mort., 100; do., 2d mort., 25½; Vermont Central 60c.; do., 1st mort., 85½; do., 2d mort., 22; Rutland and Burlington 1st mort., 74; Worcester and Nashua, 82; Southern Midland bonds, 105; South Shore, 14@15; Maine 6s, 1883, 107¾; do., 1880, 108; Brooklyn 7s, 1865, 102¼; Acton Mining Co., 4⅞; Albany and Boston, 13¾; Bay State, 16½; Black River, 55c.; Bedford, 60c.; Columbian, 7¼; Copper Falls, 31½; Dana, 4; Dunham, 62½c.; Dudley, 4; Eagle, 6½; Great Western, 4⅞; Hancock, 14¾; Hamilton, 2⅜; Hanover, 3⅝; Huron, 34; Manhattan, 4¾; Mandan, 3⅝; Madison, 5¾; Mesnard, 15½; North Western, 14¼; North Cliff, 7; Norwich, 5½; Ottawa, 41c.; Pontiac, 9¼; Phœnix, 26; Petherick, 45; South Side, 7¾; Star, 8; St. Mary's, 11¾; Superior, 9½; Toltec, 4½; Wickham, 1⅛; Winthrop, 4¾.

Baltimore.—N. W. Va. 1st mort., 104½; City Passenger R. R., 19; Western Md. bonds, 82; Maryland Copper Co., 1; Springfield Mining Co., 2.15; Santa Clara Mining Co., 8½. The latest quotations are: Balt. and Ohio, 92¼@92½; do., 6s, 1867, 102; do., 1875, 102; do., 1880, 102; do., 1885, 102; Northern Central, 45@46; do., bonds, 1885, 102@102½; N. W. Va., 10@11½; do., 1st mort., 104½@105; do., 2d mort., 100; do., 3d mort., 25@26; Central Ohio 2d mort., 102@107; do., 4th mort., 40; do., income 1857–'60, 24@25; Western Md. bonds, 81½@85; do., guar., 105; Maryland 6s, coupon, 1870, 112@113¼; do., Ins., 110½; do., 1890, 111½; Baltimore 6s, 1875, 109; do., 1886, 107@107½; do., 1890, new, 109½; do., coupon, 95; do., 5s, 1838–'70, 95@98.

Albany and Susquehanna Railroad.

It is but three weeks since we had the pleasure of noticing the formal opening of 35 miles of this road, extending from Albany to Central Bridge. Thence to Oneonta, 45 miles, the road is all under contract, to be completed in the course of another year. Proposals are now invited by C. W. Wentz, Esq., Chief Engineer, for the construction of 45 miles more, extending from Oneonta, in Otsego County, to and including the Tunnel of about 2,000 feet through Webster Summit in the town of Colesville, in Broome Co. The line will be ready for examination on the 19th inst., and maps, plans, profiles, etc., may be inspected, on and after that date at the engineer's office, Unadilla, Otsego Co., N. Y. This will leave but about 15 miles to complete the road to Binghamton.

Sleeping Cars! Sleeping Cars!!

We invite the attention of Railroad companies, and the travelling community, to the Advertisements of the *"Central Transportation Company,"* published elsewhere in our columns.

In respect to elegance, convenience and the means of comfort to the traveller, these cars in their internal arrangements, neatly furnished state-rooms and berths, very far excel all others now in use. They are owned by the Central Transportation Company, and conducted by them on the Pennsylvania railroad, the Bellefontaine Line, the Northern Central and the Central New Jersey railroads, under arrangements severally made with these companies, and in a manner not only highly satisfactory to the companies, but (as evinced by the rapidly increasing patronage and other evidences given by the travelling public) in a manner also greatly admired by them. Although this company conduct on other roads, sleeping cars under contracts with the several companies, which serve much to relieve the fatigue of travel, yet *none of these, and only a portion of the cars running on the roads above named, contain the company's recent improvements;* all of the company's cars, however, are, as is understood, soon to receive them.

The cars of this company, containing their recent improvements, seem to be rapidly growing in public esteem; and the convenience they afford the night traveler for quiet and repose, so far surpasses all other modes, that the interest of railroad companies would, under like conditions and considerations as mutually arranged by them with other railroad companies, unquestionably be benefitted by their adoption on all through night lines.

As the Central Transportation Company own, and will control the use of these plans, such railroad companies as are now using an inferior plan, also such companies as would increase the popularity of their lines by the introduction of sleeping cars on their roads, would do well to conclude, at the earliest practicable period, arrangements with this company similar to those of other companies; which would in like manner secure the quiet and permanent use of the best plan, thereby advancing the interests of such railway companies, (by drawing in many instances to their roads an increase of trade,) as well as promote the comforts of the traveller; and these without the danger of infringing patents and being subject to litigation in the future.

Cape Cod Central Railroad.

At a meeting of the directors of this road, held in Brewster on the 25th ult., the plans and estimetes were submitted to them and approved, and the capital stock of $200,000 was all subscribed. The necessary papers completing the location of the road were duly prepared and filed with the County Commissioners. It is expected that the whole line will be under contract in a few weeks, and that the grading will be completed next spring.

Bessemer Steel Rails.

In their last report, the Directors of the London and North Western Railway Company state that they have been making trials at various points of a new description of rail, made of steel by Bessemer's process. The results are important and satisfactory. Some of these rails were laid down at Rugby, Stafford and Crewe in March, 1862, and are wearing well. In May, 1862, some were laid down at Camden parallel with the best description of iron rail. So severe was the test that the iron rails speedily gave way, and had to be frequently removed worn out, while the steel rails continue to show little appearance of wear. Having regard to the importance of procuring the most efficient rail, so as to avoid the frequent renewal now found necessary on the main line and in the principal stations, the Directors have deemed it expedient to adopt and substitute the steel rail to that extent at least; and, having agreed with Mr. Bessamer as to the royalty to be paid for the use of his patent, they have made the needful arrangements at Crewe for the production of steel to the extent of 19,000 tons per annum.

Canadian Ports of Entry.

An important Government order which took effect on the 1st of September last, has changed the character of many of the Canadian Ports, of which fact our own shippers and merchants trading with Canada should take notice. The following ports of entry are abolished, viz., Beauce, Coteau du Lac, Three Rivers, Maitland and Milford. The two last are reserved the privilege of exporting. The following out ports and out stations are also abolished, viz: Beamsville, Smithville, Thorold, Eaton, Grafton, Huntingdon, St. Anicet, Colchester, Mersea, Lindsay, Morpeth, Rondeau, Pembroke, Ryerse Creek, St. Hyacinthe, and Sorel.

A New Steam Engine.

A steam engine has been invented by J. R. Root, of this city, one of which is driving the works in a large machine shop in 28th street, and another drilling the armor plates for the iron clad Dunderberg. It is a remarkable machine in respect to its size and power. In a space 18×10×12 inches, it has a combined piston area equal to the power of nearly 23 horses. The stroke of the piston rod is very short, only 2½ inches. The piston rods are square and two in number. All the movements are in right lines and no shock or jar is produced by them. There is "no rod, link or toggle" to communicate motion to the crank from the piston rods. A strong man can carry the whole apparatus under his arm. Of course it is a high pressure engine. We may inquire into its cost and applicability to machinery, and if so will publish the results. Such engines if really what this is represented to be, must play an important part in our manufacturing establishments.

New York Canals.

The quantity of flour, wheat, corn, and barley left at tide water from the commencement of navigation to the 30th of September, inclusive, during the years 1862 and 1863, was as follows:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1862.	936,100	21,161,300	15,038,400	442,900
1863.	848,600	12,197,300	18,313,100	255,000
Dec.	87,500	8,964,000	*3,274,700	187,900

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide water this year, compared with the corresponding period of last year, shows a deficiency equal to 1,880,300 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide water from the commencement of navigation, to and including the 30th of Sept., in the years indicated:

	1861.	1862.	1863.
Canal opened.	May 1.	May 1.	May 1.
Flour, bbls	787,700	936,100	848,600
Wheat, bush	16,537,100	21,161,300	12,197,300
Corn	14,864,800	15,038,400	18,313,100
Barley	269,100	442,900	255,000
Oats	3,546,200	3,074,200	5,573,800
Rye	503,000	606,400	281,200
Beef, bbls	1,100	11,400	9,890
Pork, bbls	6,100	150,500	227,900
Bacon, lb	568,900	5,307,300	3,441,100
Butter	282,800	825,900	153,900
Lard	719,700	7,682,100	18,582,600
Cheese, lb	477,700	925,600	841,200
Wool	1,272,400	1,575,900	105,600

Illinois Central.

To the Editor of the Railway (London) Times:

SIR,—Amongst the many anomalies in the prices of railway stocks, can any of your readers explain the following, in reference to the shares in the Illinois Central? The shares, $90 paid, are selling at about 80; the shares, $100 paid, are also selling at about 80! The difference in price is generally not more than $1 per share, although one series of the shares is receiving (as above) dividend on $100 and the other on $90; I am aware that the larger amount has received by prepayment a dividend of $2 per share, and that to that extent the $90 shares have a claim for preference in value; further, if a $90 share be valued at about 10 dis., the same calculation would make the $100 11 dis. This explains $3, but what of the other $7 is the mystery?

The whole stock is rapidly rising, justified by a present traffic that indicates 7 or 8 per cent. dividend (quite independently of the singularly valuable land resources,) and yet the relative distance in market value continues.

I am curious to witness the result when the shares command a premium. Will the dividend and value of the extra ten dollars, in a dividend paying line which commands a premium, be considered an evil, and prejudice the holder in the market in comparison with a stock receiving a smaller dividend?—I am, &c.

JOHN BENSON.

[We understand that the $90 shares are bought in the English market to supply sales made in NewYork, where the "Bulls" are trying to "corner" the Bears, and will not take paid-up shares in lieu of $90 in fulfilment of contract.)—*Ed. R. W. Times.*

Valuation of Portland.

The valuation of Portland for the year 1863, is $25,111,204, of which $14,423,000 is real, and $10,688,204 personal. Increase in one year $1,804,500, principally in personal estate. In 1850 the valuation of the city was only $13,364,238, showing an increase of $11,746,976 in thirteen years. The amount raised by taxation is $369,559, and the rate $1 44 per hundred.

British Railway Equipment.

The number of locomotives possessed by English companies at the close of 1862, was 5,140; of passenger carriages, 12,584; of other vehicles attached to passenger trains, 4,891; of wagons or trucks used for the conveyance of minerals, live stock, and general merchandize, 153,589; and of other carriages or wagons, 4,270—making a total of 180,474. At the same date the number of locomotives at work on Scottish railways was 885; of passenger carriages, 1,854; of other vehicles attached to passenger trains, 623; of wagons or trucks used for the conveyance of minerals, live stock, and general merchandize, 27,952; and of other wagons, 188—making a total of 31,503. The railways of Ireland, again, possessed at the same date 373 locomotives, 927 passenger carriages, 423 other vehicles attached to passenger trains, 5,513 wagons or trucks used for the conveyance of minerals, live stock, and general merchandise, and 309 other wagons—making a total of 7,545. We thus arrive at a total for the United Kingdom of 6,393 locomotives (which, at 2,600*l.* each, would represent a capital of 16,634,800*l.*,) 14,565 passenger carriages, and 197,758 vans, trucks, &c.—making a combined grand total of 218,716. The value of this immense plant must be estimated at 40,000,000*l.* It may be added that each mile of railway in England possessed last year 22 vehicles of various kinds (including locomotives,) while each mile in Scotland had only 18, and in Ireland barely 5.

BROWNE'S METALLIC WEATHER STRIPS AND Window Bands.

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., **212 Broadway, corner of Fulton st.**
Local Agents wanted everywhere. 6m41



Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE OR AS



FIRE PLACE HEATERS,

FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

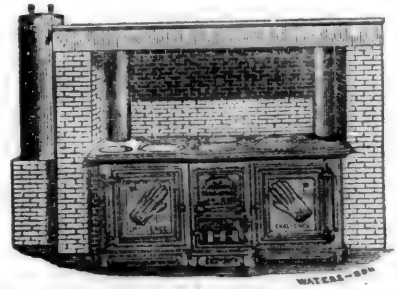
Central Transportation Co.

THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of
WOODRUFF'S, KNIGHT'S, MYERS'
AND OTHER PATENTS FOR
SEATS AND COUCHES IN SLEEPING CARS,
would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their
SLEEPING CARS,
and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.
The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.
Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.
Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, **No. 1347 Brown st., PHILADELPHIA**, will receive immediate attention.
Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above,
O. W. CHILDS, President.

The COSMOPOLITE
PARLOR RADIATOR, &
GAS BURNER,

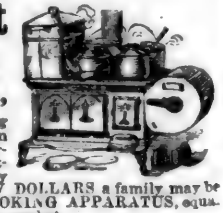


Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.
Fire may be kept all winter with an astonishingly small supply of coal.
Send for description and testimonials.
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



Challenge Air-tight KITCHEN RANGES,
May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.
This range, already very popular, has the **LARGEST OVEN** of any in the market; BAKES PERFECTLY, never [illegible] g to brown at the bottom; BOILS, ROASTS and and BR[illegible]S with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.
Four sizes, adapted to families and hotels.

Beacon Light
SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with PERFECT COOKING APPARATUS, equal to the highest price stove in the market.
Three sizes, adapted to coal, or wood.
SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.

KRUPP'S PATENT CAST STEEL

RAILWAY TIRES

MANUFACTURED BY

FRIED. KRUPP,

ESSEN, RHENISH PRUSSIA.

These Celebrated Tires are made WITHOUT A WELD. Over 70,000 of them HAVE BEEN SUPPLIED.

By their extreme durability they are more economical than any others, being cheaper at their cost than Iron ones gratis.

THESE TIRES have been furnished to the following American Railways: Erie; Hudson River; Camden and Amboy; Housatonic; Naugatuck; New Haven; Chicago, Burlington and Quincy; Quincy and Toledo; Ohio and Mississippi; Beaver Meadow; Central Georgia; Don Pedro 2nd (Brazil); Grand Trunk, Great Western (Canada); European and North American (N. B); Cleveland and Mahoning; Cleveland, Painesville and Ashtabula.

STEAMBOAT SHAFTS. KRUPP'S CAST STEEL RAILWAY AXLES. ANCHOR FLUKES.

CITY RAILWAY COMBINATION WHEELS AND AXLES.

PROPELLER BLADES, ETC., ETC., ETC.

They wear equally and are free from lamination.

They are not liable to fracture and are unaffected by extreme cold.

LAP-WELDED IRON BOILER TUBES.

TUBE EXPANDERS. TUBE BRUSHES. THREE-CUTTER DRILLS.

Glass-Enamelled Iron Water Pipe, Steel Tubes, etc., etc.

They have received the highest approval from all RAILWAY COMPANIES that have them in service.

THOMAS PROSSER & SON,

28 PLATT ST., NEW YORK.

Marsh, Brothers & Co.,

STEEL CONVERTERS,

Cast Steel Refiners, Tilters and Rollers.

MANUFACTURERS OF

SINGLE AND DOUBLE SHEAR, RAILWAY, COACH, SPRING GERMAN AND BLISTER STEEL.

ALSO

HARD CENTRE AND CORE ANNEALED STEEL.

LOCOMOTIVE SLIDE BARS, PISTON RODS, ETC., ETC.

Ponds and Navigation Steel Works,

SHEFFIELD, ENGLAND,

AND

95 John st., New York.

ALSO AGENTS FOR

B. & S. H. THOMPSON,

Late Wm. Chance & Co.,

GENERAL HARDWARE & IRON MERCHANTS,

BIRMINGHAM.



SANFORD'S

MAMMOTH

OR

GLOBE

HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any here tofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water street, New York.

A Good Chance for Investment.

WANTED a Partner with a capital of about $40,000, to join in Machinery and Iron Ship Building business, in a most favorable location on tide-water and railroads. Address Business Partner, care of A. F. KINDBERG, 25 Rector st., New York. 1t

NOTICE TO

BUILDERS OF RAILROAD CARS.

THE CENTRAL TRANSPORTATION COMPANY will receive proposals from Car Builders until the 20th day of October next, at their office

No. 1347 BROWN ST., PHILADELPHIA,

for constructing FIVE SLEEPING CARS—said cars (excepting the Quilts, Comforts, Sheets, Pillow-Cases and Towels to be furnished by the Company) are to be fully equipped and in all respects completed and delivered ready for use by the 20th day of February, 1864.

For a full knowledge of the plan and dimensions of said Cars in all their parts, and of the kind and quality of the materials to be used, the character of workmanship and the style of finish required, reference may be had to Cars Q, R, S, and T, now running on the PENNSYLVANIA CENTRAL RAILWAY; to Cars M and N, on the BELLEFONTAINE LINE; to Cars O and P, on the NORTHERN CENTRAL, and to Car T, on the NEW JERSEY CENTRAL RAILROADS.

Persons whose propositions may be accepted, will be required immediately to enter into contract to construct the aforesaid Five Cars similar to, and in all respects as perfect as the Cars above referred to, either of which may be made the basis of a proposition, in which should be stated the price per car.

Good and sufficient security will be required for the faithful performance of the work, and the contract will provide for monthly payments to the contractor, as the work progresses.

Proposals will also be received at the same time and place for the construction in like manner, and of the same description as the five above named,

Twenty Additional Sleeping Cars,

to be completed within the year 1864. The proposals should also state the price per Car, for all or such portion of the whole number as the proposer can complete and deliver within the first four months; also the price per Car for all, or such portion of the whole number, as the proposer can complete and deliver within the first eight months, next succeeding the 15th day of February, 1864.

The Company reserve the right to reject all propositions which they may deem unfavorable. All propositions addressed as above, to the CENTRAL TRANSPORTATION COMPANY, must be sealed and endorsed "*PROPOSAL for BUILDING SLEEPING CARS.*"

2t41 O. W. CHILDS, *President.*

KING'S NOTES ON STEAM. LESSONS AND Practical Notes on Steam. The Steam Engine, Propellers, etc., etc., for young Marine Engineers, Students, and others. By the late W. R King, U. S. N. Revised by Chief Engineer J. W. King, U. S. Navy. Fourth Edition, enlarged and improved.

"This is the second edition of a valuable work of the late W. R. King, U. S. N. It contains lessons and practical notes on Steam and the Steam Engine, Propellers, etc. It is calculated to be of great use to young marine engineers, students, and others. The text is illustrated and explained by numerous diagrams and representations of machinery. This new edition has been revised and enlarged by Chief Engineer J. W. King, U. S. N., brother to the deceased author of the work."—[Boston Daily Advertiser.

"This is one of the best, because eminently plain and practical treatises on the Steam Engine ever published."—[Philadelphia Press.

"Its republication at this time, when so many young men are entering the service as naval engineers, is most opportune. Each of them ought to have a copy."—[Philad. Ev. Bulletin.

In one volume octavo, with illustrations, price $2. Copies sent free by mail on receipt of price. Published by D. VAN NOSTRAND, 192 Broadway, New York.

NOTICE TO CONTRACTORS.

ALBANY AND SUSQUEHANNA R. R.

SEALED PROPOSALS WILL BE RECEIVED by the undersigned at the Engineer's Office, in the village of Unadilla, Otsego county, until Thursday, the 29th day of October instant, at 10 o'clock A. M. of that day, for Grading, Masonry, Bridging and Fencing of about 45 miles of the line of said railroad, extending from the village of Oneonta, in Otsego county to and including the Tunnel of about 2,000 feet through Webster Summit, in the Town of Colesville, in Broome county.

The line will be divided into Sections of convenient length, and proposals will be received for single Sections, or for the whole line.

The line will be ready for examination on and after Monday, the 19th inst., and Maps, Profiles and Plans, with Specifications may be examined at the Engineer's Office, in Unadilla, on and after that date.

Blank proposals, with all necessary information, will be furnished to those wishing to propose for work, at the Office of the Company, 73 State Street, Albany, and at the Engineer's Office, in Unadilla.

Proposals should be enclosed in an envelope and endorsed "Proposals," and directed to the undersigned at Unadilla.

The proposals which may be received in pursuance of this notice will be opened by the undersigned and canvassed, and the results reported to the Directors to aid them in making a proper award of the work.

Parties proposing, who are unknown to the undersigned, will be required to give satisfactory references.

The right is reserved to reject any or all proposals, as may be deemed for the interests of the Company.

Albany, October 1st, 1863.

C. W. WENTZ, Chief Engineer

NEW YORK STEEL CO.

WAREHOUSE,

No. 71 JOHN ST., N. Y.

MANUFACTURERS OF

FROG BARS, POINTS AND PLATES AND SPRING CAST STEEL.

—ALSO,—

Tool, Machinery, Cutlery,

AND SHEET CAST STEEL.

WARRANTED

EQUAL to THE BEST in the MARKET.

ORDERS FILLED AT SHORT NOTICE.

IRA HERSEY, Treas'r.

RAILROAD IRON.

200 TONS 50 lbs. English Rails to arrive, now due here. For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

Oct. 8, 1863. 41tf

RAILROAD IRON.

3,000 TONS Guest & Co.'s make, weighing 54 lbs. per lineal yard, in port and to arrive.
1,000 TONS weighing 50 lbs. per yard.
1,000 " " 45 " "
500 " American Rails, 57 lbs. per yard.

For sale by

M. K. JESUP & COMP'Y,
59 Exchange Place.

New York, 30th September, 1863. 1m40

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

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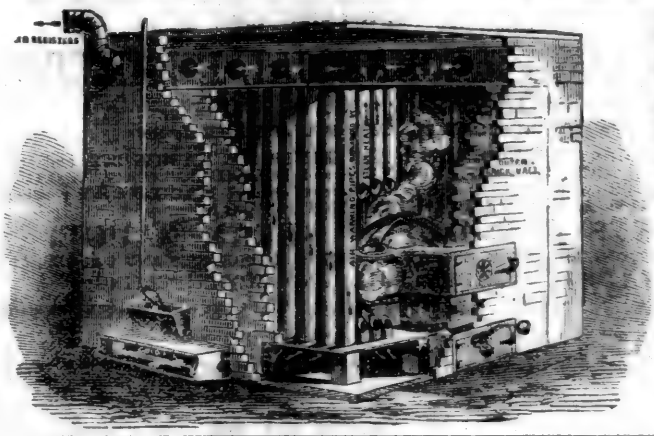
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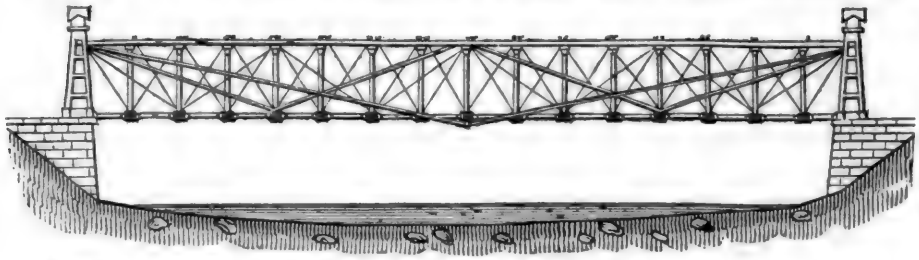
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ROOFING
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FOR
Railway & Steamboat Co's,
BUILDERS and BUILDINGS generally.

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The ingredients in its composition are **all** of a preserving and protective nature. This Paint is now extensively used by Railway Companies and pronounced much **cheaper,** more **durable** and **satisfactory** than what was previously used. It is 2 5ths heavier in body than any other Paint.

Give this Paint a trial, and if not found as represented no charge will be made for it.

Send for descriptive circular and references.

W. G. PERKINS, Gen'l Ag't,
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CAR DUCK.
Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE **CAR DUCK,** but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

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Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS,** and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.
In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.
You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **21 Nassau st.,** or by addressing

CHAS. W. WELSH,
Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XIX., No. 42.] SATURDAY, OCTOBER 17, 1863. [WHOLE No. 1,435, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 17, 1863.

The Caledonian and Crinan Ship Canals in Scotland.

The subject of ship canals having recently become one of much discussion in this State, no less than three being talked of at the present moment, one by the route and enlargement of the Erie Canal between Buffalo and the Hudson, another around Niagara Falls on the American side, and the other between the St. Lawrence and the Hudson by the way of the Chamblee or Caughnawaga Canals, Lake Champlain and Champlain Canal, it is a proper occasion to illustrate it by reference to similar works in other countries.

The most useful example perhaps is to be found in the Great Caledonian Canal designed to avoid the circuitous navigation around the north of Scotland and connect the German and Atlantic Oceans. By deepening the beds of the rivers Lochy and Oich, dredging a part of Loch Ness, and using a chain of lakes, an inland navigation was secured with sufficient depth to pass a 32 gun frigate. To be more minute, we may say, that beginning at the Beauly Firth near Inverness, this canal is cut "through seven miles of solid rock to Loch Ness, which is 24 miles long; then through ordinary earth for six miles to Loch Oich, which is 3¼ miles long; then 2 miles to Loch Lochy which is 10 miles long; then 8 miles further to Loch Eil, which opens out to the western sea. These connecting canals are 120 feet wide at the surface, 50 feet at bottom, and 17 feet deep. The locks themselves are 28 in number, all being 170 feet long, 40 feet wide, with each a lift of 8 feet. Eight of them are quite close together, and are known by the name of Neptune's Staircase. Many powerful streams are passed under the bed of the canal by well constructed culverts. The summit level is 94 feet above tide water at the Eastern Coast, and 96½ above that on the western, showing the interesting fact that the ocean at the eastern terminus is 2½ feet higher than at the western. At Fort Augustus where it leaves Loch Ness, the canal is cut through the glacis of the fort thus adding to its defences. Between Loch Ness and Loch Oich, the land is 20 feet above the water line. The locks are founded on inverted arches, and the gates are of cast iron. The cost of this work was £36,500 per mile, and for the whole, calling it 25 miles, £912,500. The engineer was the famous Thomas Telfourd. It has been in operation about sixty years, and in that time the British Government has spent upon it £1,300,000, besides the further sum of £100,000 received from tolls. It has never repaid the cost, nor the interest upon the cost, nor even the annual working expenses. "Shippers and captains of vessels," says a recent authority, "have made but little use of it." But four vessels per day for the last few years have passed through it. Steam tugs have been introduced upon it to shorten the time of passage, but even this improvement has resulted in no pecuniary benefit whatever.

Every year the Commissioners in charge of the work, apply to the Government for appropriations of money to keep it in repair, and only once in the year 1862–3 did the receipts for tolls equal the working expenses. It has puzzled the Chancellor of the Exchequer more than any other subject which comes under his notice, and at last, it has become a question whether the Canal should not be abandoned, or given away to any parties who will take it.

There is another Canal of a similar character which deserves a passing notice, which has also been without the anticipated results. This is known as the Crinan Canal. It is only nine miles in length, beginning at Lock Gilp, and ending at Lock Crinan, shortening a great distance in sailing or steaming between Glasgow to Oban and Fort William, as it cuts through the isthmus which connects the long peninsula of Cantire with the main land. It is constructed on a much smaller scale than the Caledonian Canal, being only 24 feet wide, and twelve feet deep with fifteen locks. This too is an unprofitable work. The craft which traverse it are small in size, and though in 1862–'3, 2,200 passages were made through it by steamers and sailing vessels, its expenses were £3,277, and its receipts only £3,780, the difference not being enough to pay any dividend of consequence on its capital stock (for it is owned by a company) which is about half a million of dollars. It was constructed in 1805 and has been a losing property ever since.

We may thus perceive what some ship canals amount to, even under apparently favorable circumstances. We admit that in many respects those talked off in connection with our great lakes are entirely different, for they are to be the outlets of immense inland seas and rivers, and of the most fertile and productive states.

Yet we may learn a lesson of caution from the fate of the Caledonian Canal, that magnificent projects are not always the most useful. If we are to have ship canals they should be short,—links between navigable lakes and rivers, and on natural routes, such as are obvious and indispensable. If we want the trade of all the lakes, if we desire to have the business of both the Canadas, the Canal proposed between the St. Lawrence and the Hudson by the way of Lake Champlain is the most feasible method of obtaining them, and the most economical. Three or four millions will effect the object, and if the Ottawa Canal is made, we shall then by the route proposed shorten the distance by water with a comparatively free navigation, between Chicago and the Hudson several hundred miles. To expect to see large steamers of from 500 to 1000 tons coming down a canal of 350 miles in extent, passing hundreds of locks and thousands of bridges is to expect something very preposterous, and unreasonable, leaving out of view the enormous cost, the delays, the difficulties and the disadvantages of such a job.

New York, Providence and Boston Railroad.

Annexed is a statement of the business of the road for the year ending August 31, 1863:

The receipts of the year are		$409,485 96
Amount due for transportat'n of troops		4,600 00
Amount due by Postoffice Department		1,223 03
Total		$415,308 99
Expenses 46½ per cent.	$192,265 43	
New cars	6,309 85	
	$198,575 28	
Taxes	17,579 00	216,154 28
Net earnings		$199,154 71

Compared with the previous year, the receipts show an increase of $103,938 51, with an increase in expenses of $45,490 86—making the increase of net earnings $58,447 65.

The number of passengers carried over the road for the past two years is as follows:

	1862.	1863.
Through passengers.....No.	128,442	161,095
Local passengers	93,965	115,770

The amount of freight transported over the road for the past two years is as follows:

	1862.	1863.
Through freight, tons	44,937½	54,520½
Local freight	10,156	12,866

The indebtedness of the company on the 31st of August, 1863, was:

Six per cent. bonds due 1873	$100,000
Six per cent. bonds due 1878	150,000
Total	$250,000
Less amount held by company	18,000
Total	$232,000
Amount of old bonds not presented	15,000
Total	$247,000

The receipts from all sources during the year ending August 31, were $477,029, and the expenditures, $381,071, leaving a balance of cash on hand of $85,957. The report says:

The road has been kept in its usual good condition and repair. 16,990 new ties have been laid, 327 tons of rails re-rolled and laid down, 7690 rails taken up and repaired in our shop. The bridges are all in good condition and repair. The locomotives are all in good running order. One passenger and fifteen freight cars have been built, and one new passenger and five freight cars added to our rolling stock. Some further additions to our rolling stock will be required this year to meet the increasing business of the road. An addition has been made to the engine house in Providence.

The number of miles run for the year was 297,700 all with coal, at a cost of 11 74-100 per mile, being an increased cost per mile over that of last year, arising from the increased weight of our trains and advance in the cost of coal.

The Newport connection by steamboat with our Shore Line Express at Greenwich, was resumed this year under disadvantageous circumstances, owing to the difficulty in securing a suitable boat for the business. Arrangements will be made in due time for the next season to secure a boat better suited to the wants of this connection, and thus secure a permanent and reliable route for the future.

A new ferry boat for the Connecticut river, which will take six cars, is nearly completed, and the boat on the Thames at New London is to be enlarged, which, when completed, will add materially to the convenience and comfort of our Shore Line Express, thus making it the most agreeable and reliable land line between New York and Boston.

The balance of the bonded debt of the company outstanding, which matured on the 1st of August, has been settled by an issue of $150,000 ten year and $100,000 fifteen year six per cent. bonds, in accordance with your instructions. Of these, $132,000 ten year are exchanged at par under an arrangement made last year, and $100,000 fifteen year sold at a premium of $5350, leaving in the hands of the company $18,000 ten year bonds which we do not consider it necessary to use. There are yet outstanding $15,200 of the old bonds, bearing no interest, which will be redeemed as presented, thus leaving the funded debt of the company but $282,000.

The company own a large and valuable tract of real estate at Providence, from which they will no doubt realize before the maturity of these bonds sufficient to meet a large portion of them.

The company has no floating debt or construction account open.

The following gentlemen were elected directors for the ensuing year: James I. Day, Stonington; Thomas Tileston, Samuel D. Babcock, Hamilton Blydenburg, W. F. Cary, Henry Morgan, Samuel Sloan, New York city; Nathan F. Dixon, Westerly; Charles A. Lewis New London.

Marietta and Cincinnati Railroad Company.

To the Stockholders of the Marietta and Cincinnati Railroad Company—(as Re-organized:)

In conformity with the requirements of the charter, the Board of Directors respectfully submit this, their Third Annual Report, since the re-organization of the company.

Attention is invited to the following statements:

1st. The general account, or balance sheet, showing the position of the company on the 30th of June.

2d. A statement of the total "Revenue from Traffic," and the "Transportation Expenses" for the year ending on the 30th of June.

3d. The "Profit and Loss" account.

1.—Balance Sheet, June 30th, 1863.

Original Cost—			
Railway and equipments			$8,009,422 19
Increase—			
First preference stock dividends	$810,103 50		
Second prefer'ce stock dividends	613,906 50		
		1,424,010 00	
Union Railway purchase (on acc'nt of,) in cash	$84,060 46		
Do. do. in bonds	50,971 91		
		135,032 37	
Hillsboro' & Cincinnati Railway p'rchase (on account of,) in cash.	$3,202 50		
Do. do. in shares	$1,150,654 61		
		1,153,857 11	
Materials on hand		6,664 26	
Balances outstanding		57,939 19	
Banks and bankers		60,310 33	
Discount on 1st mortgage bonds		22,560 00	
Real estate		18,383 55	
Construction		276,641 00	
			$11,164,820 00
Capital Stock—			
First prefer'nce shares and scrip for fractions of shares	$5,105,384 49		
Second pref., shares and scrip for fractions of shares	3,424,169 23		
Common stock	1,850,000 00		
		$10,379,553 72	
Liabilities—			
First mortgage bonds issued		285,668 80	
City of Baltimore loan to Union R. R.		20,000 00	
Bills payable	6,053 13		
Pay roll	19,663 80		
Individual accou ts.	27,378 11		
Sterling bonds acc't.	87,817 88		
		140,912 92	
Profit and Loss—			
Resulting from earnings		338,684 56	
			$11,164,820 00

2.—Revenue Account.

From July 1, 1862, to June 30, 1863.

Receipts—		
Passengers		$224,995 87
Freight		353,546 54
Mail		20,937 38
Express		10,265 00
Telegraph		10,280 00
		$620,024 79
Expenditures—		
Transportation expenses		$320,394 89
Balance carried to profit and loss		299,629 90
		$620,024 79

3.—Profit and Loss Account.

Interest on Trustees' loan	$3,749 16
Rent of Little Miami R. R. track, 12 months	60,000 00
Coupons due August 1st, 1862	308 00
" Feb'ry 1st, 1863	9,502 60
Interest 1st mortgage bonds, scrip	162 35
Trustees' account, balance	30 38
Taxes, amount paid during year ending this date	12,013 60
Interest, balance of interest account during year ending this date	1,098 10
Balance	338,684 56
	$425,548 75
Balance June 30, 1862	$125,918 85
Net earnings, from July 1st, 1862, to June 30th, 1863	299,629 90
	$425,548 75

The Revenue.—From traffic for the year ending 30th June, amounted to.....$620,024 79

Deduct working expenses..... 320,394 89

Leaving the net earnings $299,629 90

which sum is carried to the credit of profit and loss, as will be seen by reference to that account.

Construction Account.—The expenditures on this account are as follows:

	From August 15, 1860, to June 30, 1862.	From July 1, 1862, to June 30, 1863.	Total, as charged Construction Acct.
Locomotives	$22,562 71	$7,517 06	$30,019 77
Construction cars	---- ----	5,383 55	5,383 55
Passenger cars	7,791 47	6,528 48	14,320 95
Freight cars	17,892 51	11,289 78	29,182 29
New engine house, Cincinnati	684 09	---- ----	684 09
Office Furniture	1,434 13	---- ----	1,434 13
Ties	8,091 03	---- ----	8,091 03
Harmar depot grounds	598 09	---- ----	598 09
New bridges	29,046 24	33,663 26	62,709 50
New barges	1,238 00	347 51	1,585 51
Eng'neering	10,273 54	2,873 60	13,147 14
Station buildings	2,518 65	855 29	3,373 94
Cin, depot grounds	13,333 05	---- ----	13,333 05
Tunneling	33,046 09	20,945 83	53,991 92
New shops, Chillic'the	1,484 23	816 69	2,300 92
" Zaleski	4,717 67	23 17	4,740 84
Zaleski shops machinery—new	2,520 67	---- ----	2,520 67
New shop tools, Chillicothe	450 81	---- ----	450 81
Iron rail, main line	---- ----	12,232 08	12,232 08
Masonry	---- ----	6,045 01	6,045 01
Excavation	---- ----	5,039 60	5,039 60
Embankment	---- ----	4,713 36	4,713 36
Superstructure	---- ----	742 75	742 75
	$157,623 98	$119,017 02	$276,641 00

Trustees' Loan.—This loan has been paid in full since the last annual meeting, and no longer has a place in the general balance sheet.

First Mortgage Bonds.—For the purpose of completing the railway, a mortgage was executed on the property to secure an issue of $3,500,000 of bonds, $285,668 80 of which have been disposed of, as shown by the statement.

A sufficient additional amount has been sold in Europe by the President to secure the completion of the unfinished portions of the line now in operation. These are sterling bonds, with interest and principal, payable at the London Joint Stock Bank.

From the balance of this issue the company will be able to command the means for the extension of the line into the city of Cincinnati, and to

construct such links as may be necessary to connect with other lines of railway as may hereafter be found expedient; the most important of which will be a branch to Dayton and an extension of the line to Wheeling.

These bonds are a first class security, having a first and only lien upon 203 miles of railway now in operation, and which earned the interest upon $5,000,000 during the past year, notwithstanding *two tremendous obstacles:* 1st. Our connection with the Baltimore and Ohio Railway was interrupted *two-thirds* of the year, thus depriving the line of any outlet to the seaboard markets. 2d. The incomplete and unsatisfactory condition of the railway greatly marring public confidence and deterring traffic.

These bonds are also a first lien upon the proposed extension to Cincinnati and all other works which may be made or completed from the proceeds. Their security would be a property costing not less than $15,000,000, and which will earn the interest on this cost so soon as the money is expended, and the contemplated improvements and extensions are perfected.

The following resolution was adopted by the Board of Directors, at the meeting on the 11th of March, 1863:

Resolved, That, as a guarantee for the punctual payment of the interest upon the funded debt of this company, the first net earnings in each half of the fiscal year, to the extent necessary for the purpose, shall be set off and immediately deposited, as follows, viz: So much as may be necessary to pay the coupons upon the sterling bonds, in the London Joint Stock Bank, and such sum as may be necessary to pay the coupons of the dollar bonds, shall be deposited in New York, which deposits shall be held subject to this purpose only; and that public notice of the deposit shall be duly made by publication in the cities of London and New York, in such manner as the President may direct.

Agreeably to the foregoing resolution, funds will be immediately placed with the "London Joint Stock Bank," for the payment of the interest on the *sterling bonds*, and with Messrs. Winslow, Lanier & Co., New York, for the interest on the *dollar bonds*, both payable 1st February, 1864, the net earnings for the first month of the half year (July) being *more than sufficient* for the purpose.

Floating Debt.—It will be observed, by reference to the balance sheet, that the company is entirely free from floating debt.

Completion of the Line.—Contracts have been entered into with responsible parties for the execution of the work required towards placing the line in the condition of a first class railway.

This work has been taken at an advance of fifteen per cent. over estimates of the engineer made previous to the existing troubles in the country.

In view of the immense draft upon the laboring population to carry on the war, and the great increase in price of all supplies and materials required for such work, the board regard the terms of the contract as quite favorable.

The contractors have now a large and adequate force at work in Pilcher Tunnel, on the masonry at different points where required, on the bridges, and have three steam excavators with sufficient motive power and cars at work moving material into embankments where the track has hitherto rested upon trestle work.

Ohio River Bridge and Baltimore and Ohio Railroad Connection.—This company and the North Western Virginia Company, or either of them, are authorized by Act of Congress to build a railroad bridge across the Ohio River, so as to form a perfect connection between the two roads.

The control and operation of the North Western Virginia Railroad being virtually in the hands of the Baltimore and Ohio Company, the preliminary arrangements for the construction of the bridge have necessarily led to a more thorough understanding of our relations with that road. The results promise to be of the most satisfactory character.

The North Western Virginia Railroad Company will soon become re-organized by an exchange of indebtedness for stock, and the ownership of the line falls mainly into the hands of the Baltimore and Ohio Railroad Company. This will secure the completion of the tunnels on the North Western Railway, and in connection with the Ohio river bridge, thus extend the active ownership of the Baltimore and Ohio Company to the west bank of the Ohio River.

These important steps for the perfection of the direct through route to the seaboard afford a most gratifying evidence of a cordial disposition on the part of the Baltimore and Ohio Railway managers and the authorities of the city of Baltimore to co-operate fully in developing the capacity of the route.

These arrangements have all been delayed by the recent raid of the rebels across the Baltimore and Ohio road; but their consummation, at an early day, may be relied upon.

Cincinnati Extension.—Considerable progress has been made in securing the right of way over the intermediate lands between Loveland and Mill Creek Valley, with a view to construct, upon that route, an independent entrance into the city of Cincinnati.

While the prosecution of this work must be made dependent upon obtaining further rights of way on favorable terms, and upon the facilities to be obtained in the city for connections and harmonious working with roads already occupying the ground in that part of the city, it is expected that nothing will prevent an early prosecution of this work.

In view of the certain prospect that this road—by the completion of the North Western Virginia road and the Ohio river bridge—is to be recognized by the Baltimore and Ohio Railroad Company as a part of its most direct route to the great centre of Western business, the importance of an independent and commanding position in that great centre, can hardly be over-estimated.

Hitherto our position in Cincinnati has been only that of a local road, supplying traffic to and from its route, dependent for an entrance upon a road who could, without injury to themselves, aid in the development of our local traffic; but whose antagonism must necessarily be excited by any successful effort on our part to control *through business* from Cincinnati to the seaboard.

The commercial interests of Cincinnati and Baltimore are vitally interested in drawing to their respective cities the immense tonnage and accompanying travel leading to and from the interior upon their parallels; and this Board are rejoiced to know that these interests are ready to co-operate cordially in perfecting a route upon which alone they can rely in the strong competition they must encounter from Northern rivals.

Union Railway Purchase.—Full payment has been made for the purchase of this railway, in accordance with the terms of the contract, and a title deed has been received of this road.

There remains yet to be made several small payments to complete the purchase of the locomotives and machinery, amounting, exclusive of interest, to $11,740.

Hillsboro' Railway Purchase.—In pursuance of the contract to purchase this railway, the following payments have been made:

Cash	$3,202 50
First class preference shares	979,280 77
Second " "	171,373 84
	$1,153,857 11

There yet remains to be made the following payments to complete the purchase:

Cash	$8,297 50
First class preference shares	282,870 98
Second " "	61,002 41
Common shares	320,000 00
	$672,170 89

When these payments are completed this company will receive a deed to this property *free of all incumbrance.* This will probably be accomplished within a few months, as the bonds are being rapidly returned to this company for conversion into shares.

Results.—While the results of the past year's business are presented with much gratification as demonstrating an improved condition in the affairs of the company, it should be borne in mind that the road is still unfinished, without proper connections at the termini; consequently has never been recognized by leading railroads, either east or west, as a part of their working systems; that the results thus far are only local in their character; that the whole enterprise, in a word, is new—untried by its rightful conditions of success; that its development is future, and dependent now only upon improvements and connections which it *has the means* to make absolutely certain.

We are still sowing and cultivating. The time for the ripened harvest is not yet.

But a point is now reached when it will be useful to examine into the reasons of disappointment and failure, and ascertain definitely the means of success.

All railroads must depend upon two general sources of revenue, viz., local and through traffic. To what extent may this line rely upon either or both of these resources?

In regard to the local resources of the route, we are not left to conjecture or mere estimate of results. The revenue account shows the receipts from traffic for the past year to have been $620,024 79. The amount of through freight is also given at 23,344 tons, producing a revenue of $103,121 83. The exact amount of through passenger traffic is not definitely stated; but owing to frequent interruptions of the route since the beginning of the rebellion, it is too small to vary materially the calculation.

We may, therefore, arrive at correct conclusions as to the value of both kinds of traffic. The result is gross earnings of $516,902 96 from local sources, and $103,121 83 from through.

From this statement it is manifest that the local resources of the route have alone received anything like a proper development, and presents the encouraging fact that net earnings from this source connected with the meagre through business—consisting almost entirely of fourth class freights—which we have been able to command, has furnished the means to pay legitimate expenses, and a sum equal to six per cent. on nearly $5,000,000 of capital.

This result from local sources cannot be regarded by any means as a full development of that branch of the business of the road.

The mineral resources of the district of country through which the road passes, consisting of coal, iron and salt, has met with no adequate development.

This has resulted partly from the depressed condition of those interests for several years, from the want of proper facilities in Cincinnati as well as from the want of sufficient equipment on the road to move promptly the heavy tonnage arising from that branch of traffic. The coal which abounds along the route has been tested in the different markets accessible by the road, and its character for fuel purposes fully established.

With adequate equipment on the road, and the facilities which will be afforded by the proposed entrance to the city of Cincinnati for delivering and distributing of coal, a very largely increased traffic in that article may be realized.

The next important question to solve is the capacity of the route for through traffic. Why have no better results been reached? Can they be realized in future?

The first reason for failure in securing a through business has arisen from the unfinished condition of the road; while local interests have been compelled to use the road to a certain extent, because they had no other outlet. Those who control through business have had a choice of routes, and naturally enough, avoided one which was esteemed inferior. In the strong rivalry and competition which sprang up on the completion of the various through routes, the imperfections of this line were *greatly exaggerated;* and no better evidence is needed of the commanding position of

the route than the *bitter, persistent and united efforts* of other railroad lines to *break it down* in its infancy. However unjust and unwarrantable these attacks may have been, there is no doubt about the result upon the public mind—and that was to deprive us almost entirely of the through business appropriately belonging to the route.

2d. In the month of March, 1860, the Union road was open to Belpre, and thus gave a rail connection with the North Western Virginia Railroad at Parkersburg, leaving only a ferry between the termini of the respective roads.

Previous to that period, the route was not an all rail route, and was not so regarded by shippers, in consequence of the nine miles of water communication between Scott's Landing and Parkersburg.

3d. The completion of the Union road removed that objection, and the route had begun to experience some benefit from through traffic—when in April, 1861, the Baltimore and Ohio road was first interrupted by the rebels. These interruptions have been so frequent since that time, that public confidence has never been fully established. Our through traffic during this interval, has been of that fitful and uncertain character that it has been rather an annoyance and interruption to local traffic than a source of profit.

4th. Another reason for failure in through business has arisen from the want of that cordial and thorough co-operation on the part of the Baltimore and Ohio Railway with this road, which can only result from a close identification of interests.

They have assigned as a reason (and it is entitled to consideration,) that the unfinished condition of our road would not permit them to identify their route with our line.

5th. The ferriage over the Ohio river, involving not only the evil consequences of break of gauge, but heavy expense and loss of time incident to the transfer of persons and property across so large a river.

6th. The lack of an independent, central, commanding position in the city of Cincinnati—one which would give us direct connections at that point with the Western system of railroads—has also been a valid reason for want of success in securing through traffic.

It is not necessary to discuss at length the effects of these various obstacles to success.

The statement alone is sufficient to convince practical men that the capacity of the route for through business has had no fair trial—that the necessary conditions of success have not been reached.

The important inquiry is, whether these obstacles can be removed ?

All calculations for the future of this road must be predicated upon the success of the Government in suppressing the rebellion which has so long inflicted its curses upon our country. Proximity to the scenes of the war has exposed the route of which this road forms a central link to heavy losses. But the dark days of rebel raids have surely passed, and the ultimate success of the Government in suppressing this wicked conspiracy against law, order, and all human rights, may be assumed with so much certainty that no intelligent business man would hesitate to predicate his plans for the future upon that result.

With the quiet and confidence thus restored, it is simply a question of the outlay of a moderate sum of money to accomplish all that is desired.

The removal of the imperfections in the road is already secured. The construction of the Ohio river bridge, and the re-organization of the North Western Virginia Company, not only removes material obstacles, but ensures a cordial co-operation of the Baltimore and Ohio Railway Company in building up a through traffic upon a route which gives them decided advantages over their rivals.

In addition to this valuable consideration, it will be found that a *continuous gauge*, from Cincinnati to Baltimore, Philadelphia, and Jersey City, which will be secured by the construction of the Ohio river bridge, will give this route a decided and permanent advantage over all competitors. With proper connections in the city of Cincinnati, this continuity of gauge can be extended westwardly through Indianapolis to St. Louis, and connect with the railway system of Indiana, Illinois, and States beyond the Mississippi river.

This scheme for transferring the heavy articles of Western produce seaward without breaking bulk, must, when properly matured, occupy a commanding position among the commercial avenues of the country.

From the principal producing centres in the southwest grain and its products can be placed upon tide water at such rates, and with such promptness and uniformity of delivery at all seasons of the year, as will prevent a diversion of this large traffic to more Northern routes.

A route offering the facilities of an unbroken gauge will also attract a large share of westward bound traffic.

The remaining obstacle to success to be considered is the position of the line in Cincinnati. This is to be overcome by the expenditure of less than $1,000,000.

That this amount of money can be secured by sale of the first mortgage bonds of the company cannot be doubted.

We have, then, to sum up the condition of the enterprise at this time.

1st. Results from local traffic sufficient to pay current expenses and a net balance of $300,000, for interest rents or dividends.

2d. The means to perfect the railway within a brief period.

3d. Full provision for securing a perfect connection eastward by continuity of gauge with the Baltimore and Ohio Railway, whose interests will be thus identified with the route.

4th. The right to build an independent entrance into Cincinnati, and the financial credit to raise the means for that purpose.

5th. The cordial good will of the great commercial interests of the cities of Cincinnati and Baltimore, who are driven by alliances and combinations all hostile to them to regard this route as their only safe reliance against powerful competition.

A safe estimate of ultimate results from both local and through sources can only be made by a careful comparison of this with other lines similarly located which have been tested, sufficient time having elapsed to develope their capacity for profitable business.

The Little Miami and Hamilton and Dayton lines afford good illustrations of the capacity of railroads situated similarly with our own for through business.

The earnings of the Little Miami for the year ending November 30th, 1862, were $1,566,396, or at the rate of $11,602 per mile! The Hamilton and Dayton earned for the year ending March 31st, 1863, $877,403 86, being at the rate of $14,616 per mile.

With a line perfected and connected as proposed, it may fairly be claimed that the main stem of this road will reach gross earnings to the amount of $10,000 per mile. This would yield $2,030,000, and give a net result of $1,015,000; thus paying interest on mortgage debt and dividends of more than six per cent. on its entire stock capital.

The company now own and have in successful operation two hundred and three miles of railway, with its ample equipment, at a cost of eleven million one hundred and sixty-four thousand eight hundred and twenty dollars, *entirely free from floating debt*, and almost entirely represented by a share capital; it forms part of the great chain of railway running from Baltimore and Washington City directly west through Parkersburg, Marietta, Cincinnati and St. Louis, to the western limits of population, and is now part of a direct line, in full operation, more than a thousand miles in length, and not varying in its entire distance more than a degree from the same parallel of latitude.

Respectfully submitted,
By order of the Board of Directors,
NOAH L. WILSON, *President.*

Chillicothe, Ohio, August 19, 1863.

Contract to Operate a Railroad.---Courts have no Power to Decree Specific Performance.

CONSOLIDATION OF RAILROADS; RIGHTS OF STOCKHOLDERS IN FORMER COMPANIES. LEASING RAILROADS—RIGHTS OF LESSORS.

The Cleveland and Toledo Railroad Company is the product of a consolidation of the Toledo, Norwalk and Cleveland Railroad Company and the Junction Railroad Company. The consolidation was effected on the 15th of July, 1853.

The object of the original companies was to construct a through line of railroad between the cities of Cleveland and Toledo, one of which was to pass through Norwalk, and the other through Sandusky. To insure this being done on the Northern route through Sandusky, the following article was inserted in the agreement of consolidation:

"The Cleveland and Toledo Railroad Company shall occupy and construct a line of railroad, extending from Sandusky across Sandusky Bay, by Port Clinton, Perrysburg and Maumee City to or near Swanton, assuming the railroad of the Port Clinton Railroad Company, and connecting with the railroad of the Northern Indiana Railroad Company, at some convenient point near Swanton. It shall open and maintain a railroad connection between Sandusky and Toledo, upon the same gauge with the road between Sandusky and Cleveland, to be finished simultaneously with the opening of the road to Perrysburg." It was also agreed that "the Cleveland and Toledo Railroad Company will establish and maintain workshops both at Norwalk and at Sandusky, sufficient for the ordinary repairs of machinery on the respective lines."

In carrying out the object of opening and maintaining a railroad connection between Sandusky and Toledo, the new Company having a constructed road from Cleveland to Sandusky, proceeded to obtain a lease from the Port Clinton Railroad Company, which was executed on the 28th of October, 1853. By this lease the Port Clinton Railroad Company, devised to the Cleveland and Toledo Railroad Co., for the term of ninety nine years, renewable forever, the use and enjoyment of its road and franchises. The consideration expressed in the form of covenants, was the payment of taxes, the assumption of debts, the finishing the road, and its operation and management in such a manner as would not forfeit or endanger the franchises and corporate rights of the lessor, and the allowing the stockholders of the Port Clinton Railroad Company, on the payment of their subscriptions, to receive such dividends as the holders of a like amount of stock in the Cleveland and Toledo Company would be entitled to receive.

The Cleveland and Toledo Company thereupon proceeded to finish the projected road of the Port Clinton Company, and did, for several years, run a through line from Cleveland to Toledo, by way Sandusky, as contemplated by the agreement of consolidation. Subsequently, in the year 1858, the directors of the Cleveland and Toledo Company ceased running a through line from Cleveland to Toledo by way of Sandusky, and after, for a short time, running a train from Sandusky to Port Clinton, discontinued the use of the road constructed under the lease from the Port Clinton Company. From that time to the present, no trains have been run on that road; the rolling stock and other

personal property connected with the use of the road have been removed; and no repairs of the road have been made.

The Port Clinton Railroad Company now filed a petition to obtain a specific performance of the covenant, on the part of the Cleveland and Toledo Railroad Company, as to the road finished under the lease, to "operate and manage the same in such manner as will not forfeit or endanger the franchises and corporate rights" of the Port Clinton Company. The Trustees of Portland township, which includes within its limits the city of Sandusky, at the same time sought similar relief, on the ground that they had been authorized, and had actually subscribed to the stock of the Junction Railroad Company to the amount of $150,000. That certain conditions upon which such subscription was made were that fifty thousand dollars of the amount subscribed should be expended at or east of Sandusky, and one hundred thousand west. That the route west was to cross Sandusky Bay. That a main inducement of the subscription was the benefit which would accrue to the city of Sandusky, by a direct line of Railroad communication, east and west, and the prosperity of the city had been injuriously affected by the discontinuance, on the part of the Cleveland and Toledo Company, of its Northern route, as a line of communication between Cleveland and Toledo. The origin of the Port Clinton Company, its condition at the time of the lease, and its position at the time of the institution of the action was shown by the testimony. From this it appears that the Junction Railroad Company sought to extend its road west from Sandusky, across Sandusky Bay, by way of Port Clinton to Toledo. In this attempt rights of way had been obtained and a considerable sum of money expended in constructing the road, when further progress was arrested by an injunction obtained on the ground of a want of power under its charter. Pending these proceedings, and under an apprehension of their unfavorable termination, a company was organized under the general law of the State, by persons interested in the Junction Company to carry out the project. The capital stock of the company thus organized, under the name of the Port Clinton Railroad Company, was $100,000, of which $11,000 were subscribed, and of this only five per cent. which was necessary to perfect the organization, has ever been paid. It does not appear that even this sum has ever been expended in the prosecution of the object of the organization: but, on the contrary, that all means expended, up to the time of the execution of the lease were furnished by the Junction Railroad Company. From the execution of the lease in 1853 to 1858 there was no meeting of the directors or stockholders of the company. Its first corporate action after the execution of the lease, had in view the bringing of the present suit.

The relief sought by the plaintiffs was an order from the Supreme Court of Ohio decreeing a specific performance of the contract and compelling the Cleveland and Toledo Railroad Company, to resume the operation of the route through Sandusky to Toledo. The Court now decide in favor of the defendant and hold:

That if in any case, it would be competent for a court to decree the specific performance of a contract to operate a railroad, requiring as it would personal acts, involving the continuous exercise of skill and judgment under varying circumstances and emergencies, it could only be in a case where the demand for the exercise of such power was stringent, and the circumstances such as to authorize the court in making an order to limit its duration as to time, and to define, to some proper and reasonable extent, the mode and manner in which it should be obeyed. That the Port Clinton Railroad Company is not entitled to a judgment requiring specific performance of the covenant in the lease.

The court also hold that where a township through which a railroad might be located is "authorized to subscribe to the stock of said railroad," and such subscription is made, *as in this case*, the contract of subscription may contain terms and conditions affecting its subject matter and the consideration to be paid and received; but the making a subscription and paying money for stock cannot be made a consideration to sustain a contract giving the township a claim to control the general conduct and discretion of the directors of the Company, in matters involving the pecuniary interest of the company and its stockholders, to an amount far exceeding the subscription of the township. It was not the intention of the Legislature to authorize the township to obtain by its contract such a claim, or the directors of the company for the time being so to limit the power and discretion of future boards of directors.

The court further hold that where two railroad companies in their agreement for consolidation insert an article to provide for th ecompetition and running of the route of one of the companies, and the directors of the consolidated company fail to comply with such provision, and the duty thus created is owing to all the stockholders, one of the stockholders cannot sustain an action against the directors to enforce a compliance therewith; and if the duty is owing to a class of stockholders, having in respect to the matter an interest or right distinct from another class, any proceeding to obtain relief, for a refusal or neglect on the part of the directors to discharge the duty, must bring before the court not only the directors of the company, but the two classes of stockholders.

Judgment for the Defendant.

Atlantic and Great Western, and Cincinnati, Hamilton and Dayton Railroads.

A meeting of the stockholders of the Cincinnati, Hamilton and Dayton Railroad Co., was held in Cincinnati on the 7th inst., for the purpose of ratifying a contract previously entered into between the two companies for an entrance into Cincinnati of the Atlantic and Great Western, by means of a third rail, over the track of the Cincinnati, Hamilton and Dayton Railroad. The provisions of the contract, which was approved by the stockholders, is in substance as follows:

The Cincinnati, Hamilton and Dayton Railroad Company agree to lay a six feet track from Dayton to Cincinnati, and have it completed by the time the Atlantic and Great Western Railway reaches Dayton; and that when the business of the broad gauge requires to be worked separate from the narrow gauge, to lay a six feet track outside of the narrow gauge. A standing committee shall determine what portions of said track between Cincinnati and Dayton shall be changed to a separate track. The Presidents of the Cincinnati, Hamilton and Dayton and Little Miami Railroads, with the chief engineer of the Atlantic and Great Western Railway to be an advisory committee, to whom all matters in dispute shall be referred for adjustment. The Atlantic and Great Western Railway Company are to furnish the freight and passenger cars, and the Cincinnati, Hamilton and Dayton Railroad Company the locomotives to do the business between Cincinnati and Dayton; and the latter company agree to be prepared at all times to receive and forward all passenger cars from and to the Ohio and Mississippi Railroad, so that there shall be no break of connection or delivery. The control of rates between Cincinnati and competing points is placed under the direction and supervision of the advisory committee, it being understood and agreed between the parties respectively that all the all rail traffic of the Ohio and Mississippi Railroad Company, the direction of which is controlled by the second party, and all the all rail traffic of the second party the direction of which is controlled by it, destined to New York City and Boston, together with all the all rail traffic of the second party, the direction of which is controlled by it, destined to points east of the city of New York, with which the Erie Railway Company and the Sunbury and Erie Railroad Co. have railroad traffic connections, shall be sent to, and the second party covenants to deliver the same at Dayton, to the first party, for transportation over its line. And it is further understood and agreed that the railroad traffic of the first party, the direction of which is controlled by it, destined to Cincinnati, Indianapolis, St. Louis and Louisville, and to points south and west of said cities, shall be sent to, and the first party contract to deliver the same at Dayton, to the second party, for transportation over the broad gauge line of the second party.

As will be seen by the following circular, the cost of the third rail is estimated at $750,000, which is to be provided for by an issue of $344,200 additional stock, and the sale of the remaining $300,000 of second mortgage bonds, to be distributed *pro rata* among the stockholders. Fractional shares of stocks or bonds to be covered by certificates, redeemable in bonds or certificates of stock on the presentation of a sufficient amount of such certificates:

OFFICE OF THE CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.
CINCINNATI, Oct. 7, 1863.

The Board of Directors (sanctioned by a vote of stockholders at a meeting held this day) approved a contract with the Atlantic and Great Western Railway Company, by which this Company agree to lay down a track of the six feet gauge between Cincinnati and Dayton, for the business of the Atlantic and Great Western Railway. This improvement is estimated to cost $750,000.

The Board of Directors, sanctioned by the stockholders, have determined to issue the $344,200 of additional stock, thus completing the amount authorized by the charter of $2,500,000. They are also authorized to dispose of the remaining 300 of the 1,250 $1000 seven per cent bonds provided for under the second mortgage which bonds were executed October 15, 1853; but not disposed of heretofore. These two amounts, together with a portion of the surplus earnings on hand, are estimated to be sufficient to cover the expenditure for making the proposed improvement.

The stock and bonds will be sold to the present stockholders *at par*, in proportion to the amount of stock held by them in this company at the time of closing the transfer books, October 1, 1863

Stockholders whose stock is registered on the books of the Company, in Cincinnati, desirous of taking their proportion of stock and bonds, will notify F. H. Short, Secretary of the Company on or before Tuesday, the 20th inst. Such stockholders as have their stock registered on the books of the Company, in New York, and who are desirous of taking their proportion of stock and bonds, will notify E. R. Bebb, Esq., No. 7 Barclay street, New York, on or before the 20th inst.

The stock and bonds will be ready for delivery in Cincinnati and New York, to those who have given notice of their desire to receive them on the 26th inst. Stockholders, whose stock is registered in New York, will call, as above named, on E. R. Bebb, Esq.

The portion of the stock and bonds of those who may neglect or decline to give notice of their intention to receive them, will be offered *pro rata* at par to such stockholders as have given the notice.

In cases where the stockholders do not hold sufficient stock to entitle them to a share of stock or bond, certificates will be issued, redeemable with stock or bonds, as the case may be, on the presentation of a sufficient amount of such certificates.

Stockholders who accept this proposition are required to take both stock and bonds. They can not be taken separately.

By order of the Board of Directors.

S. S. L'Hommedieu, *Pres't.*

F. H. Short, *Sec'y.*

"This arrangement," says the Cincinnati *Railroad Record*, "settles the question of a new railway route eastward, and the most important one yet opened between this city and New York. By this route the expense of reshipping at intermediate points will be avoided, as we understand it is the intention of the managers of the G. W. to run their cars direct to Jersey City. By this arrangement the Ohio and Mississippi, in which the city has a large interest, will be enabled to compete successfully with all other routes for the through business of St. Louis and the Southwest, for they can load their cars on the banks of the Mississippi and deliver them, without breaking bulk on the Hudson at Jersey City."

Artesian Wells.--Their Character and Usefulness.--Rock or Petroleum Oil.

The supplies which are necessary to man's existence surround him on every side. From the surface he gathers the cereals; from the heavens light shines, and water distils upon his fields; while by the application of scientific skill, the earth yields up from its dark depths below, metals, coals and oils, each in its appropriate place to minister to his comfort. He thus stands at a central point and fills his commiserat from the skies above him, from the fields around him, and the earth beneath him. And every year he spends in intelligent and peaceful industry develops new wealth in the earth, and a new capacity for producing wealth, which is of lasting benefit to himself and to his children.

Among the contrivances of human ingenuity the invention of Artesian Wells will always hold a prominent place. Not only because of their intrinsic value as instruments of usefulness, but because they evidence the truthfulness of scientific or geological investigations; and because they make available the vast stores of natural wealth, which otherwise would remain without the reach of human acquisition.

An Artesian Well is a cylindrical perforation bored vertically down through one or more of the strata of the Earth, till it passes into a porous gravel bed containing water or other liquid, placed under such incumbent pressure as to make the fluid rise through the perforation, either to the surface or to a height convenient for the operation of a pump. They have been used for a long time in the East and in Italy. They derive their name from Artois, one of the provinces of France, where the practice of employing them was revived.

Artesian Wells are supposed to be fed by the infiltration of the waters condensed in rain, dew, snow, etc., upon the surface of the Globe. The waters are diffused after condensation upon the surface of the soil, and percolate downwards through the various pores and fissures of the geological strata, to be again united in subterranean veins, rills, streamlets, or expanded films of greater or less magnitude or regularity. The beds traversed by numerous disjunctions will give occasion to numerous interior currents in all directions, which cannot be recovered and brought to day; but when the ground is composed of strata of sand, or gravel very permeable to water, separated by other strata nearly impervious to it, reservoirs are formed to our hand, from which an abundant supply of water may be spontaneously raised. In this case, as soon as the upper stratum is perforated, the waters may rise, in consequence of the hydrostatic pressure upon the level strata, and even overflow the surface in a constant stream, provided the level from which they proceed be proportionately high.

A remarkable example of an Artesian well is that at the *abattoir* at Grenelle, a suburb at the southwest of Paris, where there was a great want of water. It cost eight years of difficult labor to perforate. The geological strata round the French capital are all of the tertiary class. The surface consists of gravel, pebbles and fragments of rock, which have been deposited by the waters at some period anterior to any historical record. Below this layer of debris, it was known to the engineer that marl and clay would be found. Underneath the marl and clay, the boring rods had to perforate pure gravel, plastic clay and finally chalk. No calculation from geological data could determine the thickness of this stratum of chalk, which from its powers of resistance, might present an almost insuperable obstacle. The experience acquired in boring the wells of Elbeuf, Rouen, and Tours was in this respect but a very imperfect guide. But supposing this obstacle to be overcome, was the engineer sure of finding a supply of water below this mass of chalk. In the first place, the strata below the chalk possessed all the necessary conditions for producing Artesian springs, namely successive layers of clay and gravel, or of pervious and impervious beds. M. Arago had shown that the water of the spring here would necessarily rise to the surface, because in the well at Elbeuf, which is nearly 9 yards above the level of the sea, the water rises from 27 to 29 yards above the surface of the earth, and consequently, from 36 to 38 yards above the ocean level. Now as the orifice of the bore at Grenelle is only 34 yards above the same level, it followed that, if the identical water bed was met with, the water would rise above the earth's surface at Grenelle.

At length, in February, 1841, after eight years' labor, the rods suddenly descended several yards, having pierced into the subterranean vault. The water rose to the surface and discharged itself at the rate of 881,884 gallons inevery twenty-four hours. At first, it brought up so great a quantity of sand that the tube was several times choked up by it, and even now it is not free from occasional though rare interruptions, but the force of the column of water has always proved sufficient to clear its way after a short interval. The bore traversed through 33 feet of drift sand and gravel, 115 feet of the lower tertiary strata, 1,394 feet of chalk and 256 feet of calcareous sandstone and clay; ending in a bed of green colored sand; in all 1,798 feet. The water flows in a clear continuous stream, and is carried by pipes to a reservoir near the Pantheon, whence it is distributed over the adjacent parts of the city, as well as along the line of the Boulevards from the *abattoir* to the Observatory. By means of small pipes also the Ecole Militaire, the Hotel des Invalides, and several other public establishments, are supplied with water.

Artesian wells have been brought into successful use in a number of instances in this country. They have been successful in Alabama, South Carolina, New York and Missouri. Several have been sunk on the island of Manhattan. One of these, the oldest and the deepest, was sunk at the United States Hotel, between Pearl and Water sts., the Hotel at that time being known as Holt's Hotel. The first 126 feet of penetration was in stratified sands and blue clay alternating with river mud. At this depth the surface of the rock was struck under a bed of coarse gravel; and below this the shaft was continued in the gneiss rock five hundred feet further. For a time the water was tolerably good, but it soon become impregnated with the salt river water, and thus was rendered unfit for use.

The deepest well in this country was made for a sugar refinery at St. Louis by the Messrs. Belcher. It was commenced in 1849, three hundred feet from the river, and four hundred and twenty feet above the level of the sea. The boring was commenced from the bottom of a well 30 feet deep, and continued by hand power through 219 feet of calcareous strata, the diameter of the bore being 9 inches. Subsequently steam power was applied. At the depth of 457 feet the bore was contracted to 3½ inches. In 1852 the workmen stopped to enlarge the bore of the first 80 feet to 16 inches. The bore was then enlarged to 5½ inches from depth of 457 feet to 1,050 feet, and a four inch tube put in to hold up the shales of the last 150 feet. The sinking was then continued with a 3½ inch bore until March, 1854, when the depth of 2,199 feet was reached, and the work ended in silicious and clay beds belonging to the lower silurian formation. The whole time actually spent upon the work was 33 months, at a cost of $10,000. The water was found to be unfit for anything but medicinal purposes, having a strong odor of sulphuretted hydrogen.

In 1848 a well was sunk at Charleston, South Carolina, 1,250 feet deep. The bore was three inches in diameter, and water was discharged ten feet above the surface at the rate of 1,200 gallons per hour.

The temperature of water issuing from Artesian wells increases with the depth, but at different rates at different places. At Paris where the mean temperature at the surface is 51° Fahren-

heit, the water at the depth of 1,797 feet in the well at Grenelle is 82° Fahrenheit. This is equal to an increase of 1° F. for every fifty-eight feet in depth. At St. Louis the increase is equal to 1° F. for every 83 feet of descent. At Charleston the mean temperature at the surface is 68° F., at a depth of 500 feet it is 73°, at 1,000 feet it is 84°, and at 1,106 feet it is 88° Fahrenheit. This is an increase of 1° Fahrenheit for every 52½ feet. It is thus evident that hot springs are merely natural Artesian wells. At Wurtemberg large factories are warmed by water from Artesian wells.

The readiness with which old instruments are turned to the accomplishment of new purposes and to the development of new resources is seen in the application of Artesian wells to the Oil Creek regions in Pennsylvania. By this means Petroleum or Rock Oil has now become a common article of commerce. The region of Northwestern Pennsylvania yields up its oleaginous wealth; giving to us, for the mere cost of transportation, one of the most valuable articles of merchandise.

As late as 1854 work was first commenced in this region. Wells were subsequently sunk, on the same principle as Artesian wells, and the oil liberated from the dark reservoirs, in the rocks below, boiled up in fountains at the feet of the operators. In the year 1860, just six years after the work had been commenced, there had been 2,000 wells sunk; and 74 of these yielded, on an average, 1,165 barrels of oil per day. The barrels hold 40 gallons each, hence there were 46,600 gallons produced per day.

Thus science reduced to practice by the hand of art, makes possible, as well as increases the conveniencies of life, while at the same time it is continually elucidating new truth, pertaining to the physical world, and to our individual existence.

Cumberland Coal and Iron Company.

The long and vigorously contested suit between this and the Hoffman Coal Company has been finally decided in favor of the Cumberland Co. The effect is to rehabilitate it with a very valuable property which was as alledged fraudulently taken from it. The following is a report of the decision of the Maryland Court of Appeals:

COURT OF APPEALS OF MARYLAND—JUNE TERM, 1863.

Cumberland Coal and Iron Company agt. *Allen M. Sherman, Wm. B. Dean and the Hoffman Steam Coal Company, of Alleghany County.*—This cause, standing ready for hearing, was argued by solicitors of the respective parties and submitted, and the proceedings have since been read and considered. Whereupon it is this 9th day of October, in the year, 1863, by the Court of Appeals of Maryland, and by the authority thereof, ordered, adjudged and decreed, that the decree of the Circuit Court of Alleghany county, sitting as a Court of Equity, passed on the 12th day of November, in the year 1861, from which the appeal in this cause was taken, be, and the same is hereby, reversed, and the cause is hereby remanded to the said Circuit Court, in order that an account may be stated by the Auditor of said Court, between the appellant and the appellees, from the evidence in the cause and such other and further evidence as may be produced before him; the appellees to be charged with all moneys received by Allen M. Sherman and Wm. B. Dean and the Hoffman Steam Coal Company of Alleghany county, or either of them, to the use of the appellants, or from stocks of the appellants sold or pledged by the appellees, or either of them, or from the net rents, issues and profits of the lands and tenements, coal mines and other property of said appellants, held, used, occupied or enjoyed by the appellees, or either of them, by virtue of the deeds of conveyance and contract of transportation referred to in the bill and proceedings, and credited with all sums paid by them to the appellants on account of the said stocks, lands and tenements, coal mines and other property, or expended in permanent improvements; and (if) upon such accounting the appellants shall be found indebted to the appellees, then, upon payment of said indebtedness, or legal tender thereof, or if nothing be found due, the appellees shall be decree to reconvey and assign to the said appellants all the lands, tenements and hereditaments mentioned and described in the said deeds or conveyances executed in the name and on behalf of the appellants to the appellees, Allen M. Sherman and William B. Dean, and by the said Allen M. Sherman and William B. Dean to the Hoffman Steam Coal Company, and to deliver up to be cancelled the aforesaid contract of transportation, and assign, transfer and make over to the appellants all the shares of stock held by the appellants all the shares of stock held by the appellees, Allen M. Sherman and William B. Dean or the Hoffman Steam Coal Company in said company, and all the rights or interests in the said stock or said company, which the appellees, or either of them, have acquired as the consideration in whole or in part of the aforesaid lands.

The injunction heretofore issued in this cause is hereby revised, the costs incurred in this Court and in the Court below by the appellants to be paid by the appellees.

RICHARD J. BOWIE.
JOS. L. BARTOL.
BRICE J. GOLDSBOROUGH.
S. MORRIS COCHRAN.

True copy test—GEO. EARLE, Clerk Court of Appeals, Maryland.

English Railway Passengers' Assurance Co.

During the half-year ended on the 30th June last, the premiums on general accident policies amounted to £28,742 15s. 5d., and on railway accident tickets to £2,913 10s. 1d., making the total premium income for the half-year £31,656 5s. 6d., against £28,554 6s. 6d. during the same period in 1862. The comparative number of policies and tickets issued during each half-year was as follows: General accident policies:—1862, £11,520; 1863, new policies, £2,713; renewals, £9,876; total, £12,589. Policies for terms of years, or for life by single payments, and by annual payments on a decreasing scale:—1862, 388; 1863, new policies 20, renewals 342, together 362. Single journey tickets:—1862—1st class, 23,094; 2nd class, 43,681; 3rd class, 67,710. 1863—1st class, 22,432; 2nd class, 42,774; 3rd class, 72,583. Double journey tickets:—1862—1st class, 11,603; 2nd class, 19,088; 3rd class, 18,859. 1863—1st class, 12,449; 2nd class, 23,266; 3rd class, 26,003. Periodical tickets:—1862—1,080. 1863—1,059. While some descriptions of tickets showed a slight falling off, and the increase of policies had not been at quite so rapid a rate as hitherto, the aggregate amount showed a satisfactory increase, and that the business of the company still continues to progress. The cash received for premiums during the half-year was £28,311 17s. 9d., and the interest on investments £405 3s. 10d., making with the balance from the previous half-year £45,551 2s. 2d. to the credit of the revenue account. The disbursments for compensation were £16,629 0s. 3d., for office expenses, salaries, etc., £5,798 18s. 8d., and for commission and government duty, £3,824 15s. 7d. After payment of interest to the proprietors, and £1,000 paid towards the replacement of capital, there is a balance of £17,935 17s. 1d. to be carried forward. Adding to this the sums due from clearing house and agents, £3,344 7s. 9d., there was a total balance on revenue account of £21,280 4s. 10d., from which interest at the rate of 4 per cent. per annum would be paid for the half-year. The amounts paid as compensation during the half-year were for—8 fatal cases, £5,050; 879 claims for personal injury, £11,579 9s. 3d.; total, £16,629 0s. 3d.

Pittsburg, Maysville and Cincinnati R. R.

An effort is about being made to revive the Pittsburg, Maysville and Cincinnati Railroad project. The work heretofore done on this road has been entirely confined to the section east of the Muskingum, and has been accomplished entirely with local means. A correspondent furnishes us with the following particulars of this enterprise

"The line east of the Muskingum starts at McConnelsville, follows the waters of Meigs Creek, Will's Creek, Stillwater and Short Creek, having on its line a great number of villages, to-wit Rockdale, Littlesburg, Zeno, Cumberland, Point Pleasant, Hartford, Senecaville (intersecting the Central Ohio Railroad at Campbell's), Washington, Winchester, Antrim, Londonderry, Freeport, Smyrna, Georgetown, Mt. Athens, Mt. Pleasant, and Warrenton, the Ohio river and line of the Cleveland and Pittsburg Railroad.

The company have procured the right of way for sixty miles of their line east of McConnelsville, and have expended over $400,000 in construction of this part of their line. The most of the heavy sections are nearly finished, whole sections are entirely graded in places and east of Cumberland a continuous line of twenty miles, including much heavy work, is ready for the ties and rail. This part of the line intersects the Central Ohio Railroad, affording immediate railroad facilities to the citizens as soon as the iron is on the road. The P., M. & C. has thus far been prosecuted with local means. We understand that the stockholders and citizens will soon make another effort to iron the road, and set the iron horse to work.

The work of construction thus far is among the cheapest in Ohio, the funds having been supplied by the local citizens and expended under their immediate observation, were most economically expended. For the same reason the agents of the stockholders suspended the work when their funds were exhausted without embarrassing the company with debts and liens. The company is in good condition to recommence their work, now that money is plenty. It is hoped their road will grow into such importance, that, some day, capitalists will give a helping hand and carry the work to final completion."

This road, when completed, will give us another route to the coal fields of Ohio; but unless it is used more extensively for the transportation of coal than other roads now built, it will afford but small facilities in supplying the wants of our citizens in that particular. Nevertheless we wish the enterprise all success.—*Railroad Record.*

Victoria (London) Dock Company.

During the half year ending the 30th June last, 1,417 ships, measuring 503,775 tons, entered the Victoria Docks, showing a decrease of 130 ships, and 48,489 tons, as compared with the same period in 1862. This falling off was accounted for in the decrease in colliers and coasters, amounting to 171 vessels, measuring 68,014 tons. The following is a comparative statement of the vessels and their tonnage which entered the undermentioned docks in the years ending 30th June, 1862 and 1863, respectively:—Victoria, 1862, ships 2,779, tonnage 1,067,207; 1863, ships, 2,678 tonnage 1,069,003. London, for years ending 31st May, 1862 and 1863, (loaded from foreign ports,) 1862, ships 1,017, tonnage 481,285; 1863, ships 1,120 tonnage 518,530; and St. Catharine, 1862, ships 123, tonnage 207,749; 1863, ships 942, tonnage 241,402. The total number of ships, and their aggregate register tonnage, that entered the port of London with cargoes from foreign ports during the years ending 30th June, 1862 and 1863 respectively was—1862, 10,723 ships; 3,188,049 tonnage. 1863, 11,977 ships; 3,473,300 tonnage. Increase in ships, 1,254; increase in tonnage, 285,251.

Apportionment of Passengers in Gt. Britain.

On the railways of England and Wales the proportion of passengers conveyed last year was 12.71 first class, 30.50 second, and 56.79 third class, as compared with 12.39 first class, 31.11 second class, and 56.50 third class in 1861. There was, therefore, a small decrease in the relative numbers of second class passengers in 1862. Upon the Scotch lines 13.40 per cent. of the passengers traveled first class in 1862, 11.09 second class, and 75.51 third class, as compared with 13.77 per cent. first class, 11.91 second class, and 74.33 third class in 1861. The Scotch would seem, therefore, to be taking more and more to their favorite third class. On the contrary, the proportions last year of Irish passengers was 12.23 per cent. first class, 32.86 second class, and 53.91 third class, against 13.93 per cent. first class, 34.98 second class, and 51.09 third class in 1861. The average proportions for the United Kingdom last year were 12.80 per cent. first class, 28.75 second, and 58.45 third class, against 12.62 per cent. first class, 29.44 second, and 57.94 third class in 1861.

Grape, Canister, Shrapnel and Shell.

Grape consists of nine shot arranged in three layers, which vary in size according to the calibre of the gun; they are held together by two plates of about one-fourteenth of an inch less diameter than the calibre of the gun, two rings, a bolt and a nut. The canvas bag arrangement is too old for this war; it is not so simple or durable, and has not been used for years. Canister for a gun contains twenty-seven small cast-iron balls, arranged in four layers, the top of six, the remainder of seven each for a howitzer it contains forty-eight small iron balls in four layers of twelve each; for the same calibre you will see that the balls for canister is a tin cylinder, closed at the bottom by a thick cast-iron plate or a wooden sabot, and at the top by a sheet iron plate with a handle attached; the interstices between the balls are closely packed with sawdust to prevent crowding when the piece is fired. Shrapnel consists of a very thin shell, which is filled with musket balls; the interstices are then filled by pouring in melted sulphur; a hole is then bored through the mass of sulphur and bullets to receive the bursting charge. Now to explain the difference between a "shrapnel" of "spherical case" and a "shell." The destructive force of a shrapnel is what it receives from the charge in the gun, the powder in the shrapnel being only to break the envelope and spread the balls, they still moving forward by force of the impulse they received from the charge in the gun. A shell is made very much thicker than the envelope of a shrapnel, and is nearly filled with powder, and will do great execution if it explodes on the ground, it having destructive qualities in itself, aside from the discharge of the gun. A shrapnel shell has only half of the charge of powder that a shell proper has; thus a twenty-four pounder shrapnel contains 175 musket balls and six ounces of powder. A twenty-four pounder shell has twelve ounces of powder. A six pounder shrapnel has thirty-nine musket balls and twenty-five ounces of powder.

The Oswego and Rome Railroad.

Laborers for this road arrive at this city in considerable numbers on the various steamers, many of them from Canada, and go hence to the different places assigned them along the route. The Pulaski *Democrat* gives the following in regard to the progress of the work in that neighborhood: "The work on the railroad has fairly commenced at Richland Station, and preparations are being made to build the bridge across the river. Numerous shanties are being erected between here and the station, and we understand that 200 laborers were expected here this week. The contractors advertise for 1,000 hands, having agreed to complete the road in about one year. The station will be at or near "McCarty's Corners," and the road will cross the river about a mile and a half above the village."—*Oswego Times.*

Redemption of Illinois Bonds.

The Governor of the State of Illinois has issued a proclamation of his intention, in accordance with the provisions of an act of the Legislature, approved February 22, 1859, to pay off on the 15th of November next, the principal and interest on a portion of its bonds at the American Exchange Bank, N. Y. Those to be thus paid off are noted in his proclamation as follows:

Bonds issued under the provisions of the above recited act, being refunded stock coupon bonds of one thousand dollars each, dated July 1, 1859, due or payable 1860, bonds Nos. 1, 2, 3, 4, 5, 7, issued to Hall Wilson, attorney; No. 9, issued to W. A. S. Van Duzer; Nos. 10, 11, 12, 13, issued to Jesse K. Dubois, Auditor; Nos. 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, issued to J. Bunn, Attorney; Nos. 28, 29, 30, 31, 32, 33, 34, 35, issued to Jesse K. Dubois, Auditor; Nos. 36, 37, 38, issued to Ketchum, Son & Co.; Nos. 39, 40, 41, 42, 43, issued to W. H. Marston; Nos. 44, 45, 46, 47, 48, 49, 50, issued to H. Corwith; No. 51, issued to Jesse K. Dubois, Attorney; No. 52, issued to J. Bunn, Attorney; Nos. 53, 54, 55, issued to Jesse K. Dubois, Attorney; Nos. 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, issued to E. F. Leonard, Attorney.

Grand Trunk Railway of Canada.

It will be remembered that the creditors of the Grand Trunk Company were to have received £1,500,000 sterling of 5 per cent Province bonds as the capitalised value of the postal and military subsidy for 25 or 30 years. (See second report of the select committee, page 27.) The creditors were to have had 10s in the pound; by means of this £1,500,000, and the rest of their debts were to have been paid in 4th preference stock. Five per cent on £1,500,000 is £75,000 a year. The postal is by far the greater part of the postal and and military service—the military is a very small matter. We need not repeat the history of how the £1,500,000 Province bonds measure was sent to the wall—how promises deliberately made have never been kept. Up to the present moment the last performance of the Canadian authorities has been an order in Council fixing the postal rate at 100 dollars per mile per annum. Of course the Company protests against this miserable "pay" for the costly and important service they have to perform for the country. $100 per mile per annum on 1,000 miles, is less than £25,000 per annum, or less than a third of the figures originally fixed on. The English Company have made for Canada a grand trunk railway, at an amount of loss it is fearful to contemplate. With this, however, the Canadians do not appear satisfied. They want the Company in addition to carry their mails at a loss! In this state of things when the postal question will be settled it is impossible to say.—*Herapath's Journal.*

☞ The *Rochester Union* says that, "in consequence of the pressure of traffic, the New York Central Company have probably concluded their negotiations for an amalgamation with the Harlem Road, and will have a New York connection that way. It will, of course, retain the Hudson River Road as a tributary, for that road has no other outlet. The Central Company is building 400 or more freight cars of what is known as the 'compromise gauge,' to be run to Cincinnati over the Ohio roads, to enable freight to be taken to New York without transhipment. This movement for Cincinnati freight is an offset to that of the Erie Company, which, by its connection with the Atlantic and Great Western, will run through cars both to Cincinnati and St. Louis."

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Oct. 2, 1863, was as follows:

Passengers	$25,960 23
Freight and live stock	34,986 01
Mails and sundries	1,408 39
Total	$62,354 63
Corresponding week of 1862	62,218 39
Increase	$136 24

The earnings of the Grand Trunk Railway for the week ending September 20, 1863, were:

Passengers	$42,671 11
Freight and live stock	55,577 25
Mails and sundries	2,800 00
Total	$101,048 36
Corresponding week, 1862	91,644 31
Increase	$9,404 05

The earnings of the Galena and Chicago Union Railroad for the 1st week of Oct., 1863, were:

Freight	$51,219 23
Passengers	13,416 72
Mails	1,300 00
Total	$65,935 95
Same week, 1862	44,761 36
Increase	$21,174 59

The earnings of the Chicago and Alton Railroad for the 1st week of October, 1863, were:

Passengers	$15,093 20
Freight	22,329 45
Sundries	1,734 23
Total	$39,157 58
Same week last year	29,118 35
Increase	$10,039 23

The earnings of the Toledo and Wabash Railroad Company for the 1st week of October, 1863, were $30,978 75
Same week, 1862 37,323 14
Decrease $6,344 39

The earnings of the Chicago and Northwestern Railway for the 1st week in October, 1863, were $41,439 08
Do., 1862 22,447 55
Increase $18,991 53

The earnings of the Michigan Central Railroad for the 1st week of Oct., 1863, were $71,222 00
Same period, 1862 67,073 00
Increase $4,149 00

The earnings of the Chicago and Rock Island Railroad for the 1st week of October, 1863, were $57,381 00
Do., 1862 35,218 00
Increase $22,163 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of Oct., 1863, were $74,140 00
Do., 1862 64,689 00
Increase $9,451 00

The earnings of the Cleveland and Toledo Railroad for the 1st week of October, 1863, were $30,272 00
Same week, 1862 24,982 00
Increase $5,290 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 4th week in Sept. have been $59,081 39
Same week, 1862 36,130 21
Increase $22,951 18

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,492	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,097	131,814	169,100	149,186	169,465	188,478	224,225	226,069	210,494	179,025	2,070,986
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	279,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,469	115,201	111,955	1,225,001
1863	96,906	107,443	106,816	127,295	140,107	154,617	162,226	167,966	188,939	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	123,219	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,596	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,965	209,391	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,931	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	66,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,084	124,787	108,956	90,491	994,677
1863	69,691	81,160	92,483	100,904	107,806	124,283	115,861	106,491	172,072	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,535	83,397	76,759	92,652	97,614	92,073	90,569	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,554	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,226
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,995	473,566	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	992,406	963,859	8,400,334
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,528	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,768	122,008	110,656	88,527	119,280	208,863	195,934	122,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	148,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	231,566	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,063	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,201	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,804	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	208,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,548	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,165	397,729	331,432	459,256	466,919	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,806	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,073	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	120,184	67,990	1,163,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,309	122,272	61,935	1,163,793
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,084	279,539	2,647,835
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,977	181,617	132,949	1,756,410
1860	110,712	107,740	160,311	165,741	158,510	123,085	128,393	193,540	251,422	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	138,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,992	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	256,432	238,495	230,453	206,221	215,449	215,449	308,169	------	------	------	------
New York Central:													
1859	380,849	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,706
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,225	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,015	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	266,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	462,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,128	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	404,598	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	73,278	80,074	93,464	138,722	142,537	162,853	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,945	113,578	115,214	168,219	170,480	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,379	120,700	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	102½
" " " 1850	700,000	6	Jan. & July.	"	1880	104
" " " 1855	1,128,500	6	Jan. & July.	"	1875	104
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103¾
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	103
Income ⅓ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (s. F.) £458,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	106
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	106
" " $300,000	790,600	6	"	"	1870	104
" " $675,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	103½
" " $2,500,000	867,000	6	"	"	1889	106½
Consolid. Mort. Loan $5,000,000			"	"		105½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb.' & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	112
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	102½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	122
" " " inconvertible	3,034,000	8	" "	" "	1883	122
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.		1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort & M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	97
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	90½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105½
General 1st Mortgage	3,600,000	7	" "	" "	1885	92½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	98
2d Mortgage	2,000,000	6	" "	" "	1890	77
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	96
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103½
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	83
River Line bonds	20,000	7			1897	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	114
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	106½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenn'a	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	114
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	111
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	110
" Eastern "	1,550,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	5,000,000	7	April & Oct.	" "	1881	85
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	49
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	112
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	127
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	118
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	119
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "		----	110
Income	20,500	---			---	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston,	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			----	----
1st Mortgage	280,000	7			----	----
2d Mortgage (convertible)	1,000,000	7			----	----
3d Mortgage	600,000	7			----	----
Guaranteed by Covington	200,000	6			----	----
Cincinnati (exchanged)	100,000	6			----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†			----	----
City of Keokuk, (special tax)	150.000	10†			----	----
Lee County, 20 years	150,000	8			----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8			----	----
City of Keokuk	200,000	8			----	----
Henry and Louisa Company's	50,000	8			----	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†			----	----
Farm Mortgage	1,087,700	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	103½
Extension Bonds	175,000	7	May & Nov.	" "	1890	104
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1rt Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6			----	----
Mortgage	24,000	7			----	----
Mortgage	10,000	6			----	----
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	90
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7			----	----
Memphis, Clarksv. and Louisv.						
State (Tenn.) Loan	910,000	6			----	----
Memphis and Ohio:						
State (Tenn.) Loan	$1,340,000	6			----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	"	N.Y.& Boston	1869	117
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	113
2d General Mortgage	2,656,500	7	" "	" "	1877	106½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8			----	----
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.	----	103
2d Mortgage	200,000	8	" "	" "	----	----
*Milwaukee and Horicon:						
1st Mortgage	420.000	8			----	10
2d Mortgage	600,000	8			----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	106
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7			----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.	----	----
2d Mortgage (S. F.)	400,000	8		" "	----	----
Oskaloosa Division	500,000	7		" "	----	----
1st Land Grant	2,000,000	7		" "	----	63
2d Land Grant	700,000	---		" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6			----	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6			----	----
Tennessee State Loan	674,860	6			----	----
Alabama State Loan	389,410	6			----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---			----	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			----	----
Chat. and Clev. Subsc. (endors.)	231,000	---			----	----
*New Albany and Salem:						
Crawfordsville	175,000	7			----	----
1st Mortgage	500,000	10			----	----
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	109
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	117
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102½
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	134
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	104½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	112½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	108½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	110
Buffalo Branch	200,000	7	Jan. & July	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	102
3d Mortgage	980,300	7	Jan. & July.	"	1867	101½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6			------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			------	----
2d Mortgage	224,500	---			------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" " " "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	102½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100
2d Mortgage	3,077,000	7†	" "	" "	1861	25
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96½
Chattel Mortgage	360,000	10	" "	"	1887	124
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	------	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	---
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	111½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	105½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	105½
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	109
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	123½
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	135
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	105
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	When payable	Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	73½
2d Mortgage	937,500	7	" "	"	1863	16½
3d Mortgage	440,000	7	" "	"	1863	2½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1876	----
Six per cents	422,324	6			1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	124,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1868	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---			------	----
2d Mortgage	450,000	---			------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	105
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	33
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	102
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	100
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	95
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7			------	94
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	84½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	35
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	108½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenance.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,853	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
.. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,577	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,560	211,574	4,443,584	122.4	229,088	301,402	126,918	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	.....	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,476	operated by		N. Y.	& N. H.	4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,162	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,096	12	128
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	97½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	....	....	....	....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	....	....	....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,690,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,901	457,794	—	82
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	130
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,963	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	47
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	109
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,641	834,605	6	111½
31 May, '62	174.5	5.5	14.3	—	20	21	472	Great Western	2,054,890	*	—	1,600,000	2,391,000	—	.....	180.0	404,700	591,409	237,605	—	65½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	126
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	—	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '62	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	....	....	....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	.....	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,603	568,020	—	65½
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	87
31 Dec. '62	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	....
.. .. '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	....	....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
.. .. '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '62	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,800,000	15,000	.....	230.0	.....	.....	.....	—	37
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,160	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	—	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,631	78,985	26,794	2	80
30 Jun. '62	65.1	....	....	— }				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.9	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	3,293,200	198,785	9,840,067	289 0	374,997	822,998	508,591	—	—
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
1 Aug '60	58.7	—	....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	63.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	36.5	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,481	—	—
31 May, '62	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,733,857	184,812	2,385,130	137.0	171,593	254,242	74,105	—	6
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	—	7,988,475	149.0	oper. by	Grd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,963	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '62	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,828	1,213,600	73,912	1,860,674	54.7	oper. by	An. & K.	55,572	—	.....
31 May, '62	51.3	—	.....	—	19	3	108	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	207,484	94,500	6	110
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	97½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,921	155.0	940,558	1,920,641	927,241	—	47½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,989	136,191	6½	106
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,980,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	127½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	132
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	137
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	105
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	80,000	4,766,000	89.0	452,168	635,629	315,734	—	101½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,760	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,595	254,146	6	115½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	.....
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,855	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	60
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,098,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	147½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243.503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,885	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	17½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	28,376	9	126
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	41½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	934,564	8	150
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	82
								MICHIGAN.													
1 Jun '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,893	.....	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	125
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	18,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	88½
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,801	—	1,782,886	10,571,000	.....	.....	206.8	.....	488,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	...	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	...	...	...	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar 62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	208,360	92,712	—	43½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	283,324	298,056	104,643	—	51
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	248,651	112,327	7	65
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	102½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	119½
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	588,000	—	.....	52.7	.....	84,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	72½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	177½
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,386	65,128	—	11½
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	662,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 Dec. '62	24 0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	38.6	—	.....	17.0	—	—	—	West Jersey	821,984	*	—	581,593	212,500	31,743	821,984	—	82,963	90,122	46,323	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075					—	....
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Re	ns. & Sarat.		—	....
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	....
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	r by Ti	oga.	44,100	—	....
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,251	3	....
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14 5	803,720	127,843	10,867	—	....
30 Sep. '62	28.3	—	28.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	5	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,023	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,769	—	....
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,564	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	—	—	61
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,395	6.3	2,458,019	369,985	121,565	12	....
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	—	30,000	6	....
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,'92	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,582,389	7,863,973	2,993,542	—	109
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,862	1,363,931	—	3,758,466	9,383,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	139
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2	48
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,583	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6	134½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	09,136	11,781,297	163.0	507,373	1,154,003	456,698	—	122½
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	....
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,800	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	....
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	....
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,628	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	—
30 Sep. '62	25.2	—	2.0	—	7	14	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,845	6	....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g	3,092,376	388,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	95
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	a. & Sar.	—	—	....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	....
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	358,033	88,285	10	....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	....
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	....
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	....
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comp'a.	—	....
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	....
-- -- '58	223.0	—	....	—	—	—	....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	....
-- -- '59	97.0	—	....	—	—	—	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	....
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	....
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	225,201	8	....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	....
								OHIO.													
-- -- '58	—	—	....	—	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	—	—	.....	—	—	—	....
31 Dec. '62	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	....
31 Mar. '62	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	28
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,033,687	20	155
31 Dec. '62	67.0	—	....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	875,209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,297	1,561,628	976,923	33½	180
30 Nov. '62	101	102.5	....	—	45	30	896	Cleveland and Pittsburg	7,336,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	104½
31 May '63	109.2	79.4	....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	4	110
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,202	oper	r. w. Lit.	Miami.	229,883	15	....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,747	339,553	4,800	2,452,217	2,904,190	810,424	6,509,826	144.0	414,779	663,705	427,072	—	....
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	3,565	—	....
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	....
31 Dec. '61	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	—
-- -- '59	36.0	—	....	84.0	—	—	....	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	....
31 Oct. '61	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	—	—	....
30 Nov. '58	18.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	133
1 Feb. '63	182.0	21.6	....	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84,133	9,874,894	226.6	31 mos.	1,179,202	328,974	—	....
30 Apr. '62	192.3	—	....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,370,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	—	—	—	—
30 Jun. '63	153.9	52.0	....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	282,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	699,880	115,290	—	—
31 Dec. '62	116.0	9.0	....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 968	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	48,100	—	....
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	8,500	346,500	oper	r. by C.,	C. & C.	.....	—	....
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	....
31 Dec. '62	242.4	—	....	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	70
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	*	—	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	....	—	—	—	....	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	—	—	—	....
31 Oct. '62	24.5	—	23.8	—	18	8	1,208	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	77
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	8
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.6	.....	255,560	166,427	8	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	185
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	39
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	83,826	10	....
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	69
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,044	164,134	—	23
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	81
31 Oct. '62	28.3	5.5	8.0	—	10	....	61	Little Schuylkill	1,371,888	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	125,316	68,801	—	49½
31 Oct. '62	24.5	106.5	62.5	—	—	—	....	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	8½	63
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 334	397,186	218,960	—	20½
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,527,400	—	28,324,213	441.4	.....	10,304,291	4,873,218	8	69½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norristo'n	1,521,520	236,289	—	1,243,500	438,900	—	1,862,696	24.0	229,938	262,333	129,742	6	60
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157,739	12,129,857	190.0	213,574	413,472	180,909	—	28½
30 Nov. '62	147.4	5.5	187.8	—	145	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,180	11,548,929	12,036,100	94,466	25,528,164	356.0	2,088,166	3,911,880	2,096,776	—	62
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	218,000	575,000	175,000	930,000	31.0	58,218	67,410	20,861	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9	—	—	—	—	Philadelphia and Trenton	562,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	87	110	630	Phila., Wilmington and Balt.	6,9[illegible]924	744,425	3,1,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	67½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,863	72.0	194,000	129,918	50,379	—	87
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,835,173	312 299	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	86
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	—	oper. by	Ph. & Reading.		5	—
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	—	57,925	159,534	99,080	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,560	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	42
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,451	953,208	8,000	1,644,639	26.4	106,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	302,600	311,370	140,707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,239	—	457,417	8,500	—	.....	13.6	23,954	25,594	6,739	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	—
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	—
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	----	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859	----	—	----	—	—	—	----	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,963	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	—	—	----	Buffalo Bayou, Braz.& Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	276-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110.0	—	—	----	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '59	28.0	—	----	756 0	—	—	----	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 May, '62	90.7	—	6.6	19.6	8	12	199	Connect. & Passumpsic Rivers	1,763,542	195,647	—	1,280,400	800,000	1,608	.....	90.7	93,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	—
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713,418	191,466	—	70
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	oper. by Vt.		Central	.....	4	165
30 Jun. '62	23.7	—	0.9	—	3	6	89	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	—
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper.	r.b.Troy	& Boat.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	118.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	11½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,665	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	684,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
0 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	----	27.8	—	—	----	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	71
— — '57	50.0	—	----	86.0	—	—	----	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	—
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	—
— — '57	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	—
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	2,196,810	533,990	—	—
31 July, '62	229.0	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	.....	26,104,725	357.0	.....	1,221,145	585,885	1½	—
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	—
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	—
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	.....	.....	.....	.....	750,000	.....	.....	25.0	.....	100,000	19,575	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12 0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132,555	86,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.6	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
1 Dec. '62	48.1	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	.....	1,743,294	1,013,444	12	190

New York Stock Exchange.

Actual Sale Prices for the week ending October 14.

	Th.8.	F.9.	Sat.10.	M.12	Tu.13.	W.14.
Buffalo & State Line	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	109½	----	----	110
California 7s	----	124	124	125½	128½	127
Canton Co.	----	34½	35½	36	35¾	34¾
Central Am. Transit	33	39½	40	39	40	39½
Chicago & Alton	81	----	81½	82	81	82
" " pref.	----	90½	90½	91	92	----
" " 1 M.	----	104	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	126	125	125½	126	128	130
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	40½	42¾	43½	47	47½	47
" " pref.	----	----	65	67	67½	----
" " 1st M.	----	92	91½	----	92	92½
" " 2d M.	72	74½	75½	81	80	77
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. R.	98	----	----	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G.B.Ext.	----	----	----	----	----	----
Chicago & Rock Isl.	108½	109	108¾	108½	109½	109
" " 1st M. '70.	----	108	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	105½	107	106½	109½	105x	104½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	86	----	----	----	84
Clev. and Toledo	118	119	119	119½	119½	119
" " S.F. 7 p.c.	113	----	----	----	114	----
Cumberland Coal, pref.	31½	32	33	36½	40	39
Del. & Hudson Canal	161½	----	163	167	170	----
Del., Lack. & West.	----	----	----	----	----	----
" "1M.8p.c.'71-5.	----	----	----	----	----	----
" "2M.8p.c.'81	----	----	----	----	----	----
Erie	108½	109½	109	109½	110½	109
" pref.	104½	106½	105	105½	105½	105½
" 1 M. 7 p.c. '67.	112	----	----	----	----	----
" 2 M. 7 p.c. '79.	113	114	----	----	----	----
" 3 M. 7 p.c. '85.	----	----	----	----	----	----
" 4 M. 7 p.c. '80.	108	108½	----	108½	108½	108½
" 5 M. 7 p.c. '88.	109	----	----	----	110	110
Galena and Chicago	111	111½	111½	111½	112½	111½
" 1M.7p.c.'63	----	----	----	----	----	----
" 2M.7p.c.'75	110	----	----	----	----	111
" 1M. Ex.'82	115	----	----	----	----	114
Hann. & St. Jo. pref.	----	----	----	----	----	----
" " bonds	83	83	----	----	----	----
Hudson River	134½	136½	136½	138½	139	139
" 1M.7p.c.'69.	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c.'75	124	----	----	----	128	127
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	127	127½	127	127½	127½	126
" full stock	----	----	115	114½	----	----
" Can.bd.sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin 1st pref.	73	75	----	72	72½	73
" " 2d "	51	53	54	52	52½	53
Michigan Central	123½	124½	124½	124½	125	124½
" S.F.8p.c.'82	----	----	----	----	----	----
" conv.8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	87½	89	88½	89	89½	88½
" " guar'd.	135	135	----	135	135	135
" " 1M.S.F.	113	----	----	----	----	----
" " 2 M.	----	----	106½	----	----	----
Mil. and P. du Chien	70½	71½	71	72	73	71
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	86	----	88	88	88
" " 1st M.	----	----	106	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	37½	37½	37½	37	37½	37
" L.G.bonds.	63	63	----	----	----	----
Missouri 6s	68½	68	68½	68	67½	67½
" iss. to H.&St.J.R.	----	----	83	----	83	----
N. J. Central 1st M.	----	----	----	112	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	134½	135	135	135	136	134½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F.'76	----	117	----	----	----	----
" " 7s, conv.'76	----	----	----	----	----	----
" " 6s, S.F.'83	109	----	----	----	----	----
N. York & Harlem	125½	140½	138	137½	137	142½
" " "pref."	130	130	132½	----	129	----
" " 1M.7p.c.'78	112	----	----	----	----	----
" " 2M.7p.c.'64	----	102	----	----	----	----
" " 3M.7p.c.'67	----	----	101½	----	----	----
Norwich & Worcester	----	----	----	----	----	----
Ohio & Miss. cer.	33½	33	34	----	----	33
Pacific Mail S.S. Co.	240	238	242½	228	236	----
Panama	----	----	----	----	190	----
Penn'a Coal Co.	----	----	----	----	149½	----
Phila. and Reading	122½	123	122½	123½	123½	123½
Pitts. Ft. W. & Chicago	86	87	86½	87½	87½	86
" " 1M.	109	----	110	----	----	----
" " 2M.	----	----	----	104½	105	105
" " 3M.	87½	----	87½	----	88½	----
Quicksilver	65½	67	----	68	67	65½
St. L., Alton & T. H.	65	64	64	65	66	65½
" " pref.	84	84	83½	83	85	85
" " 1M.	----	----	----	----	----	105
" " 2M. pref.	92	92½	----	----	93½	93
" " Inc. b'ds.	87	----	87	----	88	----
Tennessee 6s, 1890	63½	----	63	63	63	63
Toledo & Wabash	----	----	----	----	72	70
" " Pref.	90	86	85	87	88½	----
" " 1M.	102	----	----	----	----	----
" " 1M. ex.	----	----	103	103	----	----
" " 2M.	95	----	----	96	95	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	59	60	----	59½	60	----

New York Stock Exchange.

Actual Sale Prices for the week ending October 14.

	Th.8.	F.9	Sat.10.	M.12.	Tu.13.	W.14.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	96
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	98	98
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	107½	----	107½	107½	107½	107½
U. S. 6s, 1881, cou.	108½	108	108½	108½	108¾	108¾
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1861, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	102½	----	102½	----	----
U. S. 6s, " "new	----	99½	99¾	99¾	99¾	99¾
U. S. 6s, 5-20s, coupon	103¾	103¾	----	----	----	103¾
7.30 Notes, Feb. & Aug.	106½	----	----	106¾	----	----
" " Ap'l & Oct.	106¾	106¼	----	106¾	106¾	----
American Gold	145½	146¾	148½	149¾	153¾	152½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending October 13.

	W. 7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.
Beaver Meadow	75	----	----	----	77½	77
Cattawissa	----	----	----	----	----	8
" preferred	24¾	24½	24¾	24½	24½	24½
Camden & Amboy	175	----	----	----	175½	177½
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89-105	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	41
Elmira & W'msport	38½	----	----	----	----	39
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	58	----	----	58	----	----
" " 6s	107½	107½	----	----	----	----
" " scrip	47½	----	48	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	49½	49½	49½	49½	----	----
" " 7s	----	----	----	----	----	----
Long Island	48	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	63	63	63	63½	63
Morris Canal	68	----	69	----	----	69
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	21½	21½	21	20½	----	20½
" " 6s. 97	97	----	----	----	----	96½
" " 10s. 121	----	----	----	----	----	----
Pennsylvania R. R.	69½	69½	70	70	70	69½
" 1st m.	111½	----	----	----	----	----
" 2d m.	----	----	105½	----	----	----
Penn. State, 5s	100½	101½	101½	100½	100½	100½
" " 5s, coupon	103½	----	----	108	103	----
" " 6s, "	108	108	----	----	----	----
Philadelphia City, 6s	104½	----	104½	104½	104	----
" " new	109	109½	109	----	109½	----
Philad., Germ. & Nor.	----	----	60	----	----	----
Phila. & Reading	61½	61½	61½	61½	61½	62
" " 6s, '86	122½	----	----	----	123½	123½
" " 6s, '70	----	----	----	----	105½	----
Philadelphia & Erie	28½	26½	28½	28½	28½	28½
" " 6s.	103½	104	104	----	----	104
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	12½	12½	13	13½	13½	13½
" " pref.	26½	27	28	27½	27½	28½
" " 6s '82	88	----	89	----	----	88½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	15½	----	15½	----	----	----
" " 6s '78	63	----	----	----	63½	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	----	----	4½	----	----
" " 6s '83	24½	25½	25½	26½	26½	26½
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Canal	74	75	80	83	83	83
Arch street, (Horse)	----	----	24	24½	24½	24½
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	44½	----	44½
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	85	----	----	----
Spruce & Pine, "	15½	15½	----	----	15½	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending October 12.

	Tu.6	W.7.	Th.8.	F.9.	Sat.10.	M.12
Baltimore City 6s, 1875	109½	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	107
" " 1890	109¾	----	----	----	----	----
Balt. and Ohio	94	95	95	96	97½	----
" " b'ds, '62	----	----	----	----	90	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	102½	----
Northern Central	45	----	48	48	----	47½
" " b'ds, '85	102½	102¾	----	----	----	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending October 14.

	Th.8.	F.9.	Sat.10.	M.12	Tu.13.	W 14
Boston and Lowell	----	----	----	----	----	106
Boston and Maine	128	128	----	----	----	127½
Boston and Providence	----	----	----	----	----	----
Boston and Worcest	137	137	136	----	137	----
Cheshire, pref.	46	46½	46¾	48	50	51
Concord	65	----	----	----	65	----
Connecticut River	----	106	106	106	106	105
Eastern, Mass.	102¾	102¾	102¾	102	101¾	101½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	116	116	----	116½	115¾	----
Manchester & Lawr'ce	----	----	----	----	----	119½
Michigan Central	----	----	----	----	125	----
Northern, N. H.	----	71	----	71½	----	----
Old Colony and Fall R.	145	146	----	146½	147¾	----
Ph., Wil. & Baltimore	68½	68½	68¾	68¾	68¾	67¾
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	165	----
Vermont & Mass.	41½	41	41½	41½	41½	41½
Western	150	----	----	----	----	----
Broadway (Horse)	----	----	----	65½	----	----
Cambridge "	----	----	121½	----	122½	122
Metropolitan "	----	----	----	----	----	80½
Middlesex "	----	108	109	108½	108½	----
Central Mining Co.	56½	56	----	57½	58	----
Franklin "	55	55½	55½	55½	55½	55½
Isle Royale "	31½	----	33	32½	32½	32½
National "	35	34½	34½	35	35	34
Minnesota "	----	----	----	87	----	----
Pewabic "	65	65½	65½	67	65½	65½
Pittsburg "	----	----	----	81½	82	----
Quincy "	88	89	----	89	89½	89½
Rockland "	18	19½	20½	21	22½	22

American Railroad Journal.

Saturday, October 17, 1863.

Stock Exchange and Money Market.

The rise of gold to 155 within the last week has excited much speculation. The reasons given for it are various, but unsatisfactory. The large export of two millions a few days since for account of a young banking house "backed up" as the expression is, by one of ancient date and solid standing, is supposed to be the principal cause by many persons. Others with a show of more probability attribute it to the large imports. Others to the constant demand at the Custom House, and others again to a combination of operators. It is certainly to be regretted that the rise has taken place, since it enhances the price of all imported articles, many of which are those of necessity. More than this, prices of commodities of domestic origin sympathise with the others, and a general disposition is encouraged to make a profit as large as possible on everything for which there is a demand.

Meantime the amount in the sub-treasury is rapidly increasing, and is locked up for the time being and kept out of circulation, and use for any purpose whatever. It has been suggested that Mr. Chase might steady and lower the price of gold by disposing through the banks of at least three millions of gold per month, and then have enough left for the payment of interest, or if he will not do this, he might anticipate the November interest. We certainly think he has a right to do both.

Again, it is proposed that a check be given to excessive importations, by a voluntary self-denial on the part of consumers, and a general understanding not to purchase any articles which are not really wanted. Since it has been satisfactorily ascertained that the national debt is not now much on the increase, only twelve millions or thereabouts having been added to it within the last sixty days, and the receipts from customs and internal revenue being now declared to be equal to the current expenses of the Government, we see no cause for alarm, nor any reason for supposing that our Government currency is to be further

comparatively depreciated. Its circulation is active and useful. We never had so good a currency before, and strange to say, prices of the staples of the loyal States are not greater even now than they have frequently been within the last twenty years. Meantime the general industry of the country was never more prosperous, nor its exports greater. A large class of persons have never before had the handling of much money, and debtors as a general thing, individuals as well as companies, have been rapidly extricating themselves from their difficulties. Paper money has therefore done these persons a great service, and as to the capitalists, we can only say that it is quite fair that they who can well bear it, should not always be the dominant power in the market.

It is really quite encouraging to perceive what entire faith the old rich and the new rich have in the stability of the Government, and the value of its obligations. The conversions into the 5-20's, and the stocks of '81 continue to be large and constant, at the rate of one million per day. The four or five hundred millions of treasury notes are being rapidly absorbed, and we should not be surprised if our currency ere long, was to be mainly supplied by the new National Banks. To this end everything seems to be tending.

We notice as proof of this probability, the recent exertions of some of the old and influential Banks of this city to refuse fraternizing with them, and also to decline their affiliation with them at the Clearing House. Appeals to the public ear have already been made against the new system, and one would think that some sort of a financial war might be expected. We console ourselves with the reflection, that the country is able to maintain both, since its rapidly developing resources will require all its means and credit, with each advancing year. We have full faith in its resources, and believe we shall look back on this period with surprise at our want of sagacity.

If this was an old country, limited in area, populous beyond the means of support, if labor went unemployed, and we had a poor house system like that of England, we might feel a very natural alarm at any deviation from our accustomed habits, or usual expenditures. But ours is a new case under the sun, and we shall find that events will take care of themselves. Should any sudden and unforeseen revulsion take place, we doubt whether it would be a general one. Neither the farmers, nor the real estate holders have as yet been much benefitted by the increase of paper money, though the dealers in merchandize with large stocks on hand might greatly suffer. We must also remember that almost all purchases are now made for cash, and the long credits once given by our merchants have almost entirely ceased. If this system is vigorously maintained, everything will have been paid for when the return to specie payments takes place.

The bank statement on Monday last, as compared with the previous week, shows an increase in loans of $464,129, and in circulation of $146,592; with a decrease in specie of $137,333, and in deposits of $2,616,211. Again the deposits are down and the loans up. In a fortnight the former have declined six millions; the loans are within $200,000 of the highest average ever reported—that of the 19th ult. The decrease of deposits reflects the steady absorption of money by the conversion of currency into 5-20 bonds.

From the official tables prepared at the Custom House, it appears that the aggregate imports of foreign goods during the month of September at the port of New York amounted to $15,421,709, against $18,026,599 in September, 1862—showing a decrease of $2,604,890. The foreign exports of domestic products in September, 1863, were $11,717,761, against $14,734,993 in September, 1862—a decrease of $3,017,232. The amount of specie exported during the month of September, 1863, was $3,480,385; in September, 1862, $3,085,-919—an increase of $394,466. The imports of foreign goods during the last nine months, viz: from January 1, to September 30, 1863, have been $137,538,400, against $125,500,800 during the same period of 1862—an increase of $12,037,600. The exports of domestic produce during the same period in 1863, were $125,476,100; in 1862, $100,-838,200. During the same time in 1863, the exports of specie from this port were $32,846,700, against $42,843,000 in 1862. The general result, therefore, of the past nine months' business appears to be, that our exports of domestic produce from this city have been $24,637,900 *more*, and our exports of specie $9,996,300 *less* than for the corresponding period of the previous year. The amount of cash duties paid in gold into the Treasury at this port during the month of Septemtember, 1863, was $7,270,544, against $5,239,046 in September, 1862. For the nine months, the receipts of revenue from customs at this port have been $42,323,076, against $42,276,834, in 1862. In 1861, the cash duties received in September were $1,642,382; and for the first nine months of the year, $15,856,232.

The following is a statement of the specie movement at this port for the month of September:

Specie in Banks and Sub-Treasury, Sept. 1, 1863	$38,011,999
Received from California	750,279
Imported from foreign ports	78,231
Gathered in from hoards	3,786,333
Total supply	$42,626,842
Exported to foreign ports	3,480,385
Leaves in bank and Sub-Treasury Oct. 1.	$39,146,457

The movement from the commencement of the year is as follows:

Specie in Banks and Sub-Treasury, Jan 1, 1863	$40,971,000
Received from California	9,603,712
Imported from foreign ports	1,228,141
Gathered in from hoards	20,190,098
Total supply	$71,992,951
Exported to foreign ports	32,846,494
Leaves in banks and Sub-Treasury, Oct. 1, 1863	$39,146,457
Same time in 1862	41,382,000
" " 1861	53,400,000
" " 1860	25,400,000
" " 1859	25,855,000

It is confidently asserted at Washington, for reasons best known there, that gold will fall at least 10 per cent within a short period. Money continues to be easy. Governments are firm. It is said that the Russian and French fleets now in the Hudson, are disbursing large amounts of money for supplies, and if the former remain here all winter the amount will be very considerable.

The Railway market is quite firm and prices have been uniformly better. We notice that the last dividends on the Virginia State stock were unpaid in England, and much dissatisfaction is expressed. The apology of Gov. Letcher for the default is not considered satisfactory. If Virginia is unable to pay her interest either in money or cotton, what chance is there for the payment of the confederate loan? The recent declarations of Lord Russell in a speech at Blair Gowrie, are conclusive that England intends to refrain from any further violations of neutrality, and this must have effect on the policy of France. The recent position taken by a British Consul in the South, with regard to the required military services of British subjects, is singularly in harmony with the new policy of its Government at home. We need not fear any intervention from Europe. Various rumors are in circulation as to the issue of 18,000 shares by the Hudson river railway, and of immediate and vigorous exertions by the Harlem Co. to extend their lines to the North.

The Cleveland and Pittsburg Railroad Company has declared a dividend of four per cent, free of Government Tax, payable at the office of the Farmers' Loan and Trust Company, on stock registered in that office, on the 20th inst.

The Cleveland and Toledo Railroad Company have declared a semi-annual dividend of four per cent, payable at the office of Messrs. Vermilye & Co., No. 44 Wall street, New York, on the 26th day of October next, free from Government tax.

The Central Railroad Company of New Jersey has declared a quarterly dividend of 2½ per cent, payable on the 15th inst.

The Cincinnati, Hamilton and Dayton Railroad Company have declared a half-yearly dividend of 5 per cent., payable at the Bank of America on the 15th inst.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—City 6s, 1887, 110; San Francisco 6s, 100; McGregor Western R. R. 1st mort., 91; Little Miami, 133; Chicago and Northwestern, extended, 92¼; Ohio 6s, 1870, 105; do., 1881, 109; Long Island R. R., 96@93; Brooklyn City and Newtown R. R. 7s, 92½; Coney Island R. R., 61; Jersey City Water Loan, 106; Am. Coal Co., 68; Nicaragua Transit, 2½; Metropolitan Gas Co., 135.

Philadelphia.—Wyoming Canal 6s, 100; City 5s, 94; Camden and Atlantic pref., 22¼; do., 2d mort., 70; Huntington and Broad Top, 23; do., 1st mort., 103; Elmira 5s, 79¼; Chester Valley 7s, 42½; Trenton R. R., 173; North Penn. mort. scrip, 92; Pittsburg City 6s, 70; Allegheny Co. 6s, 86; Shamokin Valley, 39; 13th and 15th streets, 34. The latest quotations are: City 6s, 104; do., new, 109@109½; State 5s, 100@100¼; Reading, 61⅝@61¾; do., 6s, 1843–'80, 110; do., 1870, 105@106; do., 1886, 123@124; Camden and Amboy, 176@176½; Pennsylvania R. R. 69½@69¾; do., 1st mort., 111; do., 2d mort., 105½; Little Schuylkill R. R., 49¼@49¾; Morris Canal, 69@70; do., pref., 135; Susquehanna Canal, 15@15½; do., 6s, 63; Sch. Nav., 13½@14; do., pref., 28½@28⅝; do., 6s, 1882, 88@89; Union Canal bonds, 26½@26⅝; Delaware Div. Canal, 41@42½; do., bonds, 103; Elmira and Williamsport, 38½@39; do., pref., 54; do., 7s, 1873, 109@110; Beaver Meadow, 76¾@77¼; Harrisburg, 69;

Long Island R. R., 47@48½; do., bonds, 102@104; Lehigh Coal and Navigation, 58@58½; do., scrip, 47½@49; North Pennsylvania, 21@21¼; do., 6s, 96@97; do., 10s, 124; Philadelphia and Erie, 28@28½; do., 6s, 104; Minehill, 63@63⅛; Catawissa, 8@8⅛; do., pref., 24⅝@24¾; Lehigh Valley, 81; do., bonds, 110½; Frankfort and Southwark (horse,) 58@62; Second and Third, 84@86; Race and Vine, 10@10½; West Philadelphia, 67@69; Spruce and Pine, 15¼@15¾; Green and Coates, 44½@45½; Chestnut and Walnut, 59; Arch, 24¾@25; Thirteenth and Fifteenth, 34@35; Seventeenth and Nineteenth, 12¼; Girard College, 27¼@27¾; Tenth and Eleventh, 44½; Philadelphia, Germantown and Norristown, 60.

Boston.—Vermont Central 70c.; do., 1st mort., 85@84½; do., 2d mort., 20; Northern (Ogdensburg) 1st mort., 100; do., 2d mort., 25; South Shore, R. R. 17½; do., 6s, 1880, 98¼; Troy and Greenbush guaranteed 7s, 55½: Grand Junction 1st mort., 74¾; Essex R. R. 6s, (guar. by Eastern) 97; Rutland and Burlington 1st mort., 73⅞; do., 2d mort., 16⅞; do., 3d 2½; Southern Midland R. R. bonds, 105; Air Line 6s, 50; Eastern R. R. 6s, 1874, 106¾; Massachusetts 6s, 1872, 117¼; do., 1875; 118¼; Maine 6s, 1880 and 1883, 108; Vermont 6s, 106¾; New Hampshire 6s, 1871, 107; do., 1874, 107½; Rhode Island 6s, 1882, 109; Connecticut 6s, 1882, 108¾; Boston 6s, 1885, 113; Cincinnati 6s, 1883–'84, 99½; Portland 6s, 1870–'71, 107; Brooklyn 6s, 1887, 108; Malden and Melrose (horse) 25; Chelsea, do., 50½; Acton Mining Co., 4⅜; Albany and Boston, 16; Bay State, 16½; Black River, 62½c.; Bedford, 50c.; Chandiere, 40c.; Columbian, 7⅞; Copper Falls, 31¾; Dacota, 6¾; Dana, 3⅜; Dunham, 56c.; Dudley, 5¼; Eagle, 8¼; Great Western, 4⅞; Hancock, 15¼; Hanover, 3¼; Huron, 31¼; Manhattan, 5½; Mandan, 3; Madison, 5⅞; Mesnard, 15⅜; Native, 3¾; North Cliff, 7¼; Norwich, 5½; Ottawa, 62c.; Pontiac, 8⅞; Phœnix, 28; South Side, 7¼; Star, 8; St. Mary's, 12½; Superior 11; Toltec, 4¾; Tremont, 4; Wickham, 1; Winthrop, 6.

Baltimore.—Maryland, 6s, 1870, 112; Western Maryland bonds, 82¾; Northwestern Va. 1st mort., 104¾; City Passenger R. R., 19¾; Springfield Mining Co., 2.15; Santa Clara Mining Co., 8; Maryland Copper Co., 1; Georges Creek, 50; Cuba Smelting and Mining Co., 125. The latest quotations are: Balt. and Ohio, 95¼@95½; do., 6s, 1867, 102; do., 1875, 104; do., 1880, 104; do., 1885, 102¼@102½; Northern Central, 46½@49; do., bonds, 1885, 102¾; N. W. Va., 11@12½; do., 1st mort., 104¼; do., 2d mort., 102½; do., 3d mort., 24@25; Central Ohio 2d mort., 102½; do., 4th mort., 40; do., income 1857–'60, 25@31; Western Md. bonds, 82½@83; do., guar., 105; Maryland 6s, coupon, 1870, 112@113¼; do., Ins., 110½@112; do., 1890, 111½; Baltimore 6s, 1875, 109¼; do., 1886, 108@108½; do., 1890, new, 109½; do., coupon, 110; do., 5s, 1838–'70, 95@98.

☞ The M'Gregor Western Railway will be completed to Ossian, 40 miles, by November prox., the whole business of which will pass over the line of the Prairie du Chien, and, of necessity, add very largely to the receipts of the latter road.

☞ The New York and Boston Air Line was opened on Wednesday between Boston and Woonsocket.

Illinois Central Railroad.

The official reports for three quarters of this year, ending 30th September, show a gain of 70 per cent. upon the entire business. The collection of arrears of interest upon the lands which are set apart for the interest fund exceed six hundred thousand dollars. If the last quarter brings in corresponding collections the interest on the 7 per cent. bonds, of which there are less than twelve millions outstanding, will be met from the land fund without encroaching on the profits gained by traffic.

	1863.	1862.	Gain.
Traffic	$3,164,936 95	$2,322,141 67	$842,795 28
Sales of Land	1,623,251 80	695,270 12	927,981 68
Cash collected	933,831 87	327,586 66	611,245 21
Total	$5,727,020 62	3,344,998 45	2,382,022 17

Illinois River Railroad.

The track, rolling stock, right of way, and other appurtenances of the Illinois River Railroad were sold under a decree of chancery, at Springfield, Ill., on the 1st inst., the principal bondholders becoming the purchasers, for $400,000. Messrs. Arnold, Allen & Trowbridge represent $954,000 of the bonds, while only about $50,000 are in other hands. The route extends from Jacksonville to Peoria—that part from Virginia to Peoria being in operation. The purchasers intend to put the division from Virginia to Jacksonville under contract immediately, with a view to the early completion of the road through its whole length. The stockholders are also endeavoring to effect an arrangement with the Bureau Valley and Hannibal road, to secure a through route to Chicago. The name of the road is to be changed to the Jacksonville, Peoria and Chicago Railroad.

Erie Railway Company.

The following gentlemen have been elected directors of this company for the years 1863–'64: Samuel Marsh, Daniel Drew, John Arnot, William B. Skidmore, Cornelius Vanderbilt, Robert H. Berdell, Dudley S. Gregory, Ralph Mead, Nathaniel Marsh, Ambrose S. Murray, William Evans, J. C. Bancroft Davis, D. A. Cushman, Alexander S. Diven, Thomas W. Gale, Isaac N. Phelps, Horatio N. Otis. The road is thus secured efficient management and the continued confidence of its shareholders.

Volunteer Soldiers' Family Aid Fund Bonds.

We publish elsewhere the Advertisement of the City Comptroller for subscriptions to this fund. Its object is so patriotic and humane that we do not doubt it will receive support from all classes of our citizens.

Long Island Railroad.

The Long Island Railroad Company have closed a contract for the construction of the Glen Cove, Roslyn and Mineola Branch of their railroad, 8½ miles in length, to be completed by the 1st of May, 1864. The contractors are J. I. Shipman and John Mortin.

Connecticut and Passumpsic Rivers R. R.

The extension of this road from Barton Landing to Newport, on Lake Memphremagog, a distance of about 20 miles, having been completed, the opening of the line was celebrated on Thursday last by the directors and officers of the company, and a number of invited guests from Boston and this city. As the JOURNAL was ably represented upon this occasion, we hope to be enabled to give full particulars of the event in our next issue.

Toledo and Wabash Railroad.

The following gentlemen have been elected directors for the ensuing year: Azariah Boody, New York; J. N. Brotherton, New York; James Spears, Lafayette; Isaac H. Knox, New York; Hector Morison, New York; J. R. Jessup, New York; John Ross, New York; William Kidd, Rochester; George Cecil, Logansport; Robert Brackenridge, Fort Wayne; William Kent, Williamsport; William Baker, Toledo; Warren Colburn, Toledo; Chauncey Vibbard, Albany; J. N. Drummond, Toledo.

Tax on Locomotives, etc.

It has just been decided in a case in the U. S. Circuit Court of Pennsylvania, brought by the Pennsylvania Railroad Company against the U. S. Tax Collector, that locomotives are not liable to taxation, when manufactured by a railroad company and not made for sale. This decision will apply to all articles manufactured by railroad companies for their own use. The bill was filed to restrain the Collector and Assessor of the Fourth Collection District from assessing and collecting a tax upon the manufactures of the Pennsylvania Railroad Company. The company make extensively new cars and locomotives, and do a large amount of repairs in their own workshops. The Internal Revenue Department contend that they are liable to pay the three per cent. fixed by law upon these manufactures, as are all manufactures. The company, on the other hand, contended, and successfully, that as they do not make for sale, but for their own use, they are not manufacturers within the meaning of the law.

Rome, Watertown and Ogdensburg R. R.

The Utica *Herald*, alluding to the extension of that company's business by their undertaking to run the Oswego and Rome road, shows the advantages of the connection thus: "It makes theirs much the shortest route from Oswego to New York, and with reasonable freight charges, must draw off from the Oswego and Syracuse railroad and canal lines large quantities of freight. Travelers, too, *via* the great lakes, will be attracted over that section of the road. But the chief benefits of this new branch are not likely to appear until it is extended and taps the Central at Rochester, which the stockholders are sanguine will very soon be. The road, together with the Central, would in that case constitute a sort of lake short route with the best possible terminus, and competing with the Grand Trunk Railway in Canada. We might speculate as to the business that would result, but an examination of the supposed route and connections on the map will probably satisfy any one of its importance and value."

The Atlantic Telegraph.

Cyrus W. Field Esq., writes to the associated press of New York that at a meeting of the Directors of the Atlantic Telegraph Company, on the 5th ult., the tender of Messrs. Glass, Elliot & Co. to manufacture and lay down in the summer of next year a good submarine telegraph cable between Ireland and Newfoundland was unanimously accepted.

Valuation of Fall River.

The valuation of Fall River this year is: Real Estate, $6,485,700; Personal, $6,210,405. Total, $12,696,105. The rate of taxation is $1 15 per $100.

Charcoal Pig Iron in Michigan.

It is now but six years since the iron region of Michigan was opened, and yet to-day there are eight furnaces in operation, and one building, while several others are in process of organization. This is indeed a mighty progress, the newness of the country considered. But it is the good beginning surely indicating that her vast and unequaled iron hills and immense forests of timber will gradually but as certainly come together in a hundred furnaces, making the production of charcoal pig one of the leading, if not the leading interest of the State, making Northern Michigan, considered by many almost worthless, a "fruitful field."

Nor will it be an uncertain business. Because of the superiority of charcoal iron, and especially Lake Superior iron, from the fact that it commands a premium over that produced by the fossil coals for every purpose requiring a superior iron, and from the fact also that a high tariff in the very nature of things must prevail for a long series of years upon imported metals, with the additional fact that Michigan offers extraordinary facilities for its production, we venture the prediction *that no business in the country will pay richer rewards for the next five years than the capital at once thus invested.*

We shall be much disappointed if at least another half score of furnaces does not go up the next two years, and over a score the next five. With the market we have, and the inducements there are for investment, the public attention and capital cannot lie dormant, but will seek investment.

Within the next twelve months at least *seventy miles* of new railroad will be put in operation, connecting with a large portion of the iron district, opening a new and highly favorable country for this purpose, a country where cheap wood can be had, where in some cases fine water powers exist, and where the wood and power exists in connection with the road, so that the ores can be delivered directly to the furnaces.—*Lake Superior* (*Marquette*) *News and Journal.*

BROWNE'S METALLIC WEATHER STRIPS AND Window Bands.

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., **213 Broadway, corner of Fulton st.**
Local Agents wanted everywhere. 6m41

COPAKE IRON MINES.

THIS Company is now prepared to deliver, in quantities of 2,000 to 20,000 tons monthly, the very superior **IRON ORE** produced at its Mines in the town of COPAKE, Columbia County, N. Y.

The **COPAKE ORE** is a Hematite of the best quality known in the country, and has been extensively used by Iron Manufacturers for many years.

Applications will be received at the office of the Company, **No. 7 Nassau st.,** over the Continental Bank, New York. Communications by Mail may be addressed to **CHARLES H. MILLS,** President. 6m42

Cary, Leathe & Elliott,
MANUFACTURERS OF
GAUGE COCKS, STEAM WHISTLES,
WATER GAUGES, GONG BELLS,
STOCKS & DIES, OIL CANS,
GLOBE, CHECK AND SAFETY VALVES,
STEAM COCKS & STEAM GAUGES,
GREENPOINT, L. I., N. Y.
N. B.—JOBBING PROMPTLY ATTENDED TO.

BROWN'S ENGLISH
ROOFING PAINT.

THIS pure Black Paint is superior to all other Black Roofing Cements, Mastics and Patent Roofings now in use; and, for the last ten years, the genuine has been used in twenty-four States of the Union, and is now a fixed institution for the following purposes:—
THE PAINTING OF TIN, SHEET IRON, COPPER OR ZINC ROOFS, GALVANIZED IRON, BRIDGES,
LOCOMOTIVE
AND STEAMBOAT SMOKE PIPES,
And all IRON WORK requiring a PERFECTLY PURE GLOSSY BLACK, exposed to weather and fire.
It has been in general use in England for the last ten years, for the protection of Vessels' Bottoms from the water and the worm, for which it is particularly well adapted. For sale by the barrel or gallon.
SAMUEL REYNOLDS,
PROPRIETOR,
Depot, 379 Third Avenue, New York.
All Orders promptly attended to. Best City References given.

PROPOSALS FOR $500,000
Volunteer Soldiers' Family Aid Fund Bonds,
No. SEVEN.

SEALED Proposals will be received at the Comptroller's office, until Saturday, Oct. 31, 1863, at 2 o'clock P. M., when the same will be publicly opened, for the purchase, at not less than their par value, of the whole or any part of the sum of five hundred thousand dollars of the "Volunteer Soldiers' Family Aid Fund Bonds, No. 7," authorized by an ordinance of the Corporation, passed Oct. 9, 1863, and an act of the Legislature of the State of New York, passed March 6, 1863.

The said bonds will bear interest at the rate of five per cent. per annum, payable semi-annually, on the first day of May and November in each year, and the principal will be redeemed Nov. 1, 1871.

The proposals will state the amount of bonds desired, and the price for one hundred dollars thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the City, within five days after the opening of the bids, the sums awarded to them respectively.

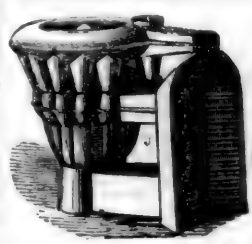
On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive bonds for equal amounts of the par value thereof, bearing interest from the dates of payments.

Each proposition should be sealed, and endorsed "Proposals for Volunteer Soldiers' Family Aid Fund Bonds, No. 7," and inclosed in a second envelope addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if the interest of the Corporation require it.

MATTHEW T. BRENNAN, Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, Oct. 10, 1863. 3t42



Sanford's CHALLENGE HEATERS
SET IN BRICK,
PORTABLE
OR AS
FIRE PLACE
HEATERS,
FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.



Send for pamphlet containing full description and testimonials.
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

Central Transportation Co.

THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of
WOODRUFF'S, KNIGHT'S, MYERS'
AND OTHER PATENTS FOR
SEATS AND COUCHES IN
SLEEPING CARS,
would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their
SLEEPING CARS,
and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.

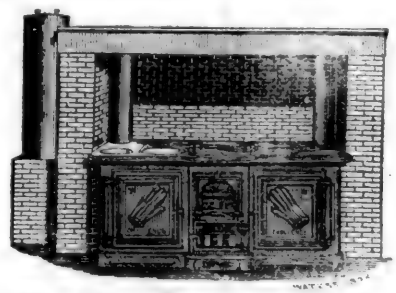
The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, **No. 1347 Brown st., PHILADELPHIA,** will receive immediate attention.

Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above,

O. W. CHILDS, President.



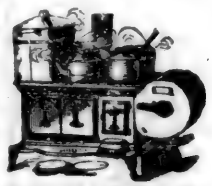
Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL,** which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light
SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.

The COSMOPOLITE
PARLOR RADIATOR, &
GAS BURNER,



Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

KRUPP'S PATENT CAST STEEL

RAILWAY TIRES

MANUFACTURED BY

FRIED. KRUPP,

ESSEN, RHENISH PRUSSIA.

These Celebrated Tires are made WITHOUT A WELD. Over 70,000 of them HAVE BEEN SUPPLIED.

By their extreme durability they are more economical than any others, being cheaper at their cost than Iron ones gratis.

THESE TIRES have been furnished to the following American Railways: Erie; Hudson River; Camden and Amboy; Housatonic; Naugatuck; New Haven; Chicago, Burlington and Quincy; Quincy and Toledo; Ohio and Mississippi; Beaver Meadow; Central Georgia; Don Pedro 2nd (Brazil); Grand Trunk; Great Western (Canada); European and North American (N. B); Cleveland and Mahoning; Cleveland, Painesville and Ashtabula

STEAMBOAT SHAFTS. KRUPP'S CAST STEEL RAILWAY AXLES. ANCHOR FLUKES.

CITY RAILWAY COMBINATION WHEELS AND AXLES.

PROPELLER BLADES, ETC., ETC., ETC.

They wear equally and are free from lamination.

They are not liable to fracture and are unaffected by extreme cold.

LAP-WELDED IRON BOILER TUBES.

TUBE EXPANDERS. TUBE BRUSHES. THREE-CUTTER DRILLS.

Glass-Enameled Iron Water Pipe, Steel Tubes, etc., etc.

They have received the highest approval from all RAILWAY COMPANIES that have them in service

THOMAS PROSSER & SON,

28 PLATT ST., NEW YORK.

Marsh, Brothers & Co.,

STEEL CONVERTERS,

Cast Steel Refiners, Tilters and Rollers.

MANUFACTURERS OF

SINGLE AND DOUBLE SHEAR, RAILWAY, COACH, SPRING GERMAN AND BLISTER STEEL.

ALSO

HARD CENTRE AND CORE ANNEALED STEEL.

LOCOMOTIVE SLIDE BARS, PISTON RODS, ETC., ETC.

Ponds and Navigation Steel Works,

SHEFFIELD, ENGLAND,

AND

95 John st., New York.

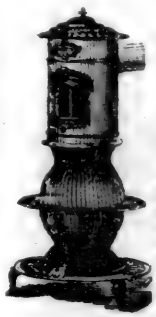
ALSO AGENTS FOR

B. & S. H. THOMPSON,

Late Wm. Chance & Co.,

GENERAL HARDWARE & IRON MERCHANTS,

BIRMINGHAM.



SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water street, New York.

A Good Chance for Investment.

WANTED a Partner with a capital of about $40,000, to join in Machinery and Iron Ship Building business, in a most favorable location on tide-water and railroads. Address Business Partner, care of A. F. KINDBERG, 25 Rector st., New York. 1t

NOTICE TO BUILDERS OF RAILROAD CARS.

THE CENTRAL TRANSPORTATION COMPANY will receive proposals from Car Builders until the 20th day of October next, at their office

No. 1347 BROWN ST., PHILADELPHIA,

for constructing FIVE SLEEPING CARS—said cars (excepting the Quilts, Comforts, Sheets, Pillow-Cases and Towels to be furnished by the Company) are to be fully equipped and in all respects completed and delivered ready for use by the 20th day of February, 1864.

For a full knowledge of the plan and dimensions of said Cars in all their parts, and of the kind and quality of the materials to be used, the character of workmanship and the style of finish required, reference may be had to Cars Q, R, S, and T, now running on the PENNSYLVANIA CENTRAL RAILWAY; to Cars M and N, on the BELLEFONTAINE LINE; to Cars O and P, on the NORTHERN CENTRAL, and to Car T, on the NEW JERSEY CENTRAL RAILROADS.

Persons whose propositions may be accepted, will be required immediately to enter into contract to construct the aforesaid Five Cars similar to, and in all respects as perfect as the Cars above referred to, either of which may be made the basis of a proposition, in which should be stated the price per car.

Good and sufficient security will be required for the faithful performance of the work, and the contract will provide for monthly payments to the contractor, as the work progresses.

Proposals will also be received at the same time and place for the construction in like manner, and of the same description as the five above named,

Twenty Additional Sleeping Cars,

to be completed within the year 1864. The proposals should also state the price per Car, for all or such portion of the whole number as the proposer can complete and deliver within the first four months; also the price per Car for all, or such portion of the whole number, as the proposer can complete and deliver within the first eight months, next succeeding the 15th day of February, 1864.

The Company reserve the right to reject all propositions which they may deem unfavorable. All propositions addressed as above, to the CENTRAL TRANSPORTATION COMPANY, must be sealed and endorsed "*PROPOSAL for BUILDING SLEEPING CARS.*"

2t41 O. W. CHILDS, *President.*

KING'S NOTES ON STEAM. LESSONS AND Practical Notes on Steam. The Steam Engine, Propellers, etc., etc, for young Marine Engineers, Students, and others. By the late W. R. King, U. S. N. Revised by Chief Engineer J. W. King, U. S Navy. Fourth Edition, enlarged and improved.

"This is the second edition of a valuable work of the late W. R. King, U. S. N. It contains lessons and practical notes on Steam and the Steam Engine. Propellers, etc. It is calculated to be of great use to young marine engineers, students, and others. The text is illustrated and explained by numerous diagrams and representations of machinery. This new edition has been revised and enlarged by Chief Engineer J. W. King, U. S. N., brother to the deceased author of the work."—(Boston Daily Advertiser.

"This is one of the best, because eminently plain and practical treatises on the Steam Engine ever published."—(Philadelphia Press.

"Its republication at this time, when so many young men are entering the service as naval engineers, is most opportune. Each of them ought to have a copy."—(Philad. Ev. Bulletin.

In one volume octavo, with illustrations, price $2. Copies sent free by mail on receipt of price. Published by D. VAN NOSTRAND, 192 Broadway, New York.

NOTICE TO CONTRACTORS.

ALBANY AND SUSQUEHANNA R R.

SEALED PROPOSALS WILL BE RECEIVED by the undersigned at the Engineer's Office, in the village of Unadilla, Otsego county, until Thursday, the 29th day of October instant, at 10 o'clock A. M. of that day, for Grading, Masonry, Bridging and Fencing of about 45 miles of the line of said railroad, extending from the village of Oneonta, in Otsego county to and including the Tunnel of about 2,000 feet through Webster Summit, in the Town of Colesville, in Broome county.

The line will be divided into Sections of convenient length, and proposals will be received for single Sections, or for the whole line.

The line will be ready for examination on and after Monday, the 19th inst., and Maps, Profiles and Plans, with Specifications may be examined at the Engineer's Office, in Unadilla, on and after that date.

Blank proposals, with all necessary information, will be furnished to those wishing to propose for work, at the Office of the Company, 73 State Street, Albany, and at the Engineer's Office, in Unadilla.

Proposals should be enclosed in an envelope and endorsed "Proposals," and directed to the undersigned at Unadilla.

The proposals which may be received in pursuance of this notice will be opened by the undersigned and canvassed, and the results reported to the Directors to aid them in making a proper award of the work.

Parties proposing, who are unknown to the undersigned, will be required to give satisfactory references.

The right is reserved to reject any or all proposals, as may be deemed for the interests of the Company

Albany, October 1st, 1863.

4t40 C. W. WENTZ, Chief Engineer.

NEW YORK STEEL CO.

WAREHOUSE,

No. 71 JOHN ST., N. Y.

MANUFACTURERS OF

FROG BARS, POINTS AND PLATES AND SPRING CAST STEEL.

—ALSO,—

Tool, Machinery, Cutlery,

AND SHEET CAST STEEL.

WARRANTED

EQUAL to THE BEST in the MARKET.

ORDERS FILLED AT SHORT NOTICE.

IRA HERSEY, Treas'r.

RAILROAD IRON.

200 TONS 50 lbs. English Rails to arrive, now due here. For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

Oct. 3, 1863. 41tf

RAILROAD IRON.

3,000 TONS GUEST & Co.'s make, weighing 54 lbs. per lineal yard, in port and to arrive.
1,000 TONS weighing 50 lbs. per yard.
1,000 " " 45 " "
500 " American Rails, 57 lbs. per yard.

For sale by

M. K. JESUP & COMP'Y,
59 Exchange Place.

New York, 30th September, 1863. 1m40

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England or exship at ports in the United States.

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1863.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 60 and 58 lbs. per yard.
For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "

New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 13, 1862. 38 Beaver st.

RAILROAD IRON.

THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & CO.,
32 Cliff st.

Second Hand Engines for Sale

One 16 Ton PASSENGER ENGINE, Gauge 4 ft. 8½ in.
One 24 " " " " " "
Two 16 " SWITCHING " " " "

All of above have been carefully refitted, and will be delivered in first rate order.

Price, which will be low, and further particulars will be quoted upon application.

T. M. TYNG,
40tf **61 Cedar st.**

REMINGTON VERNAM,
Late of firm of HOYT & CO.,

STOCK & BOND BROKER,

59 EXCHANGE PLACE,
Cor. Broad Street,
NEW YORK.

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.

STOCKS and BONDS,
GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

P. W. GALLAUDET,

NOTE BROKER,

No. 1 WALL ST., near Broadway.

Hardware, Metal and Iron Business Paper Wanted.

Loans obtained on good securities.

AGENCY FOR THE SALE OF

U. S. Five-Twenty Bonds.

PARKE & BOWDOIN,
No. 76 Wall st., cor. Pearl st.

HAVING been appointed Agents for the U. S. 5-20 Loan, we are prepared to receive subscriptions to the above bonds at par. Interest in gold, commencing on the day of deposit. Orders accompanied by draft on this city will receive our prompt attention.

Stocks and Bonds bought and sold on commission at the Brokers' Board.

Mercantile paper and loans negotiated.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
52 WALL STREET.

STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. **WM. ALEX. SMITH.**

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

FEARING & DALTON,

54 WALL STREET.

STOCKS and BONDS BOUGHT and SOLD ON COMMISSION.

U. S. { 1881 SIX PER CENT. COUPONS.
7 3-10 TREASURY NOTES.
CERTIFICATES of Indebtedness.
FIVE-TWENTY BONDS.

BUY AND SELL BUSINESS PAPER.

REUBEN W. HOWES. CHARLES A. MACY.

HOWES & MACY,

BANKERS.

NEW YORK, August 25, 1863.

The subscribers having retired from the offices of President and Cashier of the Park Bank (which positions they have held since its organization), have established themselves in the Banking business at No. 30 Wall street (in offices recently occupied by J. J. Cisco Esq., Assistant Treasurer U. S.)

We are now prepared to receive accounts, and deposits with us can be checked for the same as with any of the city banks.

Interest will be credited to our dealers on the daily balances on the 1st January and July, at the rate of **three per cent.** per annum.

Particular attention will be given to Collections on all accessible points in the United States and Canada, on the most favorable terms.

Orders for the purchase or sale of all kinds of Government and other securities will be attended to promptly.

HOWES & MACY,
30 Wall st.

RAILROAD SECURITIES

OF EVERY DESCRIPTION.

STATE, CITY AND COUNTY BONDS,
BOUGHT AND SOLD.

WM. A. GUEST, 31 Wall Street.

Livermore, Clews & Comp'y,

BANKERS,
34 WALL ST., N. Y.

DEALERS IN

GOVERNMENT SECURITIES & GOLD.

STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS
Received on the most favorable terms.
Advances made on approved collaterals.

A. W. GREENLEAF & CO.,

BANKERS and BROKERS,

No. 44 EXCHANGE PLACE,
NEW YORK.

STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

A. W. GREENLEAF. E. B. GREENLEAF

JOHN C. CAPP & SON,

Stock and Note Brokers,

No. 23 SOUTH THIRD STREET,
Directly opposite the Mechanics' Bank.
PHILADELPHIA.

STOCKS & BONDS BOUGHT AND SOLD
ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

ALBERT H. NICOLAY,

STOCK & BOND BROKER

AND AUCTIONEER,
No. 52 WILLIAM ST., (near Wall,)
NEW YORK.

☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, AMERICAN GOLD, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS as ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, **No. 52 WILLIAM STREET,** OR AT THE MERCHANTS' EXCHANGE SALES ROOM **No. 111 BROADWAY,** whenever desired.

☞ Orders by mail promptly executed.

Platt, Johnson & Co.,

BANKERS and BROKERS,

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DEALERS IN

GOVERNMENT SECURITIES & GOLD.

STOCKS AND BONDS

BOUGHT AND SOLD

At Brokers' Board and at Private Sale on Commission.

ALSO DEALERS IN

Foreign and Domestic Exchange.

MONEY INVESTED, AND

NOTES AND LOANS NEGOTIATED

ON THE BEST TERMS.

SAMUEL HALLETT & CO.,

BANKERS,

58 BEAVER STREET,

NEW YORK CITY.

DEALERS IN

Foreign and Domestic Exchange,

AND NEGOTIATORS OF

STATE AND RAILROAD BONDS.

HALLET & CORNWELL,

No. 24 PINE STREET,

Note & Exchange Brokers,

STOCKS, BONDS AND GOVERNMENT SECURITIES BOUGHT AND SOLD ON COMMISSION.

JACOB G. HALLET, (late with Blake Bros. & Co.)
RICH'D H. CORNWELL (late with G. S. Robbins & Son)
New York, February 14, 1863.

THE BRITISH AND AMERICAN

EXCHANGE

BANKING CORPORATION,

LIMITED.

Established under the Companies' Act, 1862,

WITH LIMITED LIABILITY.

AUTHORIZED CAPITAL....ONE MILLION STERLING.
In 20,000 shares of £50 each.
Already issued, 15,000 shares of £50 each

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THE BRITISH AND AMERICAN Exchange Banking Corporation,
(LIMITED,)

Having opened offices at **No. 63 WALL ST., NEW YORK,** is prepared to sell and buy Sterling Bills of Exchange and to issue Commercial and Travelers' Credits, available in all parts of the world. Commercial Credits issued for use in the East Indies, China and Australia, will be upon the Oriental Bank Corporation of London.

Further particulars may be ascertained on application at the office, No. 63 Wall st.

WILLIAM WOOD, Manager.
NEW YORK, August 24, 1863.

EDWARD KING,

(Late of the firm of JAMES G. KING'S SONS,)

OFFERS his services at the Board of Brokers for the purchase or sale of

STOCKS, BONDS AND GOVERNMENT SECURITIES.

No. 4 HANOVER ST.

CHAS. A. MEIGS & SON,

BANKERS AND BROKERS,

No. 50 EXCHANGE PLACE, N. Y.

STOCKS AND BONDS

BOUGHT AND SOLD ON COMMISSION.

WILLIAMS & PAGE'S

PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the side of the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

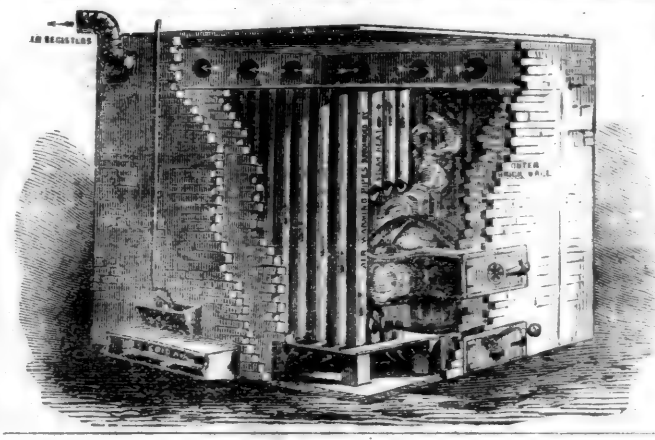
The Light is very strong and brilliant, requiring no reflectors and **lighting up** the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

For Cars with "raised" or "high" roofs we make the Lamps with brass arms to suspend in any required manner.

Manufactured and for sale by

WILLIAMS & PAGE,
67 Water st.,
Boston, Mass.

SIMONDS' PATENT STEAM HEATER.



FOR Warming and Ventilating Buildings of all descriptions, Graperies, Greenhouses, etc.

THIS HEATER HAVING BEEN THOROUGHLY TESTED, has proved to be the MOST PERFECT WARMING APPARATUS IN USE. Parties having them in use, and to whom reference can be given, give them the highest recommendations.

Those requiring a SAFE AND PERFECTLY EFFICIENT APPARATUS FOR WARMING PURPOSES, are invited to call and examine before purchasing elsewhere.

Personal attention given to erecting the same, and a guarantee given for their successful operation.

J. H. SIMONDS,
Sole Proprietor,
52 CLIFF ST.,
NEW YORK.

STATIONERS' WAREHOUSE.

The following Materials for the use of ARCHITECTS, DRAFTSMEN and ENGINEERS, for sale by

AMES & BARNES,

No. 41 JOHN STREET, NEW YORK.

E. BROWN & SON'S

PROFILE PAPER, Plate No. 1.
CROSS SECTION PAPER, Plate No. 2. five spaces to the half inch, in Red.
do. do. do. do. do. do. do. do. in Blue.
CROSS SECTION PAPER, five spaces to the inch.
PROTRACTOR or PLOTTING PAPER.
FIELD BOOKS, No. 6.
TRANSIT BOOKS, No. 6.

Whatman's English Hand-made Drawing Paper,

MADE FROM PURE LINEN STOCK.

CAP	14 × 17	SUPER-ROYAL	19 × 27	COLUMBIA	24 × 35
DEMY	15 × 20	IMPERIAL	21 × 29	DOUBLE ELEPHANT	27 × 40
MEDIUM	18 × 24	ELEPHANT	23 × 25	ANTIQUARIAN	31 × 53
ROYAL	19 × 24	ATLAS	26 × 33		

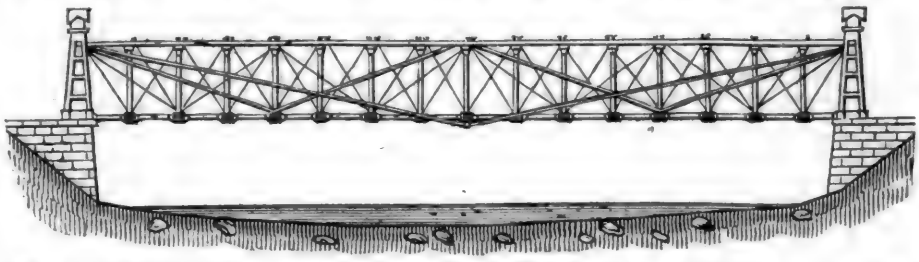
☞ Either of the above sizes mounted upon Muslin.

WHITE DRAWING PAPER, IN ROLLS, from 40 inches to 56 inches wide.
Do. do. do. do. mounted upon Muslin.
BROWN ROLL DRAWING of various widths.
ENGLISH TRACING CLOTH, 30 and 36 inches wide.
Do. CLARIFIED AND CLEARED TRACING CLOTH, 30 and 36 inches wide.
FRENCH "VEGETAL" TRACING PAPER of Royal, Super-Royal, Imperial, Columbia, and Double Elephant size.
PROTRACTORS in Boxwood and Ivory. SCALES in Boxwood and Ivory. SECTORS in Boxwood and Ivory.
ENGINEERS' AND ARCHITECTS' BOXWOOD PLOTTING SCALES, 6, 12, and 24 inches long, of assorted divisions.
BOXWOOD TRIANGULAR PLOTTING SCALES, 6, 12, and 24 inches long, of assorted divisions.
ORDINARY DRAWING SCALES, Series A, ¼, ½, ¾, 1½, and 3 inches to the foot.
Do. do. do. do. B, 3-32, ⅛, 3-16, 3-16, ¼, and ⅜ inches to the foot.
Do. do. do. do. C, 10, 20, 30, 40, 50, and 60 parts to the inch.
SOLID TRIANGLES. OPEN TRIANGLES. T SQUARES.

SCROLLS OF VARIOUS PATTERNS AND SIZES

GUNTER'S BOXWOOD SCALES, 12 and 24 inches long.
GUNTER'S BOXWOOD SLIDING SCALES, 24 inches long.
ENGLISH EBONY PARALLEL RULES, 6, 9, 12, 15, 18, 21, and 24 inches long
THUMB TACKS in Brass and German Silver, different sizes and qualities.
RULING PENS, in Brass, Steel and German Silver
DIVIDERS, 4, 5, and 6 inches, in Steel and German Silver, of various qualities.
FRENCH PROPORTIONAL DIVIDERS.
ENGLISH MATHEMATICAL INSTRUMENTS, in Fish Skin, and Mahogany Cases.
FRENCH MATHEMATICAL INSTRUMENTS in Brass, Double Gilt, and German Silver from $2 to $75 per Case
CHESTERMAN'S ENGLISH TAPE LINES 50, 60, 70, 80, and 100 feet, in tenths and links

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,392, Pittsburg, Pa.

DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,
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THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE **CAR DUCK,** but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

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67 Water street,
March 1863. **Boston.**

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CIVIL AND MECHANICAL ENGINEER
OFFICE, } **156 BROADWAY,** NEAR MAIDEN LANE, NEW YORK.

REFERENCES:
Hon. MOSES H. GRINNELL, New York. J. MUNROE & Co., Bankers, N. York and Paris. Hon. JOHN P. HALE, Washington. B. F DELANO, U. S. Naval Constructor. G. J. P. BRYANT, Architect, Boston. J. W. EMERY, Pres. Cambridge Railroad.

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Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS,** and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.
In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.
You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **21 Nassau st.,** or by addressing

CHAS. W. WELSH,
Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, October 24, 1863.

Baltimore and Ohio Railroad.

The regular monthly meeting of this company was held at its office in Baltimore on the 14th inst.—J. W. GARRETT, Esq., President, in the chair. The attendance was unusually full, nearly all the members on the part of the State and the city, and the private stockholders being present.

No quorum having met for the three preceding months, a large amount of business had accumulated, which, during a session of three hours, was transacted with great unanimity.

The reports from the different departments exhibited a full maintenance of the condition of the road, machinery and organization of the Company, for a continued large business.

An important contract was submitted by the Committee on Transportation between the Companies forming the route from Chicago to Bellaire via Monroeville and Newark, by which the Sandusky, Mansfield and Newark Railroad agrees to alter its gauge between Newark (a point on the line of the Central Ohio Road) and Sandusky, from its present width of 5 feet 4 inches to 4 feet 9½ inches, so that cars can be loaded in Chicago and run through without change to Bellaire, opposite the terminus of the Baltimore and Ohio Road on the Ohio river. This route will be sixty-six miles less in distance than the line used at present via Toledo, and will present to the commercial interests of Baltimore a direct connection with Sandusky, which possesses one of the finest harbors upon Lake Erie, and will furnish to the Baltimore and Ohio line a most desirable and vastly improved communication with Chicago and the Northwest.

The agreement met with the decided approval of the Board, and in this connection it was stated that the gauge is now being changed, and it is expected that this valuable avenue will be opened for the commerce of Baltimore and Washington and the business of the Government, during the present winter.

The nomination of James L. Randolph, Esq., formerly an esteemed officer in the service of the Company, was unanimously confirmed, as Engineer to take charge of the construction of the bridges over the Ohio river, between the main stem of the road at Benwood and the terminus of the Central Ohio at Bellair, and a bridge to connect the Northwestern Virginia and Marietta and Cincinnati Railroads, as soon as arrangements can be effected for the financial reorganization of the former Company.

The nomination by the President of J. J. G. Riley, Esq., as superintendent of the Telegraph Lines of the Company, was also unanimously confirmed.—Mr. C. Westbrook, heretofore in charge of these lines, will act hereafter as an officer of the American Telegraph Company.

The Committee of Finance submitted the following resolutions, accompanied by statements regarding the earnings and expenses of the Company for the semi-annual periods terminating March 31st and 31th September ultimo:

Resolved, That a dividend of six per cent. be declared on the stock of the Main Stem of the Baltimore and Ohio Railroad, payable on the 26th of October instant, at the Merchants' Bank of Baltimore, and that the transfer books be closed on the 16th instant, and remain closed until the 17th of November proximo, the day after the annual meeting.

Resolved, That the United States tax be paid by the Company.

Resolved, That a dividend of five per cent. be declared on the Stock of the Washington Branch Railroad for the half year ending 20th September ultimo, payable on and after the 16th October, at the Merchants' Bank of Baltimore.

Resolved, That the United States tax be paid by the Company.

After remarks by members of the Finance Committee and others, the President made the following general statement of the policy and condition of the Company in connection with this subject:—

The Board would recollect that during the present administration of the road (which had commenced in 1858) regular semi-annual dividends of 3 per cent. upon the Main Stem had been paid, except in the fall of 1861. Although at the commencement of the war the Company was in a most prosperous condition, its surplus cash assets amounting to $984,154, yet it was deemed prudent and judicious to retain its means, in view of the threatened dangers to its lines, so that it might meet the various difficulties which it might be expected to encounter in the progress of events.

The wisdom of this course was proven by the ability of the Company during a period when the depression of business was so great that mechanics and laborers generally could not obtain employment, to retain all its employees, and to continue vigorously the construction of machinery, so as to maintain its capacity to meet the large subsequent requirements of the transportation which presses upon it in the service of the Government, and for commercial purposes. It thus protected its large force of employees during a protracted period of difficulty to mechanics and laborers generally, and anticipated the great necessities for machinery which afterwards occurred.

With three intervals of possession by the enemy of portions of its route, during the past fiscal year, yet for an aggregate period of six months and ten days the Company had control of its entire line for transportation between Baltimore and its termini on the Ohio river. The Company has thus been enabled to participate partially in the large revenues being earned by the Northern Atlantic trunk lines, and the results of its business are such, that the Executive had it in his power to recommend the proposed dividend of six per cent. on the Main Stem, thus making the dividends equivalent to six per cent per annum from 1858 to this period.

It was evidently a source of gratification to the Board, as it would be to the community, that the Company had it thus in its power to relieve to this important extent the tax payers of the City of Baltimore and the State of Maryland, as well as to prove the capacity of the Company, under circumstances of unparalleled embarrassment to earn a proper remuneration upon the capital invested in the work. The City of Baltimore will receive of this amount $278,000, and a most satisfactory ad-

dition be made to the revenues of the State and for all parties interested in the property of the Company.

It will be observed that the sinking funds have been fully maintained during this difficult period. On the 1st of October, 1862, the aggregate of the sinking fund for the redemption of the mortgage debts and ground rents amounted to $1,037,889 99, and on the 1st of October, 1863, to 1,246,441 21. At the former date the amount of the sinking fund for the redemption of the five million city loan was $812,664 72, and on the 1st of October, 1863, it was $859,965 24, exhiting an aggregate increase for the twelve months of $255,851 74.

The Company has continued to make all its purchases for cash, and therefore is free from any floating debt. It also reserves, in available assets and uncollected revenue, a large sum, regarded as quite adequate for the reconstruction of its bridges, the restoration of its works, and for effecting desirable improvements upon its line.

The vote was then taken, and the resolutions adopted unanimously.

After the transaction of some further business, the Board adjourned until its next regular monthly meeting.

Amalgamation of the Grand Trunk and Montreal and Champlain Railways.

This project for some time under consideration is now likely to be carried through. Passengers to and from Montreal by the Montreal and Champlain Railroad, instead of crossing the river in the ferry steamer *Iron Duke*, as is now necessary, will hereafter, if the amalgamation be completed, cross the Victoria bridge, a third rail being intended to be laid to suit the gauge of the Montreal and Champlain road, and extended to Bonaventure street, and the new junction line near the "Tanneries."

A special meeting of the shareholders of the last named company was held in Montreal on the 12th inst., for the purpose of considering and "consenting to a certain agreement entered into between the Directors of the Montreal and Champlain Railroad Company, and the Directors of the Grand Trunk Railway Company of Canada for the regulation and interchange of traffic passing to and from the railways of the said companies, and for the working of the traffic over the said railways respectively, and for the other purposes mentioned in the said agreement."

At this meeting the form of the agreement to amalgamate, as settled by the Directors of the companies respectively, on the 25th of September last, was read, and resolutions were adopted authorizing the ratification of the agreement which appears to be of the following nature and description:

It is proposed to extend the arrangement for interchange of traffic, &c., entered into with the Grand Trunk Railway Company, and place the entire management of the line in the hands of that company. After deducting working expenses, the net earnings of the two lines are to be divided in the ratio of one fifteenth part to the Montreal and Champlain Railroad, and the other fourteen-fifteenths to the Grand Trunk Railway, the latter company agreeing that the net earnings of the Montreal and Champlain Company during the years 1864–'65 shall not be less than $100,000 a year. It is also said that it is proposed to apply for an act giving the Grand Trunk Railway power to purchase the Champlain road by assuming all its bonds and meeting them when matured, also paying a sum not exceeding $500,000 for shares, rolling stock, plant, steamers, &c., of the road; but until such legislation is effected neither company is to be liable for the debts of the other. As soon as the agreement is sanctioned, a third rail will be laid on the Grand Trunk track between the Bonaventure street station and the intersection of the road with the Montreal and Champlain Railroad on the opposite side of the river, so that the trains of the latter may cross the bridge.

This arrangement now only waits the sanction of the shareholders of the Grand Trunk, a large majority of whom are residents of Great Britain.

Portland, Saco and Portsmouth Railroad.

The receipts and expenditures of this road for the fiscal years ending May 31, 1862 and 1863, have been as follows:

Receipts:	1862.	1863.
From passengers	$144,418 72	$195,146 13
" freights	49,111 48	74,582 86
" express	3,565 96	3,712 91
" mails	7,837 44	7,837 44
" sundries	2,550 15	1,917 45
	$207,483 75	$283,197 79
Expenditures, viz:		
Maintenance of way	$31,217 57	$26,931 59
Locomotive power	35,246 29	31,242 23
Train expenses	13,068 10	15,093 68
Office establishment	12,034 95	16,490 82
Station expenses	10,209 10	11,661 65
Machine shop	1,207 39	1,401 01
Credit renewal fund	10,000 00	10,000 00
	$112,983 40	$112,920 98
Net earnings	$94,500 35	$170,275 81
Dividends, six per cent. and U. S. Tax		92,782 50
Surplus		$77,492 31
Surplus per report May 31, 1862		43,348 34
Add for under-estimate		943 34
Total surplus May 31, 1863		$121,783 99
Allowed Kennebec & Portland R. R.	$2,999 11	
Paid Eastern and Boston & Maine R. Rs.	47,000 00	
		49,999 11
Leaves present apparent surplus		$71,784 88

This surplus is chiefly invested in improvements, stock of materials for use, and wharf at Portland. The report says:

It will be seen by the statistics presented that the business of the road has been more remunerative than in any former year. The past winter was unprecedented for its mildness, without any storms and deep snows, saving much expense in clearing snow drifts from the track. This made quite a saving the past winter.

The expenses for the coming year must be considerably increased, on account of the high rate of labor, and the high price of all materials used in keeping the road in order, and in the running expenses.

The Boston & Maine and Eastern Railroads, by their Presidents, in consideration of our prosperous condition, have agreed to pay from the income the Government tax of three per cent. on your dividends. Also to return to the holders of stock of last December, the deduction then made for the Government tax. We would observe in this connection that the road pays to the General Government three per cent. on its gross passenger receipts, which is taken from the income of the road. The tax of three per cent. on dividends is a tax upon the shareholders, and the only agency we seem to have in the matter is, that our Treasurer is made by act of Congress the Collector of this Government tax.

The contract between this road, the Eastern and Boston & Maine roads, stipulates that three dollars per share be paid to the stockholders of this road in December and June in "gold or silver coin of the currency of the United States." The lessees of the road will not pay in coin unless compelled by the Courts in a suit at law. We lay the matter before the stockholders for their consideration and action, if any is required.

There have been no delays or accidents of any kind on the road, either to passengers, employees, or in the transportation of troops. We have carried over the road by regular trains 242,977 passengers, and over fourteen thousand troops for the Government by extra trains.

The equipment of the road consists of 10 locomotives; 2 passenger, 2 baggage and mail, 52 platform, 44 box, 2 stone and 10 hand cars. The passenger cars for the through business are furnished principally by the Eastern and Boston & Maine railroads.

Trial Balance, May 1, 1863.

Kennebec & Portland Railroad	$100,000 00
Notes receivable	2,728 87
Railway	1,360,183 97
Wharf at Portland	10,930 04
Property	3,417 80
Portsmouth Bridge	32,000 00
Great Falls & Conway Railroad	1,963 74
Improvements	15,500 00
Sundry accounts	2,685 45
Grand Trunk Railway	846 60
Cash	61,082 06
Income due	15,212 18
Stock of materials	19,470 99
Postmaster General	1,509 64
Freight Clerk	4,736 87
E. K. Harding, Q. M.	228 07
	$1,632,446 28
Capital stock	$1,500,000 00
Reuel Williams, Agent	1,195 59
Eastern Railroad	33,021 62
Boston & Maine Railroad	33,021 63
Renewal fund	14,746 26
Dividend, June, 1863	42,557 71
Dividends due	7,903 47
	$1,632,446 28

President.—Ichabod Goodwin.
Treasurer.—Eliphalet Nott.
Superintendent.—John Russell, Jr.

Colombian Loan in England.

Proposals have been issued in London for a 6 per cent loan of 200,000*l.*, on the part of the United States of Colombia, at 86. The objects of the loan are the construction of roads within the territory of the republic, the improvement of the navigation of the River Magdalena, and the promotion generally of the commercial resources of the republic. Interest is to be payable half-yearly, at the London and County Bank, in Lombard-street, on the 1st April and the 1st October, and the instalments extend up to the 1st April next. The bonds, which are to be of 100*l.* and 200*l.* each, are to be redeemed at par by a sinking fund commencing in October, 1864, and it is calculated that the entire debt will be redeemed by the year 1874. The security for the interest and the redemption of the principal consists of a mortgage from the Government of the republic of 15 per cent. of the gross revenues of eight salt mines belonging to the nation, on which the present loan is a first charge, three of which alone now return an annual product of 181,919*l.* The Government further hypothecates the right of the nation to redeem within twelve years the privilege of the Panama Railway, which will become public property by right of redemption in 1875; and this loan after the date of the redemption will enjoy a special lien on the value and revenue of the railway. The prospectus describes the advantages of these liens in the event of a renewal of the concessions to the railway company, and a right in reserve to the Government to pay off the loan at par at any time. We are informed that a portion of the loan is already subscribed. We think the Panama Railroad Com-

pany should have offered to take this loan, instead of letting it go to England. There are very obvious reasons why it would have been good policy to have done so.

The Legal Tender Act Declared Constitutional.

POWER OF CONGRESS TO ISSUE TREASURY NOTES; AND TO MAKE THEM A LEGAL TENDER IN PAYMENT OF DEBTS. CONTRACTS REQUIRING THE PAYMENT OF MONEY CONTEMPLATE SUCH MONEY AS SHALL BE "LAWFUL MONEY OF THE UNITED STATES."

The Court of Appeals of the State of New York, have now decided the cases of the Metropolitan Bank *et al vs.* the Superintendent of the bank department, and Lewis H. Meyer *vs.* James J. Rosevelt. Both of these cases depend upon the decision of the same question of law for their determination. In the first case, the plaintiffs refused, on demand of the holder thereof, to redeem one of their circulating notes of the denomination of ten dollars, in gold or silver coin of the United States, but each tendered to such holders a treasury note of the denomination of ten dollars, issued under the authority of the act of February 25, 1862, as and for a legal redemption and payment of the circulating notes respectively issued by them. The bank notes were protested for non-payment in gold or silver coin, and the notes and protest thereof filed in the office of the Superintendent of the Banking Department, who gave notice to the banks to pay the same. The general banking law makes it the duty of the Superintendent, in case of a default of the banks to redeem their circulating notes in lawful money of the United States, to sell the stocks or trust funds in his hands belonging to the banks for their redemption. Apprehending that the Superintendent would take such proceeding, on the ground that the plaintiffs had failed, upon lawful demand, to redeem their circulating notes in the lawful money of the United States, the Banks and the Superintendent, upon a case agreed on, submit to the court the questions, whether the act of Congress, approved February 25, 1862, is constitutional and valid, and also, whether the refusal of the plaintiffs, to redeem their notes, on demand, in the gold or silver coin of the United States, and their offer to redeem their notes in the notes of equal denominations, issued, as aforesaid, by authority of Congress, was a failure or refusal to redeem their notes in the lawful money of the United States. If the court was of the opinion that the act was constitutional, and that the plaintiffs offered to redeem their notes in the lawful money of the United States, then judgment was to be entered restraining the Superintendent from taking any steps towards redeeming any of the notes of the plaintiffs in cases where they have offered to redeem in the legal tender notes of the United States. But if the court should be of the opinion that the act is unconstitutional, and that a refusal to redeem in the gold or silver coin of the United States is a refusal to redeem in the lawful money of the United States, then judgment was to be entered dismissing the complaint.

The second case was also submitted. The facts were these: In August, 1854, the defendant loaned to Samuel Bowen the sum of $8,000, and Bowen executed and delivered to him his bond conditioned for the payment thereof, with interest half yearly, on the 23d August, 1857. As a further security, Bowen executed a mortgage on certain real estate in Richmond county. On making the loan to Bowen, the defendant gave him his check for $8,000 on the Chemical Bank in the city of New York, payable in gold at the option of Bowen. The plaintiff in May, 1861, became the owner in fee of the mortgaged premises, and assumed the payment of the mortgage. In June, 1862, being desirous of paying and discharging the mortgage, he tendered to the defendant the sum of $8,170, being the amount of principal and interest, in notes of the United States, issued under the act of February 25th, 1862. The defendant refused the same as legal tender, and claimed that the re-payment should be made in gold coin of the United States, as being the money in which the loan was made. It was then agreed that the defendant should receive the said sum of $8,170 in United States notes, conditionally, and the question be submitted to a court having jurisdiction whether they are or were a legal tender in payment of the mortgage debt and interest. If the court should decide that they were a legal tender in payment and discharge of the bond and mortgage, then the defendant was to deliver up the mortgage and discharge the same of record; but if the court should decide that the treasury notes were not a legal tender in payment of the mortgage debt, then the plaintiff was to pay to the defendant the further sum of $321 78, being the difference between the market value of the notes and gold coin of the United States on the 11th June, 1862. Upon these facts, the single question submitted was: were the notes of the United States a legal tender on the part of the plaintiff?

The Apellate Court decide that the powers necessarily incident to powers expressly granted in the constitution to Congress, are amply sufficient to sustain the constitutionality of the act of Congress passed on the 25th of February, 1862, both as to the issuing of the treasury notes and to making of them a legal tender in payments of debts.

The court further decide that a contract to pay a sum of money at a future day, contemplates that the payment will be made in such money as at that time may be the lawful money of the United States. Upon this point Judge Emott, in an opinion rendered by him, says:

"It is said that the act making these Government notes, equally with gold, a tender for the payment of this and other debts contracted before its passage, is unconstitutional as impairing the obligation of contracts. The opinion has been expressed and would seem to be well sustained, that the States only, and not the Federal Government, are forbidden by the constitution to pass laws impairing the obligation of contracts. However, this may be, if this act of Congress is open to no other exception, it cannot be successfully impeached for impairing the contracts between debtors and creditors to which it may apply. The contract of the obligor in this bond was simply to pay the amount stipulated, as so many dollars in the lawful money of the country, that is, in that which should be its lawful money when such payment was due. It was not either in terms or in effect a contract for the delivery or the return of so much gold and silver, except as that was involved in the idea of payment of the debt, while gold was the only medium in which debts could be paid. Gold and silver coin, and money, are not necessarily convertible terms. The latter word is used in various senses, and has various shades of meaning. It is generally the representative of values, and the instrument of exchanges. But it is no part of a contract of debt made at one time for the repayment of money at another, that this representative or instrument should possess the same exchangeable value or the same purchasing power at the time of payment as at the time of incurring the debt. All that the debtor contracts to do is to return to his creditor in dollars and cents so much as he has received, and the advance and repayment are alike to be made in that which, by competent and valid authority is made the medium of account and payment. The only question here is whether, under the constitution of the United States, Congress has the power to make notes or bills issued by the Government, such a medium and tender in payment of debts."

The following are the concluding remarks of Judge Wright, in an opinion delivered by him:

"The purposes of the act in question were threefold: First, to borrow money; second, to pay the public debts; and third, to collect the internal revenue and other demands of the Government. The mode devised for borrowing money was by the issue of treasury notes. It is not denied that Congress possessed the power to use treasury notes; and I think it was empowered to impart to them such properties as would enable them to be used most advantageously in executing the borrowing power. If a note of the Government, having the function of money, among other characteristics, was an eligible and appropriate means for effecting the object, Congress had the right to select those means, unless prohibited in the choice of them by the constitution. They are not repugnant to the constitution, unless, as is contended, that instrument was established for the express purpose of creating and maintaining an exclusive metalic standard of value; which proposition, in my judgment, cannot be successfully maintained. It is no objection to the means chosen to execute a constitutional power, that private contracts may be indirectly affected or impaired. This may be the indirect effect of carrying into execution many of the express or implied powers of Government. The embargo laws impaired the obligation of numerous private contracts, yet these laws were adjudged to be constitutional. The Government may debase the coin, and has done it, yet the obligation of private contracts would be affected precisely as by attaching to a paper currency the quality of money, and subjecting it to the fluctuations of the market. As parcel, therefore, of the means that might be constitutionally used in executing the power to borrow, was a note of the Government, clothed with the capacity to circulate and having the functions of money. It is not denied that Congress may create and use such an instrument, without the money and legal tender clause as to private debts, in the exercise of the borrowing power, or the power of paying the public debts, or of collecting the internal revenue. If it is constitutionally fit and proper in the exercise of those powers to impart to the Treasury notes the quality of money for any purpose, it is no objection that they are constituted a medium in which private debts may be paid. The question is whether they may be lawfully made money at all. If Congress can clothe them with the attributes of money, and as such, use them in payment and discharge of debts due from and to the Government, there is no valid reason why they may not be made to have the same operation in respect to private debts. Individuals are always parties on one side or the other in transactions with the Government; and the idea that it is an invasion of private rights even to be compelled in private money transactions to use the same currency, having the same standard of value as that used in transactions between the Government and individuals, rests on no just or sensible foundation. It is not true, however, that the direct result of the legal tender clause as to private debts, is to compel the creditor to surrender a portion of his debt to the man who owes it. This effect is only worked out by assuming that the creditor is enti-

tled to have his debt paid in gold or silver coin, and that whatever may be the difference in value in the market between coin and legal tender notes, is so much surrendered to the debtor. But his rights is to have his debt paid in lawful money, whether it be coin or paper, and what he loses or gains cannot be estimated by the market fluctuations in value of the medium. A Treasury note of the denomination of ten dollars is legally as valuable for the purposes of money as a coined eagle. The value of each is fixed at ten dollars money of account. If a gold eagle be worth more in the market than a ten dollar legal tender note, it is because it is wanted to pay duties and settle balances abroad. Indeed, what is called a demand note of the Government receivable for duties, has a value in the market about equal to gold or silver coin. The market value of gold and demand notes is, therefore, regulated by the demand and supply. This demand for gold may be for legitimate purposes, as suggested, and it may be for speculative or illegitimate purposes; and, unfortunately, at the present time, most of the difference in value of gold coin and legal tender notes, is the result of a species of gambling in the metallic medium of circulation, as private or public stocks are gambled with. It cannot be said that a measure of value thus effected by extraneous causes, fluctuating in its character, which may be more to-day and less to-morrow, can be any just criterion of what a creditor loses or gains. Applying the test to-day to the private creditor's contract, he may lose; to-morrow the market difference in value between gold and legal tender notes may be nothing, so that whether he is compelled to surrender anything by the legal tender provision depends upon circumstances fluctuating in their nature and extrinsic to the action of the Government or the creditor. But that the creditor releases anything is more ideal than actual. Take the case of the defendant in one of the present cases. What of value does he, in fact, release by the operations of the legal tender provision? He did not lend gold, nor was the debtor's contract to repay in this specific article. He drew his check for $8,000, and the bank transferred so much of his credit to the borrower. The debtor received $8,000, but not in gold. The medium of dealing between the parties was a bill of credit. But now the creditor claims that he is entitled to be paid so many dollars in gold, stamped and valued at the United States mint, because when the transaction was had such coinage was the only lawful money and a legal tender. Not getting it, however, how can it be said that he has actually released value to his debtor? He receives for his debt as many dollars in money by being paid in treasury notes as if paid in gold eagles. One description of money satisfies the contract equally with the other. Indeed, the paper money discharges the debt by the currency in which it was created. If the creditor surrenders value at all to the debtor, it is because he may dispose of coin in the market at a higher rate than he can a treasury note, and the former is more valuable as a medium of exchange in the commercial world than the latter. In this way, and in no other, can the proposition that the operation of the legal tender provision is to transfer a part of the creditor's property to another, be worked out. It might better be characterised as an attempt to extort from the debtor more than the law justifies or requires.

I am of the opinion, therefore, that the selection by Congress of the legal tender note as a means of carrying into execution the borrowing power, the power of collecting the internal revenue, and paying the debts of the nation, was within the measure of its legislative authority under the Constitution. As means, it was not forbidden by that instrument. There is nothing in it expressly prohibiting Congress from creating and using a paper currency in the exercise of its specific constitutional powers, and this is admitted. But it is said that the Constitution was established for the express purpose of creating and maintaining a metallic standard of commercial and monetary values, and hence the making Treasury Notes money and a legal tender is the exercise of a power repugnant to the spirit of the instrument. There is nothing in the letter of the Constitution indicative of a design of its framers or the people that the Government should be exclusively a metallic currency Government. It is true, that one of the express powers conferred by Congress was that of coining money and regulating the value thereof, and of foreign coin; but the grant of this power does not show that ours was intended to be an exclusively metallic money government. Full effect may be given to the coining money clause without imparting to the great and sagacious men who framed the instrument any such visionary idea. The same duty and trust in respect to this power was imposed on Congress as in respect to all others of the enumerated powers in the Constitution. It would be going a great way to argue from the fact that the power to emit "bills of credit" was proposed to be given to Congress on the first draft of the Constitution, and was subsequently stricken out; that the purpose of inserting the coinage clause was to impose on the Government a special trust to create and maintain a National metallic currency, to the exclusion of any other. But the fact has no significance for any purpose. In the first draft of the Constitution, one of the clauses in enumerating the powers of Congress, read: "To borrow money and emit bills of credit." In the progress of the deliberations of the convention, the words "and emit bills of credit" were stricken out; but as the instrument was finally adopted the clause read: "To borrow money on the credit of the United States." It is claimed that by striking out the words "and emit bills of credit," the convention evinced the intention that Congress should not possess the power of creating or issuing a paper currency, or passing laws making any thing but gold or silver a legal tender in the payment of debts. The question is, not what the members of the convention intended, but what was the intention of the people who adopted the Constitution; and this can only be determined from the instrument itself. There is nothing in the Constitution expressly prohibiting Congress from passing laws providing for issuing the notes of the Government to be used as currency, and making them a legal tender, though the passing of laws making any thing but gold and silver a legal tender in payment of debts, was expressly prohibited to the States. This latter prohibition is significant as showing that the subject of tender was not overlooked by the convention or people, and that having it in mind, any restrictions upon the legislative power of the Federal Government were omitted.

My conclusions are, that the act of Congress, approved on the 25th February, 1862, is not in any of its features unconstitutional. The clause objected to, which makes the notes issued by the Government lawful money and a legal tender in payment of public and private debts, was not outside of the measure of the authority given to Congress in the execution of its powers. In carrying into execution the power to borrow money on the public credit, (if in the execution of no other specified power,) it was fully justified as a means. There is no prohibition of the use of such means in the Constitution, and Congress, in executing the great governmental powers conferred by that instrument, may use any modes or means, not prohibited, most fit and appropriate in its judgment, whether directly or indirectly conducive to the attainment of the end of the power. That the public exigencies required a resort to the particular means complained of, is most manifest, though that was a question to be determined by Congress. We cannot, however, shut our eyes to the magnitude of the necessity. If the Constitution and the national life were to be preserved, more money was required than had ever been coined at the national mint from the precious metals, and when the act was passed, four times greater in amount than there was gold and silver in the whole country. This money must be borrowed, and mainly from our own people. We have been admonished of the frightful consequences in the future, to result from an irredeemable paper currency, based on the credit of the nation; but if all the evils so strongly pictured, and which are mainly figments of the imagination, were to occur, how insignificant in comparison with a destruction of the Government. If this magnificent governmental structure of ours falls, it will matter little that in the effort to save it, disorder and ruin were brought on the commercial and monetary interests of the country.

I am in favor of affirming the judgment of the Supreme Court in the first of the above entitled cases, and reversing it in the latter.

Opening of the Connecticut and Passumpsic Rivers Railroad.

The railroad which bears the name of the two rivers along the banks of which it passes, was eighty-nine miles in length between its southern terminus and its northern one, Barton. It has recently been extended from Barton to Newport or Lake Memphremagog, a distance of 20 miles. In order to celebrate its completion and opening to traffic, the directors and friends of the road made an excursion to the lake on Wednesday last, accompanied by several gentlemen as their guests, among whom were parties connected with the press of Boston and New York. Proceeding by differe t routes they met together at White River on Wednesday, where they dined, and from whence they were forwarded over the rails to Newport, reaching that place at 7 P. M. the same day.

We have so recently published an account of the road, and the financial condition of the company, that is only necessary here to state that its capital is $1,280,500. Its bonded debt is $800,000. Its earnings the last year were $208,867 45, being an increase from the preceding one of $44,103 05. It has a sinking fund of $111,140, and out of its earnings, the extension from Barton to Newport has been made without recourse to new loans. It connects at its southern terminus with the Vermont Central, and Vermont and Canada, with the Connecticut River, and the Vermont Valley roads, and through these with the lines terminating at New York; it has numerous connections east and west with other lines, all in excellent condition and highly prosperous, and passes through a thickly settled and well cultivated country. It is the upper part of the great vertebral column of the Connecticut Valley railways. No less than thirteen other railways connect with it and contribute to its business, which may be compared to ribs, and to carry the figure a little farther, we see by the numerous saw-mills along its route it has a *lumbar* region like man himself.

Stopping at Barton hitherto, was like approaching a house which one desired to enter, yet halted at the door. So that the Passumpsic Company determined to proceed and make a connection with Lake Memphremagog and the splendid country beyond, known as the eastern counties of Canada. After years of exertion, skilful engineering, good financial management, and very persistent efforts of the solid men of Boston, the link was completed. The road passes over two and a half miles of piles driven into a marsh which intervenes at the southern end of the lake, and seemed almost to be without bottom. As it would have been impossible except, perhaps, to such engineers as General Gilmore to have operated at this point in ordinary seasons of the year, the Directors resorted to the novel expedient of waiting till the ice had formed, and upon it were

placed their pile driving machines, holes were cut through the frozen surface, and piles driven sometimes twenty and thirty feet into the ground below. In this way this part of the line was constructed. It is to be solidified with earth hereafter in the usual way.

The party, present to rejoice over the accomplishment of their plans more than ten years old, but interrupted by the usual hindrances which have beset almost all our railway projects, were now assembled to contemplate the work of their unwearied hands, and the accomplishment of their long cherished design. We take pleasure in recording their names, and preserving them for the gratification of those who in some future day, or even now, may wish to know who were the men who carried out this grand idea.

There were present then the following gentlemen:

Henry Keyes, President of the company, and its agent, Emmons Raymond, William Thomas, President of the Webster Bank, and F. S. Carruth, Director, and N. P. Lovering, Treasurer.

Lorenzo Sabine, author of the history of the American Loyalists and Secretary of the Boston Board of Trade, S. R. Spaulding, Wm. B. Spooner, and C. E. King, representing the Board of Trade. James Hayward, Eliphalet Jones, Charles A. Read, Wm. A. Crocker, S. S. Crocker, Mr. Burrall of the New Haven, Hartford and Springfield Railroad, and a number of other well-known and influential merchants and manufacturers of Boston of whose names we were not advised, but whose agreeable qualities of head and heart were appreciated. The whole party numbered about thirty-six, and among them were Mr. Frothingham of the Boston *Post*, Mr. Hale of the *Daily Advertiser*, and two other gentlemen who represented the *Journal of Commerce* and the AMERICAN RAILROAD JOURNAL.

At Newport was found a very excellent hotel, three stories in height, with surrounding piazzas of three tiers, commanding a most beautiful view of the lake, not unlike that obtained from the Fort William Henry Hotel at Lake George, only that the scenery was on a more magnificent scale. Here were very excellent accommodations, the tables bountifully provided, and well served, in the most modern style of hotel-keeping. The bed-rooms and furniture were in excellent order, neatly kept and quite assuring of comfort to the traveler. Between the hotel and the water's edge was a large open space, for the present bearing the appearance of a shipyard, where mechanics were busily preparing the lumber for the construction of depots, freight houses and the other usual appendages of a great line of railway. At a wharf close by, lay a neat little steamer of about one hundred tons burthen, carrying the British flag, with the poetical designation of the Mountain Maid. This trim craft had navigated the lake between the Canadian and American village ports for thirteen years, not very profitably to its enterprising and undiscouraged owner and captain. The extension of the road, however, was now about to reward him with a large increase of traffic and corresponding advantages. Early on Thursday morning he placed his vessel at the disposition of the Boston gentlemen, for a short excursion up the lake to the Mountain House, about twelve miles distant on the west side of the lake, placed on a knoll of rocks immediately at the foot of Owls head, a lofty mountain about three thousand feet high. A more picturesque though secluded spot could not be imagined.

It was a large shapely looking building with piazzas, and had a small summer house perched on a rock near the wide stairway which led up from the wharf to the entrance. Everything about it was unexpectedly neat and attractive, and being within her Majesty's lines about five miles, was quite beyond the necessity of offering its guests, bad sugar, tea, coffee, or liquors.

"All around was silence." On every side rose the most towering mountains of the most imposing forms, each vieing with the other for pre-eminence. It was stated that there was some traffic on the lake, the British collector sometimes receiving as much as $200 duties in a day. Timber rafts are sent down to Newport, and this branch of business is expected to increase enormously, now that the markets of the Connecticut Valley have been opened to it by this extension.

Returning from this very interesting excursion, the party entered carriages provided for them to make a short journey into the eastern townships across the line. Proceeding north and east for about twelve miles, passing Derby, an American village close to the boundary, and also through Stanstead just beyond it, the party, increased by the addition of numerous Canadians, among whom were several members of Parliament, and the distinguished member from Sherbrooke, Mr. Galt, ascended a hill known as Morrell's hill, to enjoy one of the most extensive and suggestive views to be found on this continent. On the top of this hill which had a smooth and equal surface of some acres, the eye took in a horizon literally walled in with mountains, some of their peaks towards Canada being fifty miles distant, so that the diameter of this splendid amphitheatre was about one hundred miles in nearly all directions. At about ten miles northeastwardly, lay in golden brightness the lake known as the Massawippi, a twin of Memphremagog, though not of the size of its brother, and from the place where the company assembled a valley of many miles connecting these waters, wide and smooth could be easily traced by the eye. This was pointed out as the surveyed route of the Massawippi Valley Railroad, for which a charter has been obtained from the Canadian Government, and by which a connection will be made with the Grand Trunk at Waterville or Lennoxville, a distance of between 27 and 29 miles, according to the selection made for the terminus.

One of the objects of the present gathering, was to form an opinion of the propriety of the extension of the Passumpsic Railroad from Newport to the Grand Trunk, to effect which the Canadian Charter was necessary, and was obtained. Among the prominent parties interested in this project, besides Mr. Galt, the President of the Company, were Col. Pomroy, and Mr. Knight, members of Parliament, Mr. Brooks, Mr. Colby, Mr. Morrell, and Mr. Pierce, of Canada, and several gentlemen of Boston already named. Here the party lunched *al fresco*, in bright sunshine; the air, of summer warmth, and the clouds with a summer aspect. If the RAILROAD JOURNAL, was allowed to indulge in anything else, but the most prosaic of all composition, facts and figures, it might find a very novel and agreeable occupation in reporting what was said and done on this occasion at Morrell's hill. It is very pertinent, however, to its objects to state, that after examining the lay of the land, and discussing the merits of the project, those present unanimously resolved, that the Massawippi railroad was now a necessity, and next that it should be made. This opinion was expressed in a resolution to that effect by Mr. Bloodgood of New York, and adopted unanimously with three cheers.

The meeting then adjourned, its long cavalcade being directed to Newport, where a dinner was provided and partaken of by the whole party.

In the course of the evening, a meeting was held, organized by Mr. Keyes, at which many gentlemen from Boston made addresses of the most interesting character. The principal topics, were the immediate construction of the Massawippi road, and the necessity and value of the work. Mr. Sabine opened the discussion in a pleasant speech. Mr. Galt spoke at some length in an easy and graceful manner proving the affirmative of the proposition with clearness and force. He was followed by Mr. Spaulding, Mr. Spooner, Mr. Read, Mr. Frothingham of the Boston *Post* Mr. Hale of the *Advertiser*, and on a call from the chair, by Mr. Bloodgood, of New York, whose speech like those of the gentlemen, who preceded him was received with the most friendly demonstration. The next morning the party separated for their homes, at the White River Junction, a very important point in the vertebral column we have already alluded to.

And now we should be unmindful of our duty as Journalists, and of the support given by it to the American Railway system for more than thirty years, if we did not state the impressions this excursion to Newport left on our minds. All were struck with the vast importance of the Connecticut and Passumpsic railways and their auxiliaries. What the Hudson river and Central are to the State of New York, the Connecticut Valley and Passumpsic are to the States of Connecticut, Mass., New Hampshire and Vermont. They form its grand trunk, and traverse one of the most lovely, and productive regions of this country. The valley of the Connecticut and those of its branches are rich, fertile, populous and beautiful. The roar of the various trains all pouring in upon this air line, is incessant, and the products of the Country, and the return merchandize from the cities below, press the railway lines to their utmost capacity.

But at Newport it is observable at a glance, that there are more worlds to conquer. No one who has not been across the line at Stanstead C. E., could possibly imagine what he may there behold. He who expected to find rocks and forest wilds, a sterile soil, and the struggling life of unsuccessful labor, will be astonished to perceive the richest soil, boundless fields cultivated with the greatest success, not a rock, scarcely a stone, not a stump, on any of the great farms which lie in the wide vallies, and reach up the hill sides. The whole country wears a cultivated and prosperous air. It is as beautiful as any part of Canada west, and as prolific. On Morrell's hill one might have imagined himself in some parts of England, and this is the character of the Eastern townships generally. Here are raised the finest cattle, sheep, and horses, particular reference being had to the breed. These are sent to various markets in New

England as best they can be. Wool is clipped in enormous quantities, and the Eastern speculators have recently been taking up all they could find at 50 and 60 cents, per lb. Now it is evident that the extension of the Passumpsic will give a new direction and opening to this trade, by an almost air line to New York, the best and most satisfactory market for the Canadians, south of Boston. The Massawippi effects this desirable object, and it goes further, since it opens a direct route to Quebec by a junction with the Grand Trunk, and shortens the distance between the two cities by 65 miles. In addition to all this, we must remember, that the business of copper mining in this part of Canada East, is receiving a vast impulse from the recent discoveries, and companies are multiplying to work them. The whole country is alive on the subject, and the development of this one interest would support a railway in their vicinity.

The plan determined on at the meeting of which we have spoken, appears to be to raise the amount of money necessary to construct the Massawippi Road, by subscriptions in cash, and in no other way. It was also proposed that the Passumpsic Company should work the extension and guarantee 6 per cent to the subscribers to the stock. This will probably be done. Some of the gentlemen present offered to be among one hundred who should take the whole stock at once. It is also thought Quebec, Montreal, and all the principal towns and cities on the Connecticut will subscribe liberally, in proportion to their ascertained interest in the new traffic and passenger business, and that New York, always ready for a good enterprise, will close up the subscription with whatever may be wanted.

One thing else should be mentioned. A new watering place, hitherto "remote and inaccessible" is now opened to our citizens. There is no such scenery to be found elsewhere in the United States, as in Vermont and New Hampshire. To the well known grandeur of the Green and White mountains, is now for the first time added the magical beauty of this mountain lake. Switzerland itself has no more beautiful water. Canadian gentlemen of fortune are already purchasing largely upon it for their summer residences, and find another "land of the mountain and flood" beside those they have known. A salubrious air, mountain scenery, the most delicious of fish, and the finest of mutton, must have their influence on that large class also, who will search for *them* if nothing else. In a few years the tide of travel will as surely turn aside in this direction as it now flows to Saratoga, Niagara and Lake George.

In conclusion we have only to add to these hasty remarks, falling far below the reality, that the excursion was a most agreeable one, and that the vigilant attention, constant humor and obliging manners of the President Mr. Keyes, are most gratefully remembered by the gentlemen from New York who were the recipients of his untiring courtesy.

In another column we publish the address of Mr. S. DeWitt Bloodgood, delivered on this occasion.

Flint and Holly Railroad.

The contract has been taken to build this road from Holly, on the Detroit and Milwaukee Railway, to Flint, the county seat of Genesee, where it will connect with the Flint and Pere Marquette road, already completed to Saginaw. The work is to be completed by the 1st day of July next.

Commerce of New York.

Value of imports at New York from foreign ports for the month of September:

	1861.	1862.	1863.
Entered for consumption	$3,106,293	$11,890,711	$11,203,535
Withdrawn from warehouse	2,938,464	2,715,630	6,942,561
Free goods	1,577,385	1,784,804	786,964
Specie and bullion	1,231,012	121,318	78,231
Total entered at the port	$8,853,159	$16,512,463	$19,011,191
Entered for warehouse	1,390,766	4,351,084	3,431,310

Value of imports at New York from foreign ports, for nine months from January 1st:

	1861.	1862.	1863.
Entered for consumption	$41,657,913	$32,625,172	$81,666,355
Withdrawn from warehouse	31,519,666	35,256,475	38,194,178
Free goods	23,651,574	18,309,755	9,325,831
Specie and bullion	35,186,780	945,577	1,223,121
Total entered at the port	$132,045,933	$137,036,979	$130,414,495
Entered for warehouse	34,492,899	35,475,891	45,327,510

Duties received at New York for nine months ending with September:

	1861.	1862.	1863.
8 mos. ending Aug. 31	$14,213,749.92	$37,037,787.20	$35,052,532.04
In September	1,642,382.43	5,239,045.50	7,270,543.65
Total 9 months	$15,856,132.35	$42,276,832.80	$42,323,075.69

Value of exports from New York to foreign ports for Sept.:

	1861.	1862.	1863.
Domestic produce	$9,877,909	$14,734,993	$11,717,761
Foreign merchandise (free)		667,987	55,400
Foreign do. (dutiable)	264,168	572,572	238,972
Specie and bullion	15,766	3,086,919	3,480,365
Total exports	$10,187,846	$19,061,471	$15,492,618
Total exclusive of specie	10,172,092	15,975,552	12,012,133

Value of exports from New York to foreign ports for the nine months from January 1st:

	1861.	1862.	1863.
Domestic produce	$90,560,488	$100,837,192	$125,475,981
Foreign merchandise (free)	1,976,632	2,520,616	779,798
Foreign do. (dutiable)	4,140,079	3,829,403	4,231,442
Specie and bullion	3,279,814	42,843,139	32,846,494
Total exports	$99,956,963	$150,030,350	$163,333,715
Exclusive of specie	96,777,149	107,187,211	130,487,221

Imports of foreign dry-goods at New York for nine months from Jan. 1.

ENTERED FOR CONSUMPTION.

	1861.	1862.	1863.
Manufactures of wool	$7,235,784	$17,851,051	$15,904,520
" cotton	2,844,499	5,612,944	3,933,134
" silk	9,370,310	8,413,238	9,137,353
" flax	1,517,549	4,849,091	5,191,227
Miscellaneous dry-goods	1,738,598	1,875,972	2,238,899
Total entered for consumpt'n	$20,706,700	$39,602,296	$36,505,133

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1861.	1862.	1863.
Manufactures of wool	$5,390,468	$3,908,365	$4,855,343
" cotton	3,748,918	2,674,604	1,459,778
" silk	4,384,136	2,563,241	2,414,007
" flax	1,576,828	1,460,808	1,694,640
Miscellaneous dry-goods	693,767	662,692	356,813
Total withd'n from ware'se	$15,791,207	$11,259,700	$10,799,611
Add entered for cons'mption	0,706,700	38,602,296	36,505,133
Total thrown on the market	$36,497,907	49,861,996	$47,304,744

ENTERED FOR WAREHOUSING.

	1861.	1862.	1863.
Manufactures of wool	$5,577,828	$3,095,615	$5,468,023
" cotton	3,730,936	1,443,220	2,105,751
" silk	4,912,349	1,086,549	2,492,090
" flax	1,359,351	638,220	2,294,937
Miscellaneous dry-goods	866,939	210,767	456,531
Total warehouse entries	$16,447,303	$6,476,371	$12,817,382
Add consumption entries	20,706,700	38,602,296	36,505,133
Total entered at the port	$37,154,003	$45,078,667	$49,322,515
Total value of goods in bond Aug. 1, 1863			$21,723,177
Entered warehouse from foreign ports in August			4,409,891
Received in bond from other domestic ports			30,417
Total			$26,183,485
Withdrawn from consumption here			$6,429,421
Reshipped to foreign ports			190,113
Transported to other domestic ports			110,572—6,730,106
Leaves stock in warehouse Sept. 1, 1863			$19,433,379
" " " Sept. 1, 1862			8,410,472
" " " Sept. 1, 1861			18,072,520

Exports from New York to Foreign Ports of Certain Leading Articles of Domestic Produce for the first nine months of the year:

	1861.	1862.	1863.
Ashes—Pots, bbls.	11,375	7,681	7,841
" Pearls, bbls.	2,560	2,444	963
Beeswax, lb.	195,46	93,272	136,332
Breadstuffs—			
Wheat flour, bbls.	1,990,834	2,367,476	1,962,056
Rye flour, bbls.	8,953	6,820	4,787
Corn meal, bbls	86,171	109,617	112,522
Wheat, bush.	17,152,838	17,411,990	12,306,616
Rye, bush.	450,188	1,046,645	416,369
Oats, bush.	145,832	132,240	117,139
Barley, bush.	1,900	22,183	52,435
Peas, bush.	106,260	97,624	79,540
Corn, bus.	8,613	8,879,018	7,390,371
Candles, boxes	64,223	105,753	94,581
Coal, tuns	22,723	68,634	38,690
Cotton, bales	151,334	11,507	10,668
Hay, bales	13,380	28,331	16,858
Hops, bales	22,142	6,113	20,434
Naval Stores—			
Crude Turpentine, bbls.	21,565		
Spirits Turpentine	18,714	448	817
Rosin	189,166	11,492	4,122
Tar	25,704	1,598	7,503
Pitch	2,504	769	1,211
Oil, Whale, gallons	674,542	1,366,947	260,330
Oil, Sperm, "	865,501	590,094	491,706
Oil, Lard "	92,860	473,582	783,442
Oil, Linseed, "	30,137	26,849	13,947
Provisions—			
Pork, bbls.	82,721	145,202	148,300
Beef "	23,048	22,354	31,600
Beef, tcs.	24,673	34,882	34,960
Cut meats, lb.	41,593,266	122,646,584	165,905,136
Butter, lb.	10,843,257	18,193,381	10,241,122
Cheese "	21,810,952	26,327,964	25,111,615
Lard "	33,309,293	100,451,706	99,086,552
Rice, tcs.	15,611	673	166
Rice, bbls.	6,137	14,628	8,278
Tallow, lb.	30,811,216	31,031,644	75,794
Tobacco, Crude, pkgs.	81,163	79,684	966,766
Tobacco, Manufactured, lb.	2,772,571	2,361,671	63,547
Whalebone	751,163	828,913	

Connecticut and Passumpsic Rivers R. R.

The following is a report of the remarks of Mr. S. DeWitt Bloodgood at the Memphremagog House, Newport, Vt., at the celebration of the opening of the extension from Barton to that place on the 15th instant, an account of which is published elsewhere in our present issue. Other addresses were made of the most interesting and valuable character, by gentlemen from Boston and Canada, which we hope will be duly reported and published.

Mr. President and Gentlemen!

The journey through the upper valley of the Connecticut river would of itself be an ample compensation for the time and trouble of any traveller. Picturesque, historical, everywhere exhibiting industry, enterprise and success, it fills the eye and feasts the mind of the lover of nature, and inspires sentiments of admiration and respect for the steady-minded and prosperous people who have made it their home. Though coming from the Hudson, with a high estimate of its importance, its towering palisades and its lovely highlands, I can appreciate to the fullest extent the beautiful character of the scenery of the Connecticut, the grandeur of the mountain ranges which flank it on either side, and the majesty of this lake of the North; and more than that, the evidence which it presents, at almost every mile of its vallies up to the highest point of its tributaries, of thrift, enterprise, industry and contentment. If the population on its banks have sometimes found its rocks untameable and sterile, they seem to have turned every drop of water to good account. At an early day its importance was recognized and various projects were inaugurated to improve the navigation of the river by locks, dams and canals, and indeed at one time it was proposed to connect this very Lake Memphremagog with its waters, to secure a boat navigation to Springfield. White river and Barton river were both of them used in former days. But the introduction of steam changed all this, and we now have the rail and the iron horse, to supersede the canal, and to penetrate regions where canals are impossible. What was once remote and inaccessible is now within a few hours time from the cities and marts which line our northern coasts. New elements of power have been created, new fields of industry, new spheres of action, and here on the very confines of neighboring States, the outposts of our own, we are in the midst of civilization and refinement, and one of the most beautiful countries I have ever seen.

I congratulate the Directors and Company of the Connecticut and Passumpsic River Railway, that their efforts thus far have been so eminently successful.

As a New Yorker I honor the liberal policy of the capitalists of Boston in opening this line of travel, and a commercial route, which offers to New York as well as to themselves, an easy and speedy access to the ancient and wealthy city of Quebec and the participation with themselves in the trade of the lower province. You, gentlemen, have done well, and when you and your friends across the line get ready to construct the short remaining link which will complete the route, come to New York, and what you have not obtained of the necessary capital from the flourishing towns and cities on the line already finished it will endeavor to furnish. I think I may venture to assure you of the hearty support of the press of our city, and as a member of the Chamber of Commerce I will be but too happy to bring your plans early to its notice.

I for one most heartily approve of extending our railways towards and even into Canada, if it so desires. I am for reciprocity in trade not only, but the most intimate commercial relations with the provinces. The same ocean washes our shores, the same sky is azure to us both, it is our common canopy. The lakes and their outlets to the sea are open to both, we speak the same language, we have the same standards in law, religion and literature. If there be those who have looked with unfriendly eyes on the Canadas, I am not one of them. If any rashly speak of future military occupation, I do not. It is for them and them alone to determine their future condition, either to grow into an independent nation when they think proper to do so, or to remain the Colonies of an Empire which with all its faults,—and what country is without them, certainly not ours—we must ever respect and for whose *people*, whose sympathies have been so strongly with us, we must entertain a sincere regard. The Canadas, if they have suffered themselves to hesitate as to giving our Northern and Western States their full sympathy in this, their hour of trial, should not forget that to those States they owe the prosperity of their greatest lines of railways, and a very large portion of their trade; and here to-day emulating the men of Illinois, Michigan and Wisconsin, we have opened them another avenue for their traffic, and propose another chain of iron to bind together their interests and those of New England and New York. Certainly in view of these facts, of this disposition to fraternize with them, we deserve at least some share of their sympathy, and I am happy to say that in this part of Canada I find in that respect, but one sentiment and that, all we could desire. And still further, regarding the frequent expression of a wish on the part of the most intelligent Canadians to open a convenient and ample water communication with the Hudson, as a pledge of continued intercourse, I am prepared to say, that the project of a ship canal between the St. Lawrence and that river has recently been revived in our State, is attracting much attention and enlisting the most powerful support. We feel greatly obliged to those eminent merchants of Montreal, the statesmen in the Canadian Parliament, and those eminent provincial engineers, who have expressed their wish for the construction of such a work. I hope they will second the exertions now making in our State to bring it about. Our own Legislature had the subject partially before them the last session, and I have with me a report and maps which show the entire practicability of the work; the natural advantages of the route, and the smallness of the sum necessary to complete it. To the Canadas East and West, to the prosperity of the project known as the Ottawa Canal, to the interests of the Northwestern States, a navigation like that proposed, almost free from tolls, certainly free comparatively speaking, by a ship canal of the proper size will conduce more than any other project of the day. To the State of Vermont it will offer the largest field for commerce it has ever had, and we would here respectfully remind such of its citizens and those also from Massachusetts and New Hampshire who are present to-night, who cannot but see they too have a deep interest in the enterprise, that now is the time for action, if they wish to open the great West and the Canadas to their manufactures. The Connecticut and Passumpsic road, having been as I learn from its recent reports a well conducted one, is now a success and has elements of large and continued prosperity. May it flourish and reward its proprietors with satisfactory dividends, each mile of extension adding to its revenue, and the area of business increasing as "the square of the distance."

In the flowery months of May and leafy June the valley of the Connecticut, and it mountain slopes are peculiarly charming to the lovers of the picturesque, but they have never appeared more interesting, at least to myself, than within the last few days as I passed northward to its sources. The fields were covered with the secured stacks of corn and hay, the barns were full, the ground was yielding up its rich esculents, the orchards were groaning with the ripened fruit; everywhere the husbandmen were rejoicing in the plentiful returns of their labor; and I could not but perceive that this railway was in the right place to give access to the markets, and ensure them the rewards of their enlightened industry. For to this end all labor is directed. The man who could make two blades of grass grow where but one grew before, has been pronounced a public benefactor. If so, what is he who has provided the method of carrying this product to the marts where it can be exchanged or parted with, with regularity, economy and rapidity, which last is money also, if time is yet money as it was in the days of Franklin.

The poetry of motion is to my mind best illustrated by that of the swift train which lightens the labor and the expense of transportation. It is a pleasant sound that of the busy bee, but it is the gathered honey, and not the architectural beauty of the cell, which gives the greatest satisfaction to practical men.

In conclusion I beg leave to express the great obligations I am under to the Directors of this road for the pleasure they have given me by introducing me to this magnificent scenery of lake and mountain. May the enterprise we this day celebrate, be pursued till it accomplishes its great object, of extending and strengthening the friendly relations now existing between the North and Canada, and opening to American markets, the products of this rich agricultural country of which we have seen a noble and yet only a fair specimen this day. It is plainly to be seen that our friends across the line, for they are our friends, fully appreciate the immense advantage of this new connection with the cities of Boston and New York.

Shipments of Oil.

The amount of oil received at Salamanca and taken over the Erie Railway during the month of September was 66,369 barrels; 43,612 barrels came up over the Oil Creek Road, and 20,757 over the Franklin branch.—*Jamestown Journal.*

Albany and Susquehanna Railroad.

The Albany and Susquehanna Railroad Company, we are gratified to learn, have borrowed one million of dollars on their bonds in New York. The money is to be paid—$50,000 a month till April, and then at the rate of $250,000 per month. This will finish the road to Oneonta, and ensures its completion to Binghamton.—*Albany Journal.*

Grain Shipments and the Price of Gold.

One cause of the recent rise in gold has been the falling off in the demand for breadstuffs in Europe, consequent on the favorable harvests there. A statement from one of the largest grain houses in New York gives an actual account of sales of a shipment of corn to Liverpool. The quantity shipped was 7714 bushels of 56 pounds each, which is equal to 900 quarters in Liverpool. The price of corn here is 94 cents, and in Liverpool 26s. 6d., freight 6d. per bushel, and exchange 160. It will be seen that corn costs 28s. on board, and the price there is 27s. 6d.

The results are as follows:

7,714 bushels at 94c. cost		$7,252 16
½c. brokerage	$38 07	
½c. weighing, &c.	38 07	
2½c. commision	281 50	249 64
Cost on board		$7,501 80
900 quarters, sold at 26s. 6d.		£1,192 10 00
Charges:		
Insurance & war risk, 3 pr ct.	£36 00 00	
Freight and premium, 6d.	202 10 00	
Duty and dues	60 09 11	
Master porterage	10 02 00	
Fire insurance wharf	13 00	
Use of Jack ties	18 00	
Porterage, weighing, &c.	10 03 06	
Interest cost and charges	10 08 07	
Carriage samples	05 02	
Bank commission, ¼	2 09 00	
Commission and guarantee	47 06 06	
4 per cent on £1,192 10		381 05 08
Net proceeds		£811 04 04
This sum, at $4 44 the £, equals		$3,600 84
Exchange, 60 per cent. premium		2,161 80
Proceed of bills		$5,761 84
Cost as above		7,501 80
Net loss, 22⅝c. per bushel		$1,739 96

This is not an isolated case of loss, but represents what has been the rule. In the last three months, out of eighty successive shipments the loss runs 10c.@30c. per bushel. As a consequence of these losses, the export has declined as follows:

EXPORTS OF CORN FROM NEW YORK.

	1862.	1863.
June, bush	1,025,267	1,605,270
July, "	1,116,267	1,619,100
Aug. "	830,678	504,799
Sept. "	522,944	254,475
Oct. 1 to 7	178,126	21,090

Foreigners in the United States.

It appears by census tables (not yet printed,) that the entire population of the United States, born in foreign countries, was, in round numbers, in 1860, four millions one hundred and thirty-six thousand. This aggregate was distributed in states and territories, in round numbers as follows:

Alabama, 12,000; Arkansas, 3,000; California, 146,000; Connecticut, 80,000; Delaware, 9,000; Florida, 3,000; Georgia, 11,000; Illinois, 324,000; Indiana, 118,000; Iowa, 106,000; Kansas, 12,000; Kentucky, 58,000; Louisiana, 81,000; Maine, 37,000; Maryland, 77,000; Massachusetts, 260,000; Michigan, 149,000; Minnesota, 58,000; Mississippi, 8,000; Missouri, 160,000; New Hampshire, 20,000; New Jersey, 122,000; New York, 998,000; North Carolina, 3,000; Ohio, 328,000; Oregon, 5,000; Pennsylvania, 430,000; Rhode Island 37,000; South Carolina, 10,000; Tennessee, 20,000; Texas, 47,000; Vermont, 32,000; Virginia, 35,000; Wisconsin, 276,000; Colorado, 3,000; Dacotah, 2,000; District of Columbia, 12,000; Nebraska, 6,000; Nevada, 2,000; New Mexico, 6,000; Utah, 12,000; Washington Territory, 3,000.

Southern Minnesota Railroad.

Letters have been received in town from Col. Stoddard, who is in New York, stating that he has succeeded in securing funds with which to pay for the iron on the first ten miles of the Southern Minnesota Railway West from La Crosse. The opposition of the Wisconsin Railroad Consolidationists has been incessant. They will have to encounter the friends of the Southern Minnesota Railroad at the next Wisconsin Legislature, and will find their hostility to the Mineral Point and La Crosse Railroad, and to the Southern Minnesota Railroad, will be a swift witness against permitting any monopoly that will attempt to shut off new enterprises which are as worthy as existing interests.—*La Crosse Republican.*

Mississippi and Missouri Railroad.

We learn that a company of surveyors, in the employ of this Company, are now engaged surveying, and according to their instructions they have commenced their survey at the mouth of the Platte river. There can be no doubt but that the iron horse will first reach the great Platte Valley by passing through this county.—*Platte Valley Times.*

Flint and Holly Railroad.

The contract for building the Flint and Holly Railroad has been awarded to Messrs. J. B. Walton and C. M. Wright, who have given heavy bonds to complete the work by July 1st, 1864.

Erie and Pittsburg Railroad.

The Erie and Pittsburg Railroad is expect to be completed to Pittsburg toward the end of November.

☞ The yield of fruit in Michigan this year will be the largest ever known. The peach crop is estimated to be five times that of last year.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Oct. 9, 1863, was as follows:

Passengers	$29,340 68
Freight and live stock	32,359 42
Mails and sundries	1,243 08
Total	$62,943 18
Corresponding week of 1862	62,715 04
Increase	$228 14

The earnings of the Grand Trunk Railway for the week ending October 3, 1863, were:

Passengers	$33,400 28
Freight and live stock	59,449 45
Mails and sundries	3,000 00
Total	$95,849 73
Corresponding week, 1862	89,519 34
Increase	$6,330 39

The earnings of the Galena and Chicago Union Railroad for the 2d week of Oct., 1863, were:

Freight	$52,603 41
Passengers	13,199 13
Mails	1,300 00
Total	$67,102 54
Same week, 1862	44,249 71
Increase	$22,852 83

The earnings of the Chicago and Alton Railroad for the 2d week of October, 1863, were:

Passengers	$17,164 88
Freight	29,402 21
Sundries	1,789 45
Total	$48,356 54
Same week last year	32,234 91
Increase	$16,121 63

The earnings of the Cleveland and Toledo Railroad for the 2d week of October, 1863, were $30,656 00
Same week, 1862 23,475 00
Increase $7,180 00

The approximate earnings of the Marietta and Cincinnati Railroad, in the 1st week of October, 1863, were $15,939 27
Do., 1862 13,881 84
Increase $2,057 43

The earnings of the Chicago and Rock Island Railroad for the 2d week of October, 1863, were $47,628 00
Do., 1862 33,652 00
Increase $13,976 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in Oct. have been $43,848 66
Same week, 1862 31,248 85
Increase $12,599 81

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week in October have been $46,744 48
Same week, 1862 31,957 03
Increase $14,787 45

The earnings of the Chicago and Northwestern Railway for the 2d week in October, 1863, were $46,158 15
Do., 1862 25,211 81
Increase $20,946 34

The earnings of the Michigan Central Railroad for the 2d week of Oct., 1863, were $85,176 00
Same period, 1862 68,291 00
Increase $16,904 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of Oct., 1863, were $76,448 00
Do., 1862 68,852 00
Increase $7,596 00

The Crops in England and Canada.

The London *Mark Lane Express* of Sept. 19th, notes the progress of gathering in the crops in various parts of England and Scotland. The wheat crop will be, from present appearances, above the average. The reports in regard to other crops are also favorable. A recent number of the Montreal *Gazette* contains reports of the station masters throughout the whole extent of the Grand Trunk Railroad line of Canada, in reply to circulars sent from Montreal, and thus sums up the result:—

On the whole the picture they present is not altogether so flattering as we had expected to find, and particularly with respect to the great staple—wheat. From the westerly section of Upper Canada the accounts of spring wheat are uniformly poor. From only a few of the stations is there a good account of wheat. A large crop was expected some weeks ago, but the weevil, the midge and continued dry weather have worked evil. The reports of coarse grains are favorable from all parts. The reports from Lower Canada are much more favorable than those from Upper Canada. Something must be allowed for the chronic farmers' grumble in Upper Canada; but making this allowance it is impossible to conceal that the wheat crop is not what we had all hoped and had been led to believe it would be.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,084	85,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,880	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,754	55,123	74,690	63,995	86,211	76,426	81,453	103,655	94,928	107,758	73,751	64,937	938,641
1861	81,551	75,621	78,361	65,358	75,230	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,095,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,469	115,201	111,955	1,225,001
1863	96,206	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,857	1,181,003
1861	83,030	63,976	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,519	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	140,268	161,503	138,795	133,595	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,865	209,391	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	63,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,579	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,265	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,295	465,959	586,608	414,764	4,651,049
1860	354,000	345,000	423,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,624	615,962	756,421	885,136	902,406	963,859	8,400,334
1863	835,453	829,734	946,041	938,453	838,807	760,868	721,889	678,959	814,528	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,863	195,934	123,907	89,344	1,269,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,216	221,326	172,700	122,309	1,720,986
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,632	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	241,566	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,003	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,060	193,961	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,289	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,160	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	289,282	261,079	352,786	414,543	410,336	372,593	359,163	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	486,919	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,899	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	165,615	90,990	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,483	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	124,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	274,722	203,392	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	180,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,084	279,539	2,647,883
1863	248,784	230,508	254,208	267,693	263,951	237,982	188,141	235,512	300,822	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,471	172,614	149,550	133,620	123,377	144,982	236,844	301,383	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	206,221	215,449	215,449	308,169	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,509	709,671	637,792	520,396	6,203,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	525,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,822
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,085
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,820	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,936	286,544	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,004,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,988	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	404,898	487,321	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,754	72,584	74,689	74,660	61,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,630	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,086	132,110	134,272	152,585	105,764	116,379	130,700	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	804,600	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	103
" " " 1850	700,000	6	J an. & July.	"	1880	104
" " " 1855	1,128,500	6	Jan. & July.	"	1875	104½
" " " 1834	1,000,000	6	Ja. Ap. Ju.Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅓ in '59, ⅓ in '72	200.000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	793,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	106
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	106
" " $800,000	790,600	6	"	"	1870	104
" " $675,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	104
" " $2,500,000	867,000	6	"	"	1889	105½
Consolid. Mort. Loan $5,000,000			"	"		105¼
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65 '70	112
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	114
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	103⅝
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	124
" " " inconvertible	3,054,000	8	" "	" "	1883	124
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1860	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105¼
General 1st Mortgage	3,600,000	7	" "	" "	1885	92
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	98
2d Mortgage	2,000,000	6	" "	" "	1890	75
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	674,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244.200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103½
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	85
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	128,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	113½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	114
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	106
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	114
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	111
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	5,000,000	7	April & Oct.	" "	1881	83
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	49
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	113
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	119
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	132
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	120
Right per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "		----	110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	65
Ind., Pittsburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.*	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			----	----
1st Mortgage	260,000	7			----	----
2d Mortgage (convertible)	1,000,000	7			----	----
3d Mortgage	600,000	7			----	----
Guaranteed by Covington	200,000	6			----	----
Cincinnati (exchanged)	100,000	6			----	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†			----	----
City of Keokuk, (special tax)	150,000	10†			----	----
Lee County, 20 years	150,000	8			----	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8			----	----
City of Keokuk	200,000	8			----	----
Henry and Louisa Company's	50,000	8			----	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	111
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†			----	
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†			----	----
Farm Mortgage	1,087,700	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	103½
Extension Bonds	175,000	7	May & Nov.	" "	1890	106
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6			----	----
Mortgage	24,000	7			----	----
Mortgage	10,000	6			----	----
Marietta and Cincinnati :						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	90
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,800,000	7			----	----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6			----	----
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6			----	----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	117
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	98
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	113
2d General Mortgage	2,656,500	7	" "	" "	1877	106½
*Milwaukee and Beloit :						
1st Mortgage	630,000	8			----	----
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.	----	103
2d Mortgage	200,000	8	" "	" "	----	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8			----	10
2d Mortgage	600,000	8			----	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7			----	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.	----	----
2d Mortgage (S. F.)	400,000	8		" "	----	----
Oskaloosa Division	500,000	7		" "	----	----
1st Land Grant	2,000,000	7		" "	----	63
2d Land Grant	700,000	---		" "	----	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6			----	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6			----	----
Tennessee State Loan	674,860	6			----	----
Alabama State Loan	389,410	6			----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			----	----
Montgomery and West Point :						
Alabama State Loan	122,622	---			----	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee :						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---			----	----
Chat. and Clev. Subsc. (endors.)	231,000	---			----	----
*New Albany and Salem :						
Crawfordsville	175,000	7			----	----
1st Mortgage	500,000	10			----	----
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey :						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	110½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	117
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102½
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	104
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	104½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	112½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	108½
5th Mortgage	1,781.500	7	June & Dec.	" "	1888	110
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	101
3d Mortgage	980,300	7	Jan. & July.	"	1867	102
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2a Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	103
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100
2d Mortgage	3,077,000	7†	" "	" "	1861	25
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96½
Chattel Mortgage	360,000	10	" "	"	1887	122
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71–'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	------	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	111½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,044,600	6	April & Oct.	"	1870	106
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	109½
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1888	122
" 1856, "	1,470,000	7	" "	"	1856	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	135
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	105
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	295,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	38
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	73½
2d Mortgage	937,500	7	" "	"	1863	16
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1868	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	124,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1868	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	112
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	105
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	88½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	102
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	95½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	94
°Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	84
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	19
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58–'61	208,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	107
Albany City Bonds	1,000,000	6	Jan. & July	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	110
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	160,000	6	----------	----------	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,025	109.6	.....	207,626	111,222	—	.....
30 Jun. '59	57.0	—	—	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	.....	.....	.....	.....	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	25	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	28,924	1,594,661	62.0	.....	206,420	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	.....	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	.....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,784,362	117.4	518 810	1,036,437	454,096	12	128
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	99
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	28.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	—	19	16	171		Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	83	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	.....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721,057	281.0	976,381	1,225,001	457,794	—	79
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490.361	1,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	130
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762.865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	—	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,13	242.0	.....	1 083,054	448,503	—	45
31 Mar. '63	181.8	—	.....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	108
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	.....	.....	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	30.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420.341	1,777,541	874,605	6	111½
31 May, '62	174.5	5.5	14.3	—	20	21	472	Great Western	2,054,290	*	—	1,600,000	2.391,000	.....	.....	150.0	464,700	591,409	257.695	—	65½
31 Dec. '62	454.8	252.5	.....	—	112	94	2,335	*Illinois Central*	27,075,671	*	—	16,824,360	15,080,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	124½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic. & R. Is.	.....	125,000	—	.....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '62	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000.000	100 0	oper. by Bur. & Quincy	.....	.....	—	.....
— — —	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic. & R. Is.	.....	.....	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,603	568,020	—	64
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,367,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	87
31 Dec. '62	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	.....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175.223	108.0	312,859	527,863	268,156	—	.....
— — '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	.....
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	.....
.. .. '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	.....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	.....	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	.....	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	.....	289.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,333	111.0	.....	228,560	122,931	—	.....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
— — '62	136.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000			20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by Cov. & Lex.	.....	.....	—	.....
30 Jun. '62	29.0	—	.....	— }				Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746.068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	.....	— }	13	10	230	Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.9	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	2,293,200	198,785	9,840,067	269 0	374,997	822,998	508,591	—	.....
— — '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by Cov. & Lex.	.....	.....	—	.....
								LOUISIANA.													
— — —	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,280	—	3,242,318	586,000	339,297	5,355,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	209.0	—	.....	208.0	45	37	813	*N. O. Jackson and Gr. Northern*	6,570,482	1,040,782	—	.....	2,666,000	1,180,717	.....	205.0	.....	1,282,934	553 454	—	.....
1 Aug '60	68.7	—	.....	155.0	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,462,901	*	—	1,284,918	148,909	106.494	1,710,818	68.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	36.5	—	-----	—	6	4	74	Androscoggin	1,050,000	*		151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
31 May, '62	55.0	—	-----	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,734,857	184,812	2,385,130	137.0	171,593	254,242	74,105	—	6
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	----	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	---	---	---	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '62	54.7	—	-----	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,829	1,213,600	73,912	1,860,674	54.7	oper. by	An. & K.	55,572	—	—
31 May, '62	51.3	—	-----	—	19	3	108	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	207,484	94,500	6	110
31 May, '59	37.0	—	-----	—	---	---	-----	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	23,404	—	—
31 May, '61	18.5	—	-----	33.5	---	---	-----	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	-----	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	266.8	.....	3,922,203	2,305,788	6	89½
30 Sep. '60	30.0	—	-----	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	44½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,143	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	104
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	128
30 Nov. '62	47.0	7.0	32.5	—	25	40	200	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	137
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,554	5,335,584	83.6	564,117	1,006,130	490,304	8	137
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	125,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	105½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	101½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	116½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,926	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,932	28,748	—	292,961	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12 4	.....	21,780	21,780	6	----
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	568,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	----	oper. by	B. & M.	Co.	—	----
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,663	—	14
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	147½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	17½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	----
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	-----	36.5	---	---	---	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,946,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	40½
30 Nov. '62	158.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	934,564	8	151½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	82
								MICHIGAN.													
1 Jun '62	17.3	—	-----	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '62	57.0	—	-----	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	----
30 Jun. '62	188.0	—	-----	—	—	—	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	----
-- -- --	—	—	-----	—	—	—	-----	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- --	—	—	-----	183.0	—	—	-----	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 May, '63	284.8	—	28.4	—	98	55	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	124½
31 Mar. '63	246.0	281.0	-----	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,044,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	87½
-- -- --	—	—	-----	89.8	—	—	-----	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MINNESOTA.													
31 Dec. '62	14.5	—	—	308.5	2	2	10	*Minnerota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114 0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	288.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	-----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	-----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	---	---	-----	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	----
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,801	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	----
31 Dec. '62	52.0	—	3.6	-----	---	---	-----	*Platte County*	1,200 000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,966	227,398	—	----
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114 0	98,371	241,482	128,886	—	----
30 Sep '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,231,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	258,235	65,259	—	----
								NEW HAMPSHIRE.													
31 Mar 62	23.1	—	-----	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	----
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	268,360	92,712	—	49½
30 Nov. '62	53.5	—	-----	—	11	11	50	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	268,324	298,056	104,643	—	50
30 Nov. '62	23.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	----
31 Mar. '62	34.5	—	-----	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	65
30 Nov. '62	49.9	3.0	-----	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	----
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,796	525,205	ope	r. by Eas	tern Mass.		4	101
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,387	—	166,748	200,000	56,210	.....	20.5	.....	28,120	12,857	—	----
31 Mar. '62	29.3	—	2.3	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,985	7	120
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	----
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	71
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	----
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	---	---	-----	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	----
31 Dec. '62	63.9	32.3	-----	8.0	---	---	-----	Camden and Amboy	6,070,233	*	3,971,080	5,609,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	179
31 Dec. '62	60.2	—	-----	—	---	---	-----	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	11½
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	-----	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	----
31 Dec. '62	33.8	—	-----	—	---	---	-----	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	----
31 Dec. '62	21.3	—	-----	2	6	17		Northern New Jersey	422,297	*	.....	156,350	204.200	77,798	488,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	-----	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	48,400	8	----
31 Dec. '62	15.0	—	-----	—	—	—	—	Paterson and Ramapo	350,000	*	—	248.000	100,000	476	350,000	ope	r. by Erie	R. R.	26,500	5½	----
31 Dec. '62	----	----	-----	----	---	---	-----	Raritan and Delaware Bay	2 450,417	*	—	1,208,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 Dec. '62	24.0	—	-----	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	289,889	124,742	6½	110
31 Dec. '62	88.5	—	-----	47.0	—	—	—	West Jersey	821,984	*	—	581,393	212,500	31,743	821,984	—	82,068	90,128	46,328	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending..	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075					—	....
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Re	ns. & S	arat.	—	....
30 Sep. '62	43.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	43.9	140,565	224,413	123,939	—	....
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	ope	r by Ti	oga.	44,100	—	....
30 Sep. '62	5.4	—	6.4	—	—	25	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	256,036	5.4	454,073	52,327	16,251	8	....
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,345	10,867	—	....
30 Sep. '62	28.3	—	24.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,596	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	275,289	30,944	2,759	—	....
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,361	—	160.677	850,000	2,426,714	155,847	3,682,852	176.0	609,076	825,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,388	505,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	142,096	21,467	.....	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	500,000	—	25,000	953,365	6.3	2,458,019	369,965	121,555	12	....
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	f cl.	in Erie	.....	39,000	6	....
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,792	*	—	19,973,200	19,831,500	480,665	40,285,365	463.0	4,582,369	7,863,978	2,993,841	—	109
30 Sep. '62	144.0	4.0	115.1	—	66	117	658	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	288,424	13,429,640	148.0	1,152,546	2,637,529	1,269,364	—	138½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	752,462	15,213	2,928,474	100.5	226,011	293,457	109,457	2	47
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,5 3	—	41,866,835	854.9	5,568,772	9,356,528	3,749,07	6	137½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,588	—	95
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	....
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	....
30 Sep. '62	118.0	3.8	17.8	—	23	14	450	Northern (Ogdensburg)	4,691,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,435	176,765	—	0.30
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,850	7	....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,045	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6	....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	368,305	—	1,489,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	95
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	.....	—	....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	....
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,491,960	538,083	88,285	10	....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,571	172,757	—	....
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,957	—	600,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,966	—	....
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462 500	....	oper. by	Vt. Co.	.....	—	....
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	....	oper. by	the 4	Comp's.	—	....
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,587	—	....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	....	....	....	Atlantic and North Carolina	2,157,503	*	—	1,645,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	....
-- -- '58	223.0	—	....	—	....	....	....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	....
-- -- '59	97.0	—	....	—	....	....	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	....
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.0	.....	469 458	219,688	—	....
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,009	477,554	235,201	8	....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	564,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	....	—	....	....	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	—	—	.....	.....	.....	—	....
31 Dec. '62	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,851	—	....
31 Mar. '63	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	....	69.1	—	—	....	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	.....	.....	—	25
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	....
31 Dec. '62	135.4	55.8	....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 180	191.2	926,928	1,724,917	1,033,637	20	160
31 Dec. '62	67.0	—	....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	—	3,300,000	1,500,000	—	—	96.7	484,197	1,551,628	9 5,925	33½	185
30 Nov. '62	101	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	106
31 May '63	109.4	79.4	....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55.025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	4	114½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,695	*	—	369,673	575,250	652,486	.....	61.5	75,120	68,128	19,763	—	....
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541.249	1,490,800	282,900	—	2,076,302	ope	r. w. Lit.	Miami.	222,883	15	....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,747	339,553	4,800	2,452,217	2,904,190	810.424	6,509,826	144.0	414,779	663,705	427,072	—	....
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	3,565	—	....
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	....
31 Dec. '61	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,680	469,762	728,353	152,694	.....	45.0	.....	128,170	33,412	—	....
-- -- '59	36.0	—	....	84.0	—	—	....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	....
31 Oct. '61	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	....
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,1 8	492,979	442,283	2,981,26	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	133
1 Feb. '63	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84,133	9,874,894	226.6	31 mos.	1,179,202	328,974	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,932	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '58	153.9	52.0	—	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,568	595,400	232,179	2,697,090	2,488,825	7,900	5,401,088	205.9	418,328	599,880	115,290	—	—
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239.395	82 988	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	—	—	42	18	753	Toledo & Wabash (16 months)	8,547,165	*	14,038	2,335,550	6,211,615	198,690	8,785,373	250.0	1,614,932	1,938,202	950,462	—	70
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	....	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,208	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	385,385	210,817	8	77
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115.752	3,749.752	146.0	549,045	275,880	.....	—	9
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,436	74.5	.....	255,500	165,427	8	....
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,385	*	—	5,596,209	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	185
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	....
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	185,499	—	38
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	83,826	10	—
31 Oct. '62	36.9	13.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	69
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	....
31 Oct. '62	31.3	19.2	3.8	—	11	1	108	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,0 4	164,134	—	23½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	81
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	126,316	68,801	—	49
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252,265	*	—	3,250,000	—	—	3,252,265	130.0	.....	451,918	174,435	8½	63
30 Nov. '62	55.6	18.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406.187	—	3,147,250	3,106,260	280,000	6,447,780	66.4	263 234	397,186	218,960	—	22
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,199	9,527,400	—	28,324,218	441.4	.....	10,304,291	4,873,218	8	70
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	256,289	—	1,243,500	438,900	—	1,382,896	24.0	229,938	262,833	129,742	6	61
31 Oct. '62	190.0	—	10.5	98.0	18	1	286	Phila. and (Sunbury) Erie	12,129,557	*	—	4,822,450	6,981,000	137,739	12,129,587	190.0	218,574	413,472	150,909	—	26½
30 Nov. '62	147.4	5.5	167.5	—	142	97	7,300	Philadelphia and Reading	21,762,890	3,760,774	997,186	11,648,929	12,060,100	94,466	25,425,184	325.0	2,582,186	5,911,820	2,095,776	—	61½
31 Oct. '62	81.0	—	0.8	44.0	8	2	17	Phila. and Baltimore Central	904,251	27,519	—	818,000	870,000	170,000	890,000	81.0	28,219	87,419	29,851	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9	—			—	Philadelphia and Trenton	562,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,979,924	744,425	341,129	5,620,500	2,579,000	—	9,508,408	200.5	582,616	2,250,862	1,080,995	9	68½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	82
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,352	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,371	1,802,795	—	85½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,669	1,297,256	----	57,923	159,534	99,000	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	87,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,200	8,000	1,644,639	26.4	105,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	302,600	311,370	140.707	6	85
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	4.7, 17	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	----------	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,304	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1869	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,037,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1869	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	160,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,909,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	818,518	----------	59.4	99,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	—	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,960	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'rado	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,563	----------	50.0	31,300	82,670	----------	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110 0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756 0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '62	90.7	—	6.6	19.5	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,608	----------	90.7	99,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	922,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713 418	191,466	—	70
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	oper. by Vt.		Central	----------	4	165
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	oper.	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '58	41.3	—	----	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '58	77.8	8.9	3.8	105.6	9	6	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,158	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,200	1,851,500	292,842	4,745,258	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1.041,880	643,960	96.828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,758	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	16	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '62	191.9	42.5	23.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	68½
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,939	—	----
— — '58	10.0	—	----	56.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	2,196,810	533,990	—	----
31 July, 62	229.6	128.0	----	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	----------	28,104,725	357.0	----------	1,221,145	585,885	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	5	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.8	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	----
								NEW GRANADA.													
1 Dec. '62	48.7	—	----	—	11	22	120	Panama	6,000,000	*	615,668	6,000,000	3,875,000	—	10,765,728	48.7	----------	1,763,296	1,013,444	13	190

New York Stock Exchange.

Actual Sale Prices for the week ending October 21.

	Th 15.	F 16.	Sat 17.	M 19	Tu.20	W.21.
Buffalo & State Line	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	110	----	----	----	----	----
California 7s	127	----	----	----	----	120
Canton Co.	34	32½	34	32½	33½	34½
Central Am. Transit	39	40	41	40	39	39½
Chicago & Alton	80½	----	----	80	79½	79
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	90
Chicago, Burl. & Q.	130	130	----	130	----	----
" " " 8 p.c.	125	----	124	----	----	124
Chic. & Northwest'n	46½	46	46	43½	44½	45
" " pref.	----	----	----	----	----	----
" " 1st M.	92	92½	92	----	92	----
" " 2d M.	78	77	76½	75	75	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	98	----	----	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Chicago & Rock Isl.	108½	108½	107½	108	108	
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	1 0	----	----	160	----	----
Clev. and Pittsburg	108½ x	103	103½	102	103½	106
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	85
Clev. and Toledo	119	119	115	----	115	114½
" " S. F. 7 p.c.	113½	----	----	----	----	----
Cumberland Coal, pref.	37½	36½	36½	34½	36	37
Del. & Hudson Canal	166½	169	170	----	----	170
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-6.	----	----	----	----	114	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	109	108½	109½	108½	109	109
" pref.	104½	104½	105	104½	104½	105
" 1 M. 7 p.c. '67	112½	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	115	----	114
" 3 M. 7 p.c. '83	112½	----	----	113	----	112½
" 4 M. 7 p.c. '80	----	----	----	108	----	108½
" 5 M. 7 p.c. '88	110	110	----	----	----	----
Galena and Chicago	111	111	110½	110½	111	111½
" 1M. 7p.c. '65	----	----	----	----	----	----
" 2M. 7p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	114
Hann. & St. Jo. pref.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Hudson River	139½	139	140½	139½	141½	138½
" 1M. 7p.c. '69	----	----	----	----	113	----
" 2M. S. F.	119	----	----	----	119	----
" 3M. 7p.c. '75	127	129	130	130	132	132
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	125½	125½	126	124½	124½	124½
" full stock	114	114	115	----	----	115
" Can. bd. sc.	----	----	----	----	----	----
" bonds	120	----	----	----	----	----
Marietta & Cin 1st pref.	73	----	----	70	70	----
" " 2d "	----	----	----	----	----	----
Michigan Central	124	123½	124	123½	123½	124½
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	87½	88½	87	86½	87½	
" " guar'd.	135	137	139½	140	150	147½
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	106½	----	----	----	----	----
Mil. and P. du Chien	69	69	68½	68	----	68½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	88	----	----	----	----	----
" " 1st M.	----	----	----	----	----	107
Minnesota Mining Co.	84	----	----	----	----	----
Miss. & Mo.	37	----	----	35	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	67½	67½	69	69	68½	68
" ies. to H. & St. J. R.	----	----	----	83	----	----
N. J. Central 1st M.	----	----	----	112	----	----
" 2d M.	----	----	----	----	----	----
New York Central	134½	134	134½	133½	135½	137½
" " 7s, 1866	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	110	110	----	----	110½	
N. York & Harlem	118	105	100	93	90	95
" " "pref."	----	----	----	107	107	----
" " 1M. 7p.c. '75	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	101	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	102
Norwich & Worcester	----	----	----	----	----	99
Ohio & Miss. cer.	----	----	----	33	----	32
Peo ic Mail S.S. Co.	230	225	246	247½	230	230
Panama	----	----	----	188	----	----
Penn'a Coal Co.	149½	149½	150½	----	150½	
Phila. and Reading	123	123½	123½	123½	122½	122½
Pitts. Ft. W. & Chicago	85½	85	85½	83½	85	85½
" " 1M.	----	----	----	110	----	110
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	87	----
Quicksilver	64	64	64	61½	62½	63
St. L., Alton & T. H.	65½	66½	65½	65½	64½	64
" " pref.	84	----	83½	82½	82	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	93	93	93½	93½	----	----
" " Inc. b'ds.	----	----	----	----	88½	----
Tennessee 6s, 1890	63	----	----	63½	62½	63
Toledo & Wabash	----	----	----	----	----	----
" Pref.	86	85	83½	----	----	----
" 1M.	----	----	----	----	----	----
" 1M. ex.	----	----	----	102	----	----
" 2M.	95½	----	----	----	----	95½
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	60	----	----	----	----	59½

New York Stock Exchange.

Actual Sale Prices for the week ending October 21.

	Th.15.	F.16	Sat.17.	M.19.	Tu.20.	W.21.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	97	----	----	----	----	----
U. S. 5s, 1871, coup.	93	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	100½	----	----	----	99½	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	108	108	----	108	
U. S. 6s, 1881, cou.	109	109½	109	109	109½	110
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	105	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	102½	102½	----	----	----	----
U. S. 6s, " new	99½	99½	99½	99½	99½	99½
U. S. 6s, 5-20s, coupon	----	----	----	----	----	----
U. S. 6s, " reg.	103	----	----	----	----	----
7.30 Notes, Feb. & Aug.	106½	----	106½	107	----	107½
" " Ap'l & Oct.	----	106½	106½	106½	107	107½
American Gold	156	154½	149½	151½	149½	143½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending October 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.
Beaver Meadow	77	76½	77	----	----	
Cattawissa	8	8½	9½	8½	9	
" preferred	24½	26½	27½	27½	27½	
Camden & Amboy	178	179	----	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	103	----	----	----	----	----
" " 6s, '83	----	----	104	----	104½	
" " 6s, '89	----	105½	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	41½	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref. 54	----	----	----	----	----	----
" " 7s	109½	109½	110	----	110	
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	58	----	----	58	58½	
" " 6s	----	----	107½	107½	----	
" scrip	----	----	49	----	49	
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	111	----	111	----	
Little Schuylkill R. R.	----	----	49½	----	49	
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	63	----	----	----	----	----
Morris Canal	----	----	69½	----	69½	
" " pref.	----	----	135	----	----	
" " 6s '76	----	----	----	----	105	
North Pennsylvania	21	21	21½	21½	21½	22
" 6s.	96½	----	96½	96½	96½	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	69½	69	72	70	69½	70
" 1st m.	111½	----	----	----	111½	----
" 2d m.	106	----	----	----	----	----
Penn. State, 6s	100½	100½	101	101	100½	101½
" " 5s, coupon	----	103	----	103	103	
" " 6s, "	----	----	108	----	108	
Philadelphia City, 6s	104	104	104	----	----	----
" " new	109½	109½	109½	109½	109½	109
Philad., Germ. & Nor.	60½	----	60½	61	----	----
Phila. & Reading	61½	61½	61½	61½	61½	61
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	105½	----	----	----	----	----
Philadelphia & Erie	28½	28½	28½	28½	28½	28½
" " 6s.	104	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	108½
Schuylkill Navigation	14½	14½	15	15	15	14½
" " pref.	28½	29½	29½	29½	29½	29½
" " 6s '82	89	90	91½	91	91	91½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	112	112½	----	112	----	
Susq. Canal	15	15	----	15	15	----
" " 6s '78	----	63½	----	----	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	4½	4½	4½	4½	----	4½
" " 6s '83	----	----	----	26½	26½	27
West Br. Canal 6s '78	----	----	102	----	102	----
Wyoming Canal	83	83½	83	----	82	----
Arch street, (Horse)	----	----	----	25	----	25
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	45	----	----	45	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending October 19.

	Tu.13.	W.14.	Th.15.	F.16.	Sat.17.	M.19
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	109½	----	----	109½	109½	----
Balt. and Ohio	97	96½	96½	90½	90½	89½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	102½	----
Northern Central	44	46	46	44½	----	----
" " b'ds, '85	----	----	103	----	103	103
" " " '98	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending October 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W. 21.
Boston and Lowell	104	----	----	----	----	----
Boston and Maine	128	----	128	128	128	----
Boston and Providence	----	----	137	----	----	----
Boston and Worcest	----	137	----	----	----	----
Cheshire, pref.	51	50½	50½	----	50	50
Concord	----	----	----	----	----	----
Connecticut River	----	105½	----	----	----	----
Eastern, Mass.	101½	101½	----	101½	----	101½
Eastern, N. H.	----	----	----	----	----	101
Fitchburg	116½	----	----	116½	----	116½
Manchester & Lawr'ce	----	----	120	120	----	----
Michigan Central	----	----	----	123	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony and Fall R.	147	147½	----	----	----	----
Ph., Wil. & Baltimore	68½	68½	69	69½	----	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	41	41½	41	41	40½	40½
Western	----	150½	150½	----	151	151½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	122	122½	124½	123½	----	123½
Metropolitan "	----	80	80	----	81	----
Middlesex "	108½	----	109	----	108½	108½
Central Mining Co.	58	58	----	59	----	----
Franklin "	55	54½	----	53½	53½	----
Isle Royale "	32	31	----	----	----	----
National "	34½	34½	34½	32½	----	----
Minnesota "	85	----	----	82	----	----
Pewabic "	65½	----	64½	----	64	64½
Pittsburg "	----	80	80½	----	80	----
Quincy "	89½	89	----	88½	88	89
Rockland "	21	19½	18½	18	18	----

London Stock Exchange.

The following were the closing prices for American Securities on the 7th October:

Maryland 5s	73	to	76
United States 6s, 1881	70	"	75
Do. 5s, 1874	60	"	65
Virginia State 5s	48	"	50
Do. 6 per cent.	37	"	40
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	77	"	79
Do., Pennsylvania do. do.	75	"	77
Erie shares, $100 (all paid)	70	"	72
Do., 7s, preference	68	"	70
Do., 7s, 1st mort., 1867	70	"	75
Do., 7s, 2d mort., 1859	70	"	75
Do., 7s, 3d mort., 1883	68	"	72
Do., 7s, 4th mort.	65	"	70
Do., 7s, 5th mort.	68	"	72
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	74	"	76
Do. do. $100 shares, $90 paid, dis.	18	"	16
Do. do. $100 shares, all paid	73	"	76
Marietta and Cincinnati Railroad Bonds	70	"	72
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '52. x. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	68	"	72
Do. do. do. $100 shares	----	"	----
New York Central 6s, S. F., 1883	68	"	72
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	80	"	84
Do. do. 7s, Convertible, 1876	83	"	88
Do. do. $100 shares	87	"	90
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	70	"	73
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	40	"	45
Philadelphia and Reading, $50 shares	35	"	40

American Railroad Journal.

Saturday, October 24, 1863.

Stock Exchange and Money Market.

One of the principal topics of conversation of the day, is the opposition of the leading banks in Wall street to the new system of National institutions organizing under the plan of Mr. Chase. Among the most prominent opponents is James Gallatin, Esq., President of the National bank, an upright and talented financier, who has recently published his views *in extenso*, as delivered by him to his associates at the Clearing house. He takes the ground that the inflation of our paper money system is likely to end as did the schemes of the famous John Law, and as those of Jefferson Davis are now ending. He contends that this inflation is largely increasing the prices of all articles, and that it is affording foreign capitalists an advantage of at least 60 per cent. in the purchase of U. S. stocks; that Mr. Chase's system is giving the control of the whole monetary power of the

country to a Bureau at Washington, and that the old existing banks are more secure and more likely to return to specie payments from the nature of their origin and management than the national banks, and finally that this system of paper money tends "to impoverish a nation and discourage the labor and savings of the people."

To the abstract propositions to which Mr. Gallatin lays down as to the consequences of an undue issue of paper money there is no answer to be made. All those familiar with history or finance, must admit the correctness of what he generally affirms. But there are other truths no less obvious. The first is, that it would be impossible to carry on this war on a specie basis. Paper currency has always been the medium of our internal trade and commerce. Without it this country never could have been what it is. If the policy of Mr. Gallatin had been adopted of using the existing banks of the loyal States, and especially those of New York, Boston and Philadelphia as the financial agents of the Government, we should have had paper money after all, and their whole currency would have been unequal to the required expenditure. The suspension of specie payments would have depreciated it just as much, compared with gold, as the notes of the Treasury now are in that relation. So that we should have gained nothing by their use and substitution, and worse than this, they would not have passed universally even at their nominal par, but have been subject to local discounts wherever they were paid out by the Government to the troops, or contractors. We should have had both these evils to encounter. Our present national currency and the new currency of the national banks have an eminent advantage over any local bank issues, in this, that they are actually at par for the payment of taxes and debts to the Government except in the single exceptional case of dues at the Custom House on importations. So too the glaring inconsistency would have occurred of the Government taking and using a currency of bank origin which was founded on national securities, and paying therefor interest, when the Government may issue its own obligations of the same value and solidity, such as legal tender notes, without paying any interest at all! It seems to us that the policy and action of the Treasury have therefore been eminently sound and sagacious. Inflation must have come even under Mr. Gallatin's plan, and we should have suffered equally as much in its use when employing bank currency, as we do under our present system. Besides, as long as the nation receive and prefer the Government notes everywhere in preference to bank notes, and the prices of our leading staples most of them, have not enhanced in price, as may be seen by examining the reports of the domestic produce markets for the last ten years, the depreciation of paper does not obtain in domestic transactions, having reference to home commodities to any great extent. Flour and provisions, and real estate, can be bought as cheap for paper, as they could years ago. It is only when we deal with foreign nations and have to pay balances in the par currency of the world, that the depreciation of our own is much felt.

The remedies for what inflation exists are near at hand. These consist in the rapid absorption of the national currency in such securities as the 5-20's, which is now going on at the rate of two millions a day; while the expenditures of the Government for carrying on the war are largely decreasing, having fallen off, as appears from official statements, many millions during the last three months, compared with the three months previous; and it being now announced that the receipts from customs and the internal revenue are quite equal to those expenditures. It must be remembered in confirmation of these assertions, that we have on hand a vast materiel of war which will last through the remaining contest, such as ships, artillery, forts, clothing, small arms, &c. We have also other quantities of munitions not requiring any further outlay. But there is another thing to be considered. In the instances cited by Mr. Gallatin of the disastrous effects of inflation produced by the systems of John Law and Jefferson Davis, there is no correspondence in the accompanying status of the parties which suffered and now suffer by it. No such immensity of commerce, no such resources of taxation, no such natural supplies of gold and silver were, or are within the reach of the French or the confederates. Even Mr. Law had the sense to perceive that there must be some means of redemption of paper money. His bank was to be the depositary of the public receipts. He looked to commerce and an immense return from the plantations of Louisiana through the medium of the Mississippi Land Company. But there were no revenues from the State, even to pay the interest of his loans, no commerce, and no results from Louisiana. Our loans and expansion have all the reimbursing power which he could not find, and the annual profits of our national industry are twelve thousand millions of dollars. So that one-sixth of this gain in a single year, is adequate to the extinguishment of our whole debt, even if it reaches two thousand million of dollars, though it yet lacks nearly eight hundred millions of that amount.

We may, we do suffer great inconveniences, but we believe that they would have been greatly increased, if the Government had relied on the Banks, rather than itself, and that the resources of the Nation are adequate to any demand which the war has made upon it.

The condition of the Market the last week has been unsteady in many particulars. Gold has risen and fallen, still ruling 25 per cent above the quotations a few weeks ago. We view this rise, all things considered, to be unwarranted by the true state of things. We believe the recent exportations were forced for speculative purposes. Our importations are large we know, but our stocks of goods are kept short, and are bought for cash and exported products, which are sold for cash. So that when peace returns there, will be no drain for credits to any considerable amount. On the contrary when the Union is restored, and the stability of the Nation secured, the drain will be from Europe to the United States, for the purchase of stocks, whose value and reputation will be increased and secured by this result. The movement in railway securities has been eccentric. The most remarkable fluctuation has been in Harlem. It has been down to 75, having been at the period of its greatest popularity as high as 170. It is said the whole capital stock has been sold within the last two weeks at falling prices, and as this capital is about $5,700,000, averaging the losses to certain parties at 50 per cent only, since the greatest rise, somebody has or somebodies have lost $2,350,000.

This road pays no dividends, but it has a great future, if it be well managed. It has been its fate however, several times to have become the prey of speculation. The decision of Judge Hogeboom, we do not consider of much import; there is an appeal from it, and we can not imagine on what his opinion was founded. There can be but two points. One the illegality of the grant by the corporation; the other, some right in the stage company, to the use of Broadway. We believe neither of them is of any force whatever.

We understand that subscriptions to the Massawippi Valley Railroad are likely to be sought in this market, as well as in Quebec, Montreal and the cities in the Connecticut Valley, to construct a short railway between Newport in Vermont, and the Grand Trunk, of 27 miles in length. Six per cent dividend will probably be guaranteed by the Passumpsic Railroad, which will work the line. Sixty seven miles will be saved by its construction between this city and Quebec, and a direct route opened to the rich copper mines in the Eastern countries, C. E. We have given large space in this number of the JOURNAL to this important subject.

The Chicago, Burlington and Quincy Railroad Company have declared a dividend of four per cent in cash, free from government tax, payable on the 16th of November to holders of stock at the close of business on the 30th of October, payable in this city at the Bank of Commerce, in Boston at the office of J. E. Thayer & Brother, and in Chicago at the office of the Treasurer.

The Toledo and Wabash Railroad Company will pay, on the 2d of November, at their office, 132 Broadway, the semi-annual interest of 3½ per cent on the preferred stock. Also, at the same time, at the Bank of the Republic, the interest due Nov. 1st on the second mortgage bonds, the interest bonds and the equipment bonds of the company.

The Pennsylvania Railroad Company have declared a semi-annual dividend of five per cent, payable at the company's office, in Philadelphia, after November 15th, free from State and National tax.

The Lehigh Valley Railroad Company have declared a quarterly dividend of 2½ per cent, clear of all taxes, payable on demand.

The Hudson River Railroad Company will pay October 30th, a scrip dividend of ten per cent., bearing six per cent. interest, and running ten years, but redeemable at the pleasure of the company on any dividend day hereafter, upon giving thirty days' notice of their intention to do so.

The Baltimore and Ohio Railroad Company have declared a dividend of six per cent. on the stock of the main stem, payable at the Merchants' Bank, Baltimore, on the 26th of October. Also, a semi-annual dividend of five per cent. on the stock of the Washington Branch Railroad, payable at the same place on and after the 16th. Both free of Government tax.

The interest warrants due November 1, on the second mortgage bonds of the Cincinnati, Hamilton and Dayton Railroad Company, will be paid at the Bank of America, N. Y.

The following quotations of sales of Railway

and other securities are in addition to those given elsewhere in our columns :—

New York.—Mariposa Mining Co., 51@55¼; do., 1st mort., 105; Indiana 5s, 87½; Ohio 6s, 1881, 108½; Michigan 6s, 1878, 100¼; Illinois War Loan, 101½@102; Illinois coupon bonds, 1879, 105; New York State 6s, 1873, 115; Am. Coal Co., 63½@68; Nicaragua Transit, 3½; Metropolitan Gas Co., 135; Citizens Gas, Brooklyn, 124; Brooklyn and Coney Island R. R., 69; Grand Rapids and Indiana 1st mort. conv. bonds, 39¾; Gt. Western, Ills. 1st mort., 106; Rome and Watertown, 95; Cincinnati, Hamilton and Dayton, 125.

Philadelphia.—City 5s, 94; Pittsburg City 6s, 76; Allegheny Co. 6s, 86¼; Philadelphia and Reading 6s, 1844–'80, 122; Huntington and Broad Top, 23⅞; North Penn. chattle scrip, 84; do., mort. scrip, 91; Union Canal, 1½; Wyoming Canal 6s, 101; North Branch bonds, 37; West Branch, 82; Camden and Atlantic pref., 22⅝; West Philadelphia, 67⅝; Girard College, 27⅞; 13th and 15th streets, 35; 10th and 11th streets, 45½; 5th and 6th street 7s, 108; New Creek, 1; do., bonds, 30. The latest quotations are: City 6s, 103½@104; do., new, 108⅞@109⅛; State 5s, 100@100¼; Reading, 61¼@61⅜; do., 6s, 1843–'80, 109½@110½; do., 1870, 106@106½; do., 1886, 122@122½; Camden and Amboy, 178½@179¼; Pennsylvania R. R. 69½@70; do., 1st mort., 111@112; do., 2d mort., 106@108; Little Schuylkill R. R., 49@49½; Morris Canal, 69½@70; do., pref., 135@137; Susquehanna Canal, 14⅞@15¼; do., 6s, 64; Sch. Nav., 14¾@15; do., pref., 29½@29⅝; do., 6s, 1882, 91@91½; Union Canal bonds, 26⅞@27⅛; Delaware Div. Canal, 40½@41½; do., bonds, 103; Elmira and Williamsport, 38@39; do., pref., 54@55; do., 7s, 1873, 109¾@110; Beaver Meadow, 77@78; Harrisburg, 69; Long Island R. R., 47@48; Lehigh Coal and Navigation, 58@58⅛; do., scrip, 49@49½; North Pennsylvania, 22@22¼; do., 6s, 96¾@97; do., 10s, 122; Philadelphia and Erie, 28@28⅜; do., 6s, 104½@105; Minehill, 63; Catawissa, 8⅞@9; do., pref., 27¾@27⅝; Lehigh Valley, 82; do., bonds, 111; Frankfort and Southwark (horse,) 57@60; Second and Third, 84@86; Race and Vine, 10; West Philadelphia, 67½@68; Spruce and Pine, 14¾@15; Green and Coates, 45½@49; Chestnut and Walnut, 59; Arch, 24⅞@25; Thirteenth and Fifteenth, 35@36; Seventeenth and Nineteenth, 12½; Girard College, 27¾@28; Tenth and Eleventh, 45½; Philadelphia, Germantown and Norristown, 61@61½.

Boston.—Northern (Ogdensburg), 30c.; do., 1st mort., 100; do., 2d mort., 25; Rutland & Burlington 1st mort., 73⅞@74; do., 2d mort., 16@17; do., 3d mort., 8; South Shore, 17½; do., 6s, 98¾; Vt. Central 1st mort., 84; do., 2d mort., 19@20; New York and Boston Air Line, 14; do., 6s, 52@55; Sullivan R. R. 1st mort., 30; Southern Midland bonds, 105; Michigan Central 8s, 1882, 120; Troy and Greenbush 55; Vermont and Massachusetts 6s, 1865, 103¼; do., mort. bond certificates, 26¼; Western R. R. 6s, 1875, 107; Maine 6s, 1880, 106; do., 1883, 108¼; Massachusetts 6s, 1870@1879, 119@120¼; New Hampshire 6s, 1874, 107½; do., 1871, 107; Brooklyn 7s, 1865, 102; do., 6s, 1894, 108¾; Boston 5s, 1885, 113¾; Portland 6s, 1877, 105¾; San Francisco 7s, 1877, 125; Malden and Melrose (horse) 24@25; Chelsea, do., 50¼; Acton Mining Co., 4; Angomah, 3½; Albany and Boston, 15½; Bay State, 16¾; Black River, 57½c., Chaudiere, 47c.; Columbian, 7¼; Copper Falls, 32; Dacotah, 6¾; Dana, 4; Dudley, 4⅞; Eagle River, 8; Everett, 5½; Great Western, 4¾; Hamilton, 3; Highland 5; Hancock, 15¾; Hanover, 4½; Huron, 40; Mandan, 3⅞; Madison 7⅛; Mesnard, 14¾; Native, 5½; North Cliff, 7½; Norwich, 5¼; Ottawa, 44c.; Pontiac, 8¼; Phœnix, 28; South Side, 7; Star, 8¾; St. Mary's, 12¼; Superior 12¾; Toltec, 4¾; Tremont, 3¾; Wickham, 93¾c.; Winthrop, 6⅞.

Baltimore.—City Passenger R. R., 19; Western Maryland bonds, 82½; Central Ohio 2d mort., 103⅝; Springfield Mining Co., 2.15; Santa Clara 7¾; North State, 0.15. The latest quotations are: Balt. and Ohio, 89¼@90; do., 6s, 1867, 103; do., 1875, 104½; do., 1880, 104; do., 1885, 103@105; Northern Central, 41@43½; do., bonds, 1885, 102@103; N. W. Va., 10@12½; do., 1st mort., 104@107; do., 2d mort., 102; do., 3d mort., 23½@25¼; Central Ohio 2d mort., 103⅝@104½; do., 4th mort., 40@50; do., income 1857–'60, 22@25; Western Md. bonds, 81½@83; do., guar., 106; Maryland 6s, coupon, 1870, 112@113¼; do., Ins., 110½; do., 1890, 112; Baltimore 6s, 1875, 106@107; do., 1886, 106; do., 1890, new, 108@109½; do., old, 108½@109½; do., coupon, 110; do., 5s, 1838–'70, 95@98; City Passenger R. R., 18@19.

Copake Iron Mines.

In the JOURNAL of October 3d, we called the attention of our readers to the great importance and the satisfactory increase of the Iron Mining Interest of this Country; and as one of the many proofs of the active preparations for a great extension of this interest, we would call the attention of Iron Manufacturers to the advertisement, in our columns, of the *Copake Iron Mines.* These Mines are in the town of Copake Columbia County, about 20 miles from the city of Hudson. They are directly upon the line of the New York and Harlem Railroad, over which and the Hudson and Berkshire Railroad the ores are brought to the Hudson River. The Company is prepared to contract for the delivery of ten thousand tons monthly, and have the ability to increase this amount indefinitely. The ores are taken from the Old Pomeroy Ore-bed, well known for the excellent quality of the iron for many years furnished to the Government for use at the National Armories for Gun-barrels and other purposes, for which, the very highest quality of iron was required; and we hazard nothing in saying that for toughness and strength it has never been exceeded by iron from any part of the United States.

Boston and New York Air Line Railroad.

It was announced last week that the first passenger car from Boston on the route of the Boston and New York Air Line Railroad had entered Woonsocket, R. I. The road, we understand, is not yet ready for business, as cars now run regularly only to West Medway, but it is anticipated that trains will be formally opened to Woonsocket about the 1st of November. The company have nearly all the equipment required except freight cars. The road is graded most of the way from Woonsocket to Pascoag, some fifteen miles, and there is a prospect that it will be completed to that point in another year. Another portion of the road, east of New Haven, was also partially graded some years ago. The length of the road from Bostoa to Woonsocket is 87½ miles.

St. Paul and Pacific Railroad.

The road commences at St. Paul, runs northwest along the Mississippi river to St. Cloud, from which point it extends in nearly a straight line to Georgetown, upon the Red river of the North, to which point the boats run which do the large business of the Hudson Bay Company. It is in contemplation to continue this road to the state line, and also through the British possessions, by parties interested in the Hudson Bay Company, and the requisite surveys have already been made.

The distance is less than 1,200 miles, and the country traversed is very fine. Arrangements have already been made to build a telegraph line from St. Paul to Pembina, and from there to the Pacific Ocean. The St. Paul and Pacific road is to be opened to Anoka, about thirty miles, during the next month.

Albany and Susquehanna Railroad.

At the annual election of the Albany and Susquehanna Railroad Company, held on the 14th inst., the following persons were chosen directors for the ensuing year: Ezra P. Prentice, Joseph H. Ramsey, Peter Cagger, Jacob Leonard, Albany; Charles Courter, Cobleskill; John Westover, Richmondville; John Cook, Worcester; Jared Goodyear, Milford; Eliakim R. Ford, Oneonta; Arnold B. Watson, Unadilla; Lewis Northrup, Colesville; Alonzo Everts, Sherman D. Phelps, Binghamton. Ezra P. Prentice was elected President, and Jared Goodyear Vice-President, for the ensuing year.

Hudson River Railroad.

The work of building a double track on the Hudson River Railroad, between Poughkeepsie and Albany, is progressing. It already extends from Albany to Coxsackie, and will be completed to Stockport, twenty-four miles from Albany in December. From Poughkeepsie the second track is completed nearly to Rhinebeck. It will be ready for use to that place about the first of December.

Erie Railway.

We have received from the Superintendent of the Erie Railway a neat little volume from the press of the Company, with the title of "Instructions for the running of trains, etc." It shows with what care and watchfulness the traffic of the road is conducted, and it is a model for other companies, as well as a curious illustration of the responsibilities of good management.

Chicago, Burlington and Quincy Railroad.

In connection with the recent declaration of a dividend by this company, the directors have issued a circular addressed to the stockholders, of which the following is an extract:

For the purpose of paying for the extension of the road from Aurora to Chicago, now far advanced in construction, and for the necessary equipment to enable us to accommodate the largely increased business of our Road, it is deemed by the Directors most prudent, and decided by for the interest of all the Stockholders, to issue new Stock instead of the long Eight per cent. Mortgage Bonds originally provided for the building of the extension; and they have *voted* to issue and sell to the Stockholders, in proportion to the Stock held by each of them on the 30th current, one new share free of November dividend, for seven old shares, at $100 per share, as cash, on 16th November.

And to allow parties who wish to pay in previous to that date, interest at the rate of 6 per cent

per annum, also to allow them to adjust their accounts fully with the Treasurer before 30th October, if they please, and receive new certificates on 17th November.

Fractional shares to be adjusted at the rate of 21 per cent. premium, or $3 00 per fraction, thus:

A stockholder holding 60 shares, by paying extra for three fractions, will receive 9 shares, which at par, and $3 extra for each of the three fractions, is. $909 00
The cash dividend on 60 shares at $4 is.. 240 00

Balance due for the 9 shares, as cash, 16th November..... $669 00

The rights to take this stock are of course valuable—the balance sheet of the Company, of August 31, 1863, shows that our expenditures and assets are $1,176,092 37-100 above our capital and indebtedness, equal to $20 474-9000 per share.

Stockholders who do not wish to take new stock are solicited to dispose of their rights themselves, and to notify the Treasurer thereof, by sending for entry, transfers like the annexed, to reach Chicago on or before 2d November. After said 2d November, that no injustice shall be done to stockholders who do not hear of these arrangements in time, or who are prevented from acting under them, the stock to which they would be entitled will be sold by the Company, in the market, for their benefit, and the proceeds above par, less the charges be divided among them.

Hudson River Railroad.

The business of this road for the year ending September 30, 1863, was as follows:

Gross receipts		$3,590,937 63
Transportation	$1,730,241 58	
Interest	648,354 05	
		2,378,595 63
Net earnings		$1,212,342 00
Cash dividend 3 per cent. Feb. 10, 1863, and 4 per cent. September 15, 1863		287,162 97
Leaving an undivided balance of profits, September 30, 1863		$925,179 03

Northern Central Railway.

The ordinance granting permission to the Northern Central Railway to construct a lateral branch from their track, through North and East Baltimore and Canton to the wharves binding on the east side of the harbor, with other privileges, which was vetoed by the Mayor, but notwithstanding passed the Second Branch, was lost in the First Branch, there being only ten votes in its favor. It required two-thirds of the members to pass it.

☞ The New Castle and Beaver Valley Railroad, which connects with the Pittsburg, Fort Wayne and Chicago Railway, at Homewood station, and runs to New Castle, in Lawrence county, Pa., was opened on the 5th inst.

☞ The old scheme of building a railroad from Collinsville through New Hartford to Winsted, only 14 miles, is again revived. An extension in the same direction to Great Barrington is also suggested.

Cary, Leathe & Elliott,

MANUFACTURERS OF

GAUGE COCKS, STEAM WHISTLES,
WATER GAUGES, GONG BELLS,
STOCKS & DIES, OIL CANS,
GLOBE, CHECK AND SAFETY VALVES,
STEAM COCKS & STEAM GAUGES,

GREENPOINT, L. I., N. Y.

N. B.—JOBBING PROMPTLY ATTENDED TO.

COPAKE IRON MINES.

THIS Company is now prepared to deliver, in quantities of 2,000 to 20,000 tons monthly, the very superior **IRON ORE** produced at its Mines in the town of COPAKE, Columbia County, N. Y.

The **COPAKE ORE** is a Hematite of the best quality known in the country, and has been extensively used by Iron Manufacturers for many years.

Applications will be received at the office of the Company, **No. 7 Nassau st.**, over the Continental Bank, New York. Communications by Mail may be addressed to **CHARLES H. MILLS**, President. 6m42

Browne's Metallic Weather Strips and Window Bands.

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., **212 Broadway, corner of Fulton st.**
Local Agents wanted everywhere. 6m41

I. KENDRICK,

No. 125 WALNUT ST., PHILADELPHIA,

AGENT OF THE

UNION COAL & OIL CO.

OF MAYSVILLE, KY.,

FOR THE SALE OF THEIR

Paraffine Lubricating Oil,

FOR ALL CLASSES OF

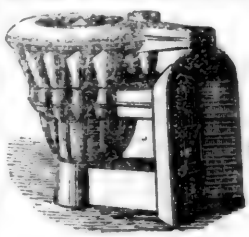
STATIONARY MACHINERY, LOCOMOTIVE ENGINES
RAILROAD CARS, COTTON SPINDLES,
SEWING MACHINES AND WOOLEN FACTORIES.

ALSO,

MAYSVILLE COAL OIL
FOR BURNING,
PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND ROLLING MILL GREASE,
FROM PURE CANNEL COAL.

P. S.—All Oils **warranted** to answer the purpose represented.

☞ **Particular attention given to orders for shipment in cans or barrels**



Sanford's CHALLENGE HEATERS

SET IN BRICK,
PORTABLE
OR AS
FIRE PLACE
HEATERS,



FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS
AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

Central Transportation Co.

THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of

WOODRUFF'S, KNIGHT'S, MYERS'
AND OTHER PATENTS FOR
SEATS AND COUCHES IN
SLEEPING CARS,

would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their

SLEEPING CARS,

and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.

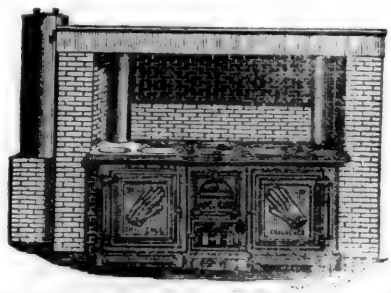
The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, **No. 1347 Brown st., PHILADELPHIA**, will receive immediate attention.

Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above,

O. W. CHILDS, President.



Challenge Air-tight KITCHEN RANGES,

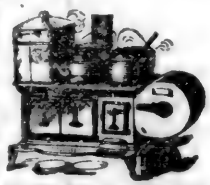
May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light

SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.

The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,



Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

KRUPP'S PATENT CAST STEEL

RAILWAY TIRES

MANUFACTURED BY

FRIED. KRUPP,

ESSEN, RHENISH PRUSSIA.

These Celebrated Tires are made WITHOUT A WELD. Over 70,000 of them HAVE BEEN SUPPLIED.

By their extreme durability they are more economical than any others, being cheaper at their cost than Iron ones gratis.

THESE TIRES have been furnished to the following American Railways: Erie; Hudson River; Camden and Amboy; Housatonic; Naugatuck; New Haven; Chicago, Burlington and Quincy; Quincy and Toledo; Ohio and Mississippi; Beaver Meadow; Central Georgia; Don Pedro 2nd (Brazil); Grand Trunk, Great Western (Canada); European and North American (N. B); Cleveland and Mahoning; Cleveland, Painesville and Ashtabula.

STEAMBOAT SHAFTS. KRUPP'S CAST STEEL RAILWAY AXLES. ANCHOR FLUKES.

CITY RAILWAY COMBINATION WHEELS AND AXLES.

PROPELLER BLADES, ETC., ETC., ETC.

They wear equally and are free from lamination. They are not liable to fracture and are unaffected by extreme cold.

LAP-WELDED IRON BOILER TUBES.

TUBE EXPANDERS. TUBE BRUSHES. THREE-CUTTER DRILLS.

Glass-Enameled Iron Water Pipe, Steel Tubes, etc., etc.

They have received the highest approval from all RAILWAY COMPANIES that have them in service.

THOMAS PROSSER & SON,

28 PLATT ST., NEW YORK.

Marsh, Brothers & Co.,

STEEL CONVERTERS,

Cast Steel Refiners, Tilters and Rollers.

MANUFACTURERS OF

SINGLE AND DOUBLE SHEAR, RAILWAY, COACH, SPRING GERMAN AND BLISTER STEEL.

ALSO

HARD CENTRE AND CORE ANNEALED STEEL.

LOCOMOTIVE SLIDE BARS, PISTON RODS, ETC., ETC.

Ponds and Navigation Steel Works,

SHEFFIELD, ENGLAND,

AND

95 John st., New York.

ALSO AGENTS FOR

B. & S. H. THOMPSON,

Late Wm. Chance & Co.,

GENERAL HARDWARE & IRON MERCHANTS,

BIRMINGHAM.



SANFORD'S

MAMMOTH

OR

GLOBE

HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water street, New York.

BROWN'S ENGLISH

ROOFING PAINT.

THIS pure Black Paint is superior to all other Black Roofing Cements, Mastics and Patent Roofings now in use; and, for the last ten years, the genuine has been used in twenty-four States of the Union, and is now a fixed institution for the following purposes:—

THE PAINTING OF TIN, SHEET IRON, COPPER OR ZINC ROOFS, GALVANIZED IRON, BRIDGES,

LOCOMOTIVE

AND STEAMBOAT SMOKE PIPES,

And all IRON WORK requiring a PERFECTLY PURE GLOSSY BLACK, exposed to weather and fire.

It has been in general use in England for the last ten years, for the protection of Vessels' Bottoms from the water and the worm, for which it is particularly well adapted. For sale by the barrel or gallon.

SAMUEL REYNOLDS,

PROPRIETOR,

Depot, 279 Third Avenue, New York.

All Orders promptly attended to. Best City References given.

PROPOSALS FOR $500,000

Volunteer Soldiers' Family Aid Fund Bonds,

No. SEVEN.

SEALED Proposals will be received at the Comptroller's office, until Saturday, Oct. 31, 1863, at 2 o'clock P. M., when the same will be publicly opened, for the purchase, at not less than their par value, of the whole or any part of the sum of five hundred thousand dollars of the "Volunteer Soldiers' Family Aid Fund Bonds, No. 7," authorized by an ordinance of the Corporation, passed Oct. 9, 1863, and an act of the Legislature of the State of New York, passed March 6, 1863.

The said bonds will bear interest at the rate of five per cent. per annum, payable semi-annually, on the first day of May and November in each year, and the principal will be redeemed Nov. 1, 1871.

The proposals will state the amount of bonds desired, and the price for one hundred dollars thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the City, within five days after the opening of the bids, the sums awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive bonds for equal amounts of the par value thereof, bearing interest from the dates of payments.

Each proposition should be sealed, and endorsed "Proposals for Volunteer Soldiers' Family Aid Fund Bonds, No. 7," and inclosed in a second envelope addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if the interest of the Corporation require it.

MATTHEW T. BRENNAN, Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, Oct. 10, 1863. 3t42

KING'S NOTES ON STEAM. LESSONS AND Practical Notes on Steam. The Steam Engine, Propellers, etc., etc., for young Marine Engineers, Students, and others. By the late W. R King, U. S. N. Revised by Chief Engineer J. W. King, U. S. Navy. Fourth Edition, enlarged and improved.

"This is the second edition of a valuable work of the late W. R. King, U. S. N. It contains lessons and practical notes on Steam and the Steam Engine, Propellers, etc. It is calculated to be of great use to young marine engineers, students, and others. The text is illustrated and explained by numerous diagrams and representations of machinery. This new edition has been revised and enlarged by Chief Engineer J. W. King, U. S. N., brother to the deceased author of the work."—(Boston Daily Advertiser.

"This is one of the best, because eminently plain and practical treatises on the Steam Engine ever published."—(Philadelphia Press.

"Its republication at this time, when so many young men are entering the service as naval engineers, is most opportune. Each of them ought to have a copy."—(Philad. Ev. Bulletin.

In one volume octavo, with illustrations, price $2. Copies sent free by mail on receipt of price. Published by D. VAN NOSTRAND, 192 Broadway, New York.

NOTICE TO CONTRACTORS.

ALBANY AND SUSQUEHANNA R R.

SEALED PROPOSALS WILL BE RECEIVED by the undersigned at the Engineer's Office, in the village of Unadilla, Otsego county, until Thursday, the 29th day of October instant, at 10 o'clock A. M. of that day, for Grading, Masonry, Bridging and Fencing of about 45 miles of the line of said railroad, extending from the village of Oneonta, in Otsego county to and including the Tunnel of about 2,000 feet through Webster Summit, in the Town of Colesville, in Broome county.

The line will be divided into Sections of convenient length, and proposals will be received for single Sections, or for the whole line.

The line will be ready for examination on and after Monday, the 19th inst., and Maps, Profiles and Plans, with Specifications may be examined at the Engineer's Office, in Unadilla, on and after that date.

Blank proposals, with all necessary information, will be furnished to those wishing to propose for work, at the Office of the Company, 73 State Street, Albany, and at the Engineer's Office, in Unadilla.

Proposals should be enclosed in an envelope and endorsed "Proposals," and directed to the undersigned at Unadilla.

The proposals which may be received in pursuance of this notice will be opened by the undersigned and canvassed, and the results reported to the Directors to aid them in making a proper award of the work.

Parties proposing, who are unknown to the undersigned, will be required to give satisfactory references.

The right is reserved to reject any or all proposals, as may be deemed for the interests of the Company.

Albany, October 1st, 1863.

4t40 C. W. WENTZ, Chief Engineer.

NEW YORK STEEL CO.

WAREHOUSE,

No. 71 JOHN ST., N. Y.

MANUFACTURERS OF

FROG BARS, POINTS AND PLATES

AND SPRING CAST STEEL.

—ALSO,—

Tool, Machinery, Cutlery,

AND SHEET CAST STEEL.

WARRANTED

EQUAL to THE BEST in the MARKET.

ORDERS FILLED AT SHORT NOTICE.

IRA HERSEY, Treas'r.

RAILROAD IRON.

200 TONS 50 lbs. English Rails to arrive, now due here. For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

Oct. 3, 1863. 41tf

RAILROAD IRON.

3,000 TONS GUEST & Co.'s make, weighing 54 lbs. per lineal yard, in port and to arrive.
1,000 TONS we ghing 50 lbs. per yard.
1,000 " " 45 " "
500 " American Rails, 57 lbs. per yard.

For sale by

M. K. JESUP & COMP'Y,
59 Exchange Place.

New York, 30th September, 1863. 1m40

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exhip at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1859.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 56 lbs. per yard.

For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "

New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 11, 1862. 28 Beaver st.

RAILROAD IRON.

THE

RENSSELAER IRON COMPANY,

TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & CO.,
38 Cliff st.

Second Hand Engines for Sale.

One 16 Ton PASSENGER ENGINE, Gauge 4 ft. 8½ in.
One 24 " " " " " " "
Two 16 " SWITCHING " " " "

All of above have been carefully refitted, and will be delivered in first rate order.

Price, which will be low, and further particulars will be quoted upon application.

T. M. TYNG,
40tf **61 Cedar st.**

REMINGTON VERNAM,

Late of firm of HOYT & CO.,

STOCK & BOND BROKER,

59 EXCHANGE PLACE,

Cor. Broad Street,

NEW YORK.

BRITTON & WARNER,

23 WALL ST., corner of BROAD,

BANKERS AND BROKERS.

STOCKS and BONDS,

GOLD AND SILVER,

TREASURY NOTES,

AND ALL FIRST CLASS SECURITIES

BOUGHT AND SOLD.

P. W. GALLAUDET,

NOTE BROKER,

No. 1 WALL ST., near Broadway.

Hardware, Metal and Iron Business Paper Wanted.

Loans obtained on good securities.

AGENCY FOR THE SALE OF

U. S. Five-Twenty Bonds.

PARKE & BOWDOIN,

No. 76 Wall st., cor. Pearl st.

HAVING been appointed Agents for the U. S. 5-20 Loan, we are prepared to receive subscriptions to the above bonds at par. Interest in gold, commencing on the day of deposit. Orders accompanied by draft on this city will receive our prompt attention.

Stocks and Bonds bought and sold on commission at the Brokers' Board.

Mercantile paper and loans negotiated.

H. MEIGS, Jr. & SMITH,

BANKERS and BROKERS,

52 WALL STREET.

STOCKS and BONDS Bought and Sold on Commission.

MERCANTILE PAPER and LOANS Negotiated.

INTEREST ALLOWED ON DEPOSITS.

HENRY MEIGS, Jr. **WM. ALEX. SMITH.**

DUNCAN, SHERMAN & CO,

BANKERS,

Corner PINE and NASSAU Sts.,

NEW YORK,

ISSUE

CIRCULAR NOTES AND LETTERS OF CREDIT,

FOR TRAVELERS,

AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.

ALSO, MERCANTILE CREDITS,

For use in EUROPE, CHINA, etc.

FEARING & DALTON,

54 WALL STREET.

STOCKS and BONDS BOUGHT and SOLD

ON COMMISSION.

U. S. { 1881 SIX PER CENT. COUPONS.
7 3-10 TREASURY NOTES.
CERTIFICATES of Indebtedness.
FIVE-TWENTY BONDS.

BUY AND SELL BUSINESS PAPER.

REUBEN W. HOWES. CHARLES A. MACY.

HOWES & MACY,

BANKERS.

NEW YORK, August 25, 1863.

The subscribers having retired from the offices of President and Cashier of the Park Bank (which positions they have held since its organization), have established themselves in the Banking business at No. 30 Wall street (in offices recently occupied by J. J. Cisco Esq., Assistant Treasurer U. S.)

We are now prepared to receive accounts, and deposits with us can be checked for the same as with any of the city banks.

Interest will be credited to our dealers on their daily balances on the 1st January and July, at the rate of **three per cent.** per annum.

Particular attention will be given to Collections on all accessible points in the United States and Canada, on the most favorable terms.

Orders for the purchase or sale of all kinds of Government and other securities will be attended to promptly.

HOWES & MACY,
30 Wall st.

RAILROAD SECURITIES

OF EVERY DESCRIPTION.

STATE, CITY AND COUNTY BONDS,

BOUGHT AND SOLD.

WM. A. GUEST, 31 Wall Street.

Livermore, Clews & Comp'y,

BANKERS,

34 WALL ST., N. Y.

DEALERS IN

GOVERNMENT SECURITIES & GOLD.

STOCKS and BONDS Bought and Sold

At the Brokers' Board and at Private Sale on Commission

ACCOUNTS of BANKS, BANKERS and OTHERS.

Received on the most favorable terms.

Advances made on approved collaterals.

A. W. GREENLEAF & CO.,

BANKERS and BROKERS,

No. 44 EXCHANGE PLACE,

NEW YORK.

STOCKS AND BONDS

BOUGHT AND SOLD ON COMMISSION.

A. W. GREENLEAF. R. B. GREENLEAF

JOHN C. CAPP & SON,

Stock and Note Brokers,

No. 23 SOUTH THIRD STREET,

Directly opposite the Mechanics' Bank.

PHILADELPHIA.

STOCKS & BONDS BOUGHT AND SOLD

ON COMMISSION AT THE BOARD OF BROKERS.

MONEY INVESTED AND

NOTES AND LOANS NEGOTIATED

ON THE BEST TERMS.

ALBERT H. NICOLAY,

STOCK & BOND BROKER

AND AUCTIONEER,

No. 52 WILLIAM ST., (near Wall,)

NEW YORK.

☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, AMERICAN GOLD, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS as ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, **No. 52 WILLIAM STREET**, OR AT THE MERCHANTS' EXCHANGE SALES ROOM **No. 111 BROADWAY**, whenever desired.

☞ Orders by mail promptly executed

Platt, Johnson & Co.,

BANKERS and BROKERS,

49 WALL ST., N. Y.

DEALERS IN

GOVERNMENT SECURITIES & GOLD.

STOCKS AND BONDS

BOUGHT AND SOLD

At Brokers' Board and at Private Sale on Commission.

ALSO DEALERS IN

Foreign and Domestic Exchange.

MONEY INVESTED, AND

NOTES AND LOANS NEGOTIATED

ON THE BEST TERMS.

SAMUEL HALLETT & CO.,

BANKERS,

58 BEAVER STREET,

NEW YORK CITY.

DEALERS IN

Foreign and Domestic Exchange,

AND NEGOTIATORS OF

STATE AND RAILROAD BONDS.

HALLET & CORNWELL,

No. 34 PINE STREET,

Note & Exchange Brokers,

STOCKS, BONDS AND GOVERNMENT SECURITISE BOUGHT AND SOLD ON COMMISSION.

JACOB G. HALLET, (late with Blake Bros. & Co.)
RICH'D H. CORNWELL (late with G. S. Robbins & Son)
New York, February 14, 1863.

THE BRITISH AND AMERICAN

EXCHANGE BANKING CORPORATION,

LIMITED.

Established under the Companies' Act, 1862,

WITH LIMITED LIABILITY.

AUTHORIZED CAPITAL....ONE MILLION STERLING.

In 20,000 shares of £50 each.

Already issued, 15,000 shares of £50 each.

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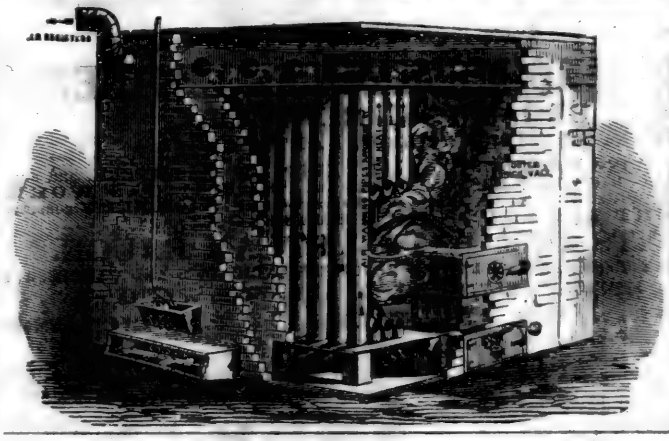
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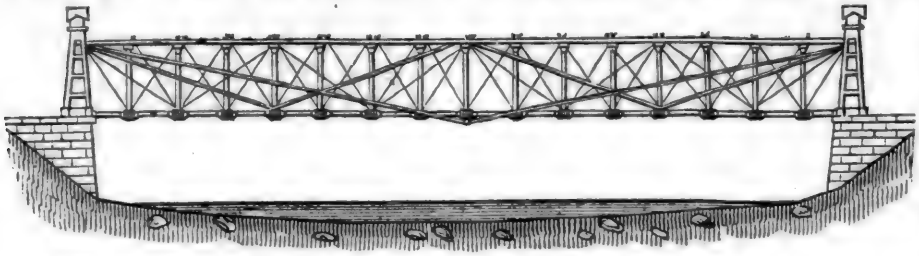
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March 1863.

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Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS,** and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 23, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 23 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **21 Nassau st.,** or by addressing

CHAS. W. WELSH,
Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 44.] SATURDAY, OCTOBER 31, 1863. [WHOLE No. 1,437, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 31, 1863.

Atlantic and Great Western Railway.

A paragraph in relation to this work, which we published in our issue of the 12th of September last, has attracted so much attention among practical engineers and operatives, that we are induced to republish it for their benefit: "The Atlantic and Great Western Railway has established its machine shops at Meadville, Penn. It has also erected a large number of comfortable residences for its employee's, which are to be rented to them at low prices. Every occupant who pays his rent for ten years, and remains in the company's service that length of time, is then to receive a deed of his house as a reward." This we consider an example of enlightened liberality worthy of praise and imitation.

It is expected that the portion of the Atlantic and Great Western Railway between Akron and Galion, O., will be completed in November. Galion is 80 miles from Akron, and is the point of intersection of the Cleveland, Columbus and Cincinnati and Bellefontaine and Indiana Railways. The A. & G. W. crosses the Pittsburg, Ft. Wayne and Chicago Railroad, at Mansfield, at which place a large Union depot is to be erected.

Silver Lead Mines of Lake Superior.

An intense excitement exists in Wisconsin on the subject of the recent discoveries of lead and silver ore at Silver Lake, and the head waters of Rapid river back of Marquette. The assays of the ores show a yield of $20 to $25 per ton. The location of these deposits is around a small lake, in the northwest quarter of Town 40, Range 28 west. The formation is granite, and has long been considered metalliferous. The veins are either fissure or gash, though most probably the former, as the explorers state that they have traced them to a considerable distance, and find they have a regular course between north and east. There are now four companies organized on the land entered in the vicinity of the lake, now called Silver Lake, two of which are organized under the laws of the State. The other two, we believe, are or soon will be organized. The Silver Lake embraces eight or ten quarter sections scattered around the lake, and when the country is explored, can hardly fail to be equally rich with the rest. Some fine specimens have been brought in from these lands.

Chicago and North Western Railroad.

The income account of this company for the six months ending September 30, 1863, is as follows:

Earnings from passengers		$256,864 69
" " freight		453,729 75
" " express		8,066 68
" " mail		12,199 98
" " miscellaneous		923 95
		$731,785 05
Operating expenses	$381,671 15	
Interest on funded coupon bonds, due May 1, 1863	26,460 00	
Interest on Flagg Trust bonds, due July 1, 1863	9,800 00	
Interest on preferred 1st mortgage bonds, due August 1, 1863	43,750 00	
Interest on Appleton Extension	6,440 00	
Interest on Green Bay bonds	10.500 00	
Insurance	2,800 00	
U. S. Government Tax	6,005 70	
Miscellaneous	660 64	
		488,087 49
Net		$243,697 56

The Broad Gauge to St. Louis.

It is understood that the Erie Railway Company expect to be able to run broad gauge cars through from the Long Dock, opposite New York, to Cleveland, in a week or two, and to St. Louis by the 1st of March next. Some of the Atlantic and Great Western managers calculate for an earlier opening throughout, expecting to complete their line to Cincinnati in January, and thus to perfect the broad gauge connection by way of the Erie, Atlantic and Great Western, and Ohio and Mississippi Railroads, between New York and St. Louis. We have already noticed the contract with the Cincinnati, Hamilton and Dayton Company for a third track to accommodate the broad gauge line from Dayton to Cincinnati. The President of the Company has already made his arrangements for the requisite amount of rails to complete the third track before the New Year.

Southern Railroads.

Mr. John B. Hoxie who has been identified for several years with Southern Railroads, but is at present United States Superintendent of railroads running into Knoxville, gives some important information as to the condition of the rebel lines of communication. Nearly all of them, he says, are rapidly becoming worthless. The endurance of track, road-bed and rolling stock has been stretched to the utmost, and their facilities for repairing are so limited, that the roads can be of but little further service to the Confederacy. It is generally supposed that all the roads of the State are of the same gauge, but this is a mistake. The roads running from Richmond to Charleston by way of Weldon, N. C., are four inches narrower than the roads running from Richmond to the south by way of Lynchburg and Knoxville. This fact now becomes important. Our seizure of the Knoxville road has diminished by one-half their facilities of communication between Richmond and the south. Their possession of nearly all the rolling stock of the East Tennessee and Virginia and East Tennessee and Georgia roads will do them very little good as none of it will fit the roads south from Richmond by way of Weldon. Mr. Hoxie is of opinion that there is not a main trunk in the south that can maintain it elf for six months longer, unless they get materials for repairing outside of the "Confederacy."

Dubuque and Sioux City Railroad.

The following is the official report of the condition of the Dubuque and Sioux City railroad, just placed upon the list at the Stock Exchange:

Its Capital Stock is limited to $6,000,000, of which not exceeding $2,000,000 to be Preferred Shares. The present position of the Company is, (with 100 miles of road completed:)

Preferred Stock, shares $100 each, entitled to 7 per cent per annum, not cumulative, but participates with the common stock in any dividend in excess of 7 per cent	$1,982,180 37
The Preferred Stock is secured by a Mortgage to prevent the creation of a prior lien, unless by a written consent of the owners of three-fourths of the Preferred Stock.	
Common Stock, shares $100 each	1,010,247 05
First mortgage Bonds, upon the present 100 miles of road, 7 per cent at 20 years from 1st of January, 1863, coupons 1st January and July, (of which now negotiated $261,000.) The bonds are $1,000 and $500	300,000 00
Tetal	$3,292,427 42

Furthes issues of stock may be ma.e by vote of stockholde.s.

Lehigh Coal and Navigation Company.

The various parties in interest in the Lehigh Coal and Navigation Company are aware that a suit in Equ.ty is pending in the Supreme Court of this State, and that it will probably be heard in January next. The purpose of this issue is to determine the legal right of the Company to borrow money and to convert $1,803,000 of scrip. Issued by the Company at various times *pro rata* to shareholders, into the capital stock of the Company, thereby, as is alleged, weakening the other securities of the Company. The suit is brought by parties who are loan and shareholders, but not scripholders, to restrain the officers of the Company from the conversion of the scrip mentioned into dividend bearing shares. The officers of the Company were formerly opposed to this conversion, but since the vote of shareholders in May last, recommending it to be done, and pending the present litigation, were understood to stand neutral. They were necessarily made parties to the suit, and, with the party representing the scripholders, have filed their answer to the complainants' bill. Their answer, signed by their counsel, Hon. Wm. M. Meredith, is a clear and highly favorable exhibit of the condition of the Company, and from some expressions in its concluding paragraph which we here append, looks very much as though the officers contemplate the consummation of the purpose of the scripholders, if they do not favor it. It says:

"Under these circumstances these respondents believe that the security of the loanholders does no longer require that the whole surplus profits of the Company shall hereafter be applied to the sinking fund; but that the sum necessay to pay an annual dividend of 6 per cent, to the holders of the scrip, if now to be converted into stock, might be so paid without impairing the security of the boudholders in fact. If, therefore, it should be decided by this honorable Court that the respondents cannot lawfully carry into effect the resolutions herein before referred to, then these respondents (unless restrained by this honorable Court), will proceed to convert the said scrip into stocks with the view of thereafter declaring dividends thereon as on the other stock of the Company."

This expression of opinion in a legal paper from the Company fully accounts for the very decided advance in the price of the scrip. It is now selling at par, and the shares at 58 or 6 per cent. above par. If the Supreme Court shall decide in favor of the legality of the conversion at this time, the scrip becomes shares and draws the same dividends; if otherwise, the conversion of the scrip, by the terms of the deed of trust accompanying the mortgage loan, is deferred to 1870, during all which time it draws no dividend.—*Phila. Ledger Oct.* 23.

Great Western (Ill.) Railroad.

The earnings and expenses of this road for the years ending March 31, 1862 and 1863, have been as follows:

	1862.	1863.
From passengers	$213,050 76	$289,032 84
" freight	326,238 66	402,301 84
" mail	27,939 18	18,020 00
" express		8,312 68
" rent of cars and engines	24,180 32	21,561 65
" other sources		2,868 17
Total	$591,408 92	$742,097 18
Expenses, viz:		
Repairs of road	$89,454 26	$91,490 52
" bridges	14,115 88	3,497 20
" locomotives	30,320 89	37,248 20
" cars	20,494 56	27,544 36
" mach'ry, etc.	2,649 48	6,152 56
" shops, depot, etc	4,256 28	5,523 88
Train hands	32,416 24	38,620 29
Station expenses	24,203 77	24,066 20
Fuel	32,511 11	46,816 87
Oil and waste	4,065 26	6,664 35
Watchmen & switchmen	6,987 51	7,529 47
Loss and damage	9,075 66	14,010 24
Salaries & general exp.	17,344 20	14,724 96
Taxes	10,539 78	14,040 72
U. S. tax on passengers		3,955 04
Other operating exp.	23,405 47	23,736 46
Total	$321,840 35	$364,621 32
Net earnings	$269,568 57	$377,475 86
Construction expenses.	31,963 74	57,229 58
Balance	$237,604 83	$320,246 28

The increase of gross earnings as compared with those of the previous year was $150,688 26; of operating expenses, $42,780 97; of net earnings, $107,907 29; and of net earnings, after deducting construction expenses, $82,641 45. The ratio of operating expenses to gross earnings was 49.13 per cent, against 54.42 per cent the previous year.

The number of miles run by locomotives in 1862-'63 was: with passenger trains, 217,904; with freight trains, 243,753; with other trains, 20,186—total, 481,843. Miles run in 1861-'62, 404,700—increase, 77,143. The earnings per mile run by all trains were $1.54 against $1.46 in the previous year; and the expenses 75.67 cents, against 79.50 cents. Net gain per mile run, 11.73 cents. Passengers carried, 175,991. Tons transported, 215,682.

The equipment of the road consists of 21 locomotives; 11 passenger, 5 second class and baggage, 4 mail and express, 6 caboose, 119 platform and coal, 122 live stock, and 257 box cars. One locomotive, 15 box and 10 live stock cars were purchased during the year; and 8 live stock cars built in the company's shops.

Length of road from State Line to Naples, 174⅛ miles; Meredosia branch, 5½ miles; side tracks, 15½ miles—total 195⅛ miles. The report says:

The business of the year, as compared with that of former years, may be considered highly satisfactory, but the Freight Earnings would have been at least fifty thousand dollars more had the Toledo and Wabash Railway Company furnished its due share of Cars for the joint business.

In consequence of the increased cost of labor, fuel and all other materials, the expenses for the last six months of the year were much higher than they would otherwise have been.

It will be seen that after paying interest for the current year 1862-'63, $194,500—a balance of $125,746 28 was left, which would have been applicable to a Dividend on Stock, had it not been necessary to apply it to the extinguishment of $41,000 of the Sangamon and Morgan Railroad 10 per cent. past due Bonds and deferred Interest Warrants issued during the years 1860, '61 and '62. The Road being now clear of all claims except the current interest, $194,500, on its mortgage debt, it is hoped and expected that future net earnings can and will be applied to dividends on the stock.

The completion of the Illinois and Southern Iowa Railroad gives us a direct connection with Keokuk, from which we expect to derive a large increase to our through business.

It is proposed to make a new Mortgage for the sum of $2,500,000, and to issue bonds payable in twenty-five years, and bearing seven per cent. interest payable semi-annually in New York, and to give the holders of the Bonds now outstanding, the privilege of exchanging them for those of the new issue, at par. It will be seen that the present bonds are secured by mortgages upon different sections of the Road, and that the seven per cent. bonds are due in 1865, and the ten per cent. bonds in 1868, while the new mortgage is to be upon the entire Road and Rolling Stock of the Company. As soon as the mortgage is prepared and the bonds ready for delivery, the bondholders will be notified, and those holding the seven per cent. bonds will undoubtedly avail themselves at once of this privilege, while those holding the ten per cent. bonds, will, as they approach nearer maturity, undoubtedly be willing to take the long bonds, bearing seven per cent. interest, in preference to having their bonds paid off. The bonds, as exchanged, will be held by the trustees, and not cancelled until all the bonds are exchanged in order that the present holders may not lose any of their security as a first lien upon the road.

Arrangements have been made by your Company to operate the Quincy and Toledo Road, for account and risk of the latter Company, from the first of May, 1863, which will doubtless prove advantageous to both Companies.

Arrangements are also in progress for the operating by your Company of the Illinois and Southern Iowa Railroad, which, if consummated will prove equally advantageous to both Roads.

The income account of the company for the year ending March 31, 1863 is as follows:

Balance April 1, 1862	$164,253 93
Earnings as above	742,097 18
	$906,351 11
Expended for construction purposes	$57,229 58
" in operating the road	364,621 32
Paid claims against old company	701 35
" matured interest coupons	170,517 50
" deferred interest warrants	97,500 00
Balance	215,781 36
	$906,351 11

The authorised capital stock of the company is $2,500,000. The amount issued is $1,648,561 20. The cost of the road is represented by—

Capital stock	$1,648,561 20
Sangamon and Morgan Railroad Co. 10 per cent bonds	41,000 00
Great Western Railroad Co. 10 per cent bonds, due in 1868	1,000,000 00
Great Western Railroad Co. 7 per ct. bonds, due in 1865	1,350,000 00
	$4,039,561 20

The Sangamon and Morgan Railroad Company bond have been paid during the past year. The 10 per cent bonds of the Company, due in 1868, are secured by a first mortgage on that part of the road west of Decatur, about 100 miles, including

the Meredosia Branch. The 7 per cent bonds, due in 1865, are secured by a first mortgage on that part of the road east of Decatur, 80 miles, and by a second mortgage on the road west of Decatur.

GENERAL STATEMENT.

Cost of road, as above	$4,039,561 20
Material, etc. on hand	26,550 12
Bills receivable	724 45
Sundry accounts	9,764 72
Geo. Griswold treasurer	52,728 37
U. S. certificates in New York	31,000 00
State warrants at Springfield	15,123 00
Military accounts at Springfield	19,446 87
Cash at Springfield	19,443 93
	$4,214,342 56
Capital stock	$1,648,061 20
First mortgage bonds	1,000,000 00
Second " "	1,350,000 00
Balance	215,781 36
	$4,214,342 56

President—L. TILTON.

Directors—J. N. A. Griswold, G. G. Gray, E. T. H. Gibson, F. T. Frelinghuysen, Wm. A. White, Geo. Griswold, L. Tilton, Jas. L. Lamb, Jas. Dunlap.

Superintendent—F. W. BOWEN.

Secretary—WM. B. CORNEAU.

Treasurer—GEORGE GRISWOLD.

Transfer Agent in N. Y.—E. T. H. GIBSON.

Statistics of our Foreign Population.

A Washington correspondent says: It appears by census statistics just compiled that the natives of Ireland are most numerous in this country, as there were one million six hundred thousand in 1850. Germany, or the several German States, come next, with over one million three hundred thousand; England follows with 431,000; British America has 249,000, Scotland 108,000, France 107,000; Switzerland 53,000, Wales 45,000, Norway 43,000, Spain 42,000, China 35,000, Holland 38,000, Mexico 27,000, Sweden 18,000 Italy 10,000; Belgium 9,000, Denmark 9,000, Poland 7,000, W. I. Islands 7,000, Portugal 7,000, Russia, 3,000; South America, 3,000; Asia, Africa, Australia, Atlantic Islands, Central America, Greece, Pacific Islands, Sardinia and Turkey are to be counted each by hundreds. From data in various forms it is estimated that about $400,000,000, have been brought to this country by immigrants and there were remitted by them to the Bank of England, from 1848 to 1860, eleven and a half millions of pounds.

The Telegraphic Belt around the World.

The work of encircling the world with a line of telegraph is progressing. On Wednesday night last two messages passed through the Chicago telegraph office—one from Omsk, Eastern Siberia, and the other from Alexandria, Egypt, each directed to San Francisco, Cal. The Russian American Telegraph Company expect in the next two years to complete the connection between St. Petersburg and San Francisco. Under the Russian charter, the wires, according to one dispatch alluded to, have now reached Omsk, and are rapidly progressing, while the California State Telegraph Company are moving on the American end of the great line with all possible speed. These messages were severally dated Sept. 13, and were delivered in San Francisco on the night of the 23d, making ten days time between these remote local cities, including the conveyance across by steamers. Thus one more link is added to the chain which will ere long circumvent the world.—*Chicago Tribune.*

Trade and Commerce of Cincinnati.

We give below, compiled from the Annual Statement published in the *Cincinnati Price Current*, an abstract of the Report on the Trade and Commerce of that city for the years 1862–'63.

Notwithstanding the affairs of the country, and especially those of Ohio presented a gloomy appearance at the close of the last year's statement, this is now entirely changed, and abundance and prosperity have returned to an extraordinary degree. The statement is a most gratifying one in all respects.

Money Market.—The great abundance of money led to a large demand for all kinds of property, the Government currency was most favorably received, and an advance in prices of about 25 per cent was generally realized. Exchange on the Eastern States in consequence of the legal tenders was steady and uniform.

The Weather and Crops.—The weather having been unfavorable, the tobacco, potatoes and corn suffered accordingly. Hay was a light crop, but of flax the yield was enormous.

Navigation and Railways.—On the whole, the water of the river between Cincinnati and Pittsburgh, has been sufficient to admit of transportation of all the freight between these two cities.

The Railways have done a fair business, and an enormous amount of produce has been sent by them and the canals and lakes to the seaboard.

Steamboats.—The number of the steamboats, and the amount of tonnage, employed in the trade of Cincinnati are as follows; Steam vessels 304; Barges 43.

Tonnage of the former	65,174 tons.
" " latter	6,551 "
Total	71,725 "

The number of new vessels built was in 1858–'9, 28; in 1860–'1, 11; in 1861–'2, 4; and in 1862–'3, 43.

Alcohol.—About the first of October, the tax on whiskey went into operation, and the distillation fell off. The exports for the last four years were as follows:

1860	27,302
1861	43,461
1862	52,460
1863	15,973

Ale and Beer.—The demand has improved. Prices have increased about $1 per barrel. The imports and exports for the last four years are as follows:

	Imports.	Exports.
1860	6,934	25,581
1861	5,844	20,160
1862	5,361	19,870
1863	8,806	26,063

Apples.—The crop is an average one. The price per bbl. has ranged from 4½ to 5½cts. per lb. and peaches 7 to 9cts. per lb.

The imports and exports of apples were:

Green:	Imports.	Exports.
1860	95,811	25,098
1861	84,759	39,103
1862	98,053	23,320
1863	149,758	42,161
Dried:		
1860	64,186	15,498
1861	91,684	45,502
1862	106,403	62,508
1863	54,245	19,794

Tanner's Bark.—The demand has been fully up to the supply. Prime chestnut has brought from from $11 to $13 per cord.

Butter.—This has averaged in 1862–'63 about 18½cts. per lb. not so high by 1ct. as it was in 1858–'9. The following are the imports and exports for the last four years:

	Imports.		Exports.	
	bbls.	firkens.	bbls.	firkins.
1860	15,209	34,468	4,054	48,298
1861	12,395	21,860	2,385	32,046
1862	5,916	14,090	248	9,262
1863	4,408	28,364	877	15,481

Beef Cattle.—The dry weather diminished the supply. The exact number brought to the market is not known, but it is estimated at 7,000 head driven in from points convenient to the city. The price per gross cwt. August 26 last, was $4. The prices in 1855–'6 were $7.56 in 1856'–7 $4.57, showing that the advance in consequence of the war has not been very great.

The following table shows the Imports and Exports of Cattle by Railway, the last four years:

	Imports.	Exports.
1860	43,182	20,593
1861	40,585	19,357
1862	37,904	23,467
1863	31,915	16,739

Barley and Barley Malt.—The new crop is a good one, and the quality excellent. Prices $1.12 to $1.33 per bushel.

The following shows the average prices of Prime Fall Barley, the last four years:

1859–'60	$0 76
1860–'61	0 69
1861–'62	0 69
1862–'63	1 36

The following table shows the imports and exports of Barley the last four years:

	Imports. Bushels.	Exports. Bags.
1860	352,829	47,580
1861	493,214	29,289
1862	323,884	21,026
1863	336,176	9,157

Barley Malt.—The imports and exports for the same period are:

1860	117,593	209,487
1861	70,153	155,779
1862	102,064	125,051
1863	104,724	146,239

Boots and Shoes.—There has been a brisk trade and a profitable one in these articles, and it is in a healthy condition. Prices owing to the advance in labor and leather have enhanced 25 per cent.

The following table shows the imports and exports of Boots and Shoes, the last four years:

	Imports.	Exports.
1860–'61 cases,	30,915	10,881
1861–'62 do	22,401	5,738
1862–'63 do	42,840	13,538

With regard to the number of houses engaged, the number has not increased much, being, wholesale 29, and retail 369, making in all 398 houses engaged in all departments of the business.

Beans.—Large crops are expected but the demand is likely to exceed the supply.

The following table shows the imports and exports of Beans, the last four years:

	Imports. Bushels.	Exports. bbls
1860	20,352	3,445
1861	23,004	7,567
1862	39,260	12,796
1863	55,490	15,643

Cheese.—There is a marked improvement in this department. The summer has been favorable for the manufacture, but the farmers are holding on for a rise.

The following were the average prices the last four years:

1859–'60	8⅛
1860–'61	7 4-5
1861–'62	6 3-10
1862–'63	10 2-5

It is thus seen that the highest price was paid for cheese last year which has been paid the last four years; and, indeed, the highest price ever paid during the last twenty-five years.

The following were the imports and exports of Cheese, the last four years:

	Imports. boxes.	Exports. boxes.
1860	227,095	172,753
1861	156,583	121,233
1862	103,861	59,545
1863	124,996	71,839

Coffee.—Prices have gradually risen and stood in August at 29 cts for Rio (wholesale).

The following were the imports and exports for the last four years:

	Imports. bags.	Exports. bags.
1860	129,930	90,165
1861	160,683	109,262
1862	117,022	110,258
1863	101,083	104,078

Clothing.—This manufacture has been growing rapidly, large amounts of capital, and great numbers of hands being employed in consequence of the war. There are 131 houses engaged in the business.

Corn.—The crop was a good one in all parts of the west except Southern Ohio, Kentucky, and parts of Indiana, owing to the dry weather. There has been consequently a falling off in the receipts.

The closing price in August was 60 cts. In 1856–'7 it was 50 cts. The following are the imports and exports for the last four years:

	Imports. bush.	Exports. bags.
1860	1,346,208	48,867
1861	1,340,690	127,269
1862	1,708,292	141,150
1863	1,504,430	265,934

Clover Seed.—The new crop was a good one.

The following were the average prices each of the last four years:

1859–'60	$4 85
1860–'61	4 75
1861–'62	4 17
1862–'63	6 03

The following table shows the imports and exports of Clover and Timothy Seed the last four years:

	Imports. brls.	Exports. brls
1860	28,224	16,642
1861	18,673	13,065
1862	9,753	5,579
1863	13,552	6,159

Candles and Soap.—A very large increase in these articles has taken place, and large purchases were made for foreign use in consequence of the rise of gold and exchange. Prices of tallow average 13 cents. Star 20.

The following table shows the annual exports of Candles and Soap for the last four years:

	Soap, boxes.	Candles, boxes.
1860	66,267	175,226
1861	69,836	138,234
1862	113,687	245,997
1863	76,005	263,912

Cotton Yarns.—The last quotation was 75 cts. per lb. and the demand ceased.

The imports of Yarns the last four years were as follows:

	pkgs.	lbs.
1860	12,841	2,455
1861	13,253	18,353
1862	5,267	1,388
1863	3,478	2,113

Coal.—The imports have been light owing to low water, and scarcity of labor. The prospects are still discouraging. The total receipts during the past year have been 7,388,218 bushels, and the price rules at present at 28 cts.

The comparative receipts for four years stand as follows:

	Bushels.
1859–'60	17,600,000
1860–'61	12,500,000
1861–'62	8,500,000
1862–'63	8,000,000

Dry Goods.—Incredible amounts of money have been made by all parties engaged in this trade; all who had stocks on hand became rich.

The following table shows the imports and exports of Dry Goods for the last four years:

	Imports. pckgs.	Imports. tons.	Exports. pckgs.	Exports. tons.
1859–'60	1,153,910	4,404	1,702,220	17,957
1860–'61	978,000	5,120	1,558,700	10,420
1861–'62	1,669,000	10,574	1,817,800	11,264
1862–'63	1,101,800	18,484	1,961,850	9,172

The number of houses engaged in the business was in—

	Wholesale.	Retail.
1860	66	199
1861	60	167
1862	53	182
1863	57	129

Eggs.—Have been largely in demand, and have sold at from 12 to 6 cents per dozen.

The following were the imports and exports of eggs, the last four years:

	Imports. boxes & bbls.	Exports. bbls.
1860	22,670	8,528
1861	23,579	10,069
1862	17,643	6,293
1863	15,264	4,037

Flour.—The advance in gold gave great activity to flour, the decline in midsummer, however, caused great losses to holders who had relied upon its steadiness. Large quantities which had cost $6, were then sold at $3.75.

Flour is not now so high in Cincinnati as it was in 1856, $6.30, or in '–56, '–57.

The following were the average prices the last four years:

1859–'60	4 60
1860–'61	4 45
1861–'62	4 08
1862–'63	5 03

The following were the annual imports and exports of flour for four years, each year ending August 31:

	Imports. bbls.	Exports. bbls.
1860	517,229	478,308
1861	490,619	426,625
1862	588,245	460,574
1863	619,710	404,570

Iron.—The market has been active.

The local or city demand for all kinds of iron increased considerably the past year, and the market has been, on the whole, more active; but there was a further falling off in the export demand. Pig was forced up about the middle of October to $40, but the demand was light. Holders again put up prices to $43, when the great excitement existed, about the 1st of February, regarding the advance in gold, and afterward to $45, in March; but manufacturers bought sparingly, failing to see the future in the same light the furnace men did; and, in April, prices gradually declined, and from that time on, during the summer months continued to recede until they reached $33@34, in July. But the demand at these rates became active, and prices improved on to the close of the year. The tax has influenced the value of both pig and bar, and the latter advanced early in the year, and during the last six months has ruled at 4¼ and 5¼c. for common and charcoal.

The following table shows the imports and exports of iron, in various shapes, the last four years each year ending August 31:

IMPORTS.

	Tons.	Pieces.	Bundles.	Pig, Tons.
1860	8,378	397,466	95,448	37,550
1861	8,835	142,997	29,821	23,632
1862	6,756	130,283	34,920	23,702
1863	16,747	146,446	23,130	39,151

EXPORTS.

	Tons.	Pieces.	Bundles.	Pig, Tons.
1860	6,934	575,268	129,030	4,667
1861	4,281	327,205	107,964	5,143
1862	7,982	258,370	55,550	5,302
1863	13,332	177,278	39,623	4,968

Linseed Oil and Flaxseed.—An unusual amount of seed has been sown, and the demand for it and for the oil is large. The price for oil ruled in August last at $1.08 per gallon.

The following were the imports and exports of flax-seed, the last four years:

	Imports. bbls.	Exports. bbls.
1860	26,307	1,144
1861	19,278	753
1862	18,970	2,117
1863	34,784	3,184

As the exports of linseed oil come under the general head of "Oil," we cannot give them separately, but give them under the head of "Lard Oil," which constitutes the great bulk of the oil exported.

Lard Oil.—Owing to the high price of lard, this article has ruled higher than the previous season; but the demand has been active throughout, and it will be perceived there is a large increase in the exports. The advance in the price of this article has been more imaginary than real; for, taking specie as the standard of value, the advance in the price of this and most other articles of produce, has been but slight. But yet, while this is true, the people have been benefitted to nearly as great an extent as if the advance was a reality. The foreign demand has been large.

The price of No. 1, was in August 83 cents per gallon.

The following were the imports and exports of lard and linseed oil, the last four years:

	Imports. bbls.	Exports. bbls.
1860	24,844	50,846
1861	43,549	53,803
1862	24,025	58,465
1863	15,059	78,429

Leather.—The demand for leather has continued the whole yeer. In August last the price was 38 cents per pound.

The following table shows the prices of domestic shoe and harness leather at the close of August the last three years:

	1861.	1862.	1863.
Sole, City tanned, per lb.	22c	27c	38c
Hemlock, City tanned, per lb.	20c	25c	35c
Harness leather, per lb	22@26c	25@26c	38@40c
Skirting, per lb	24@25c	26@27c	38@40c
Rough harness, per lb	19@21c	20@22c	34@36c
	1861.	1862.	1863.
Calf skins, per dozen	$23@25	$23@25	$30@35
Kip skins, do	28@36	32@40	49@70
Upper leather, do	33@35	33@35	37@40
Bridle leather, do	38@43	38@43	45@50

The following were the imports of leather the last four years, and the exports the last four years, each year ending August 31:

	Imports. bdls.	Exports. bdls.
1860	19,626	24,018
1861	17,460	24,204
1862	27,788	30,461
1863	31,626	28,024

NOTE.—A bundle weighs 80 to 100 pounds.

Lumber.—This has been scarce and high, owing to the war taking so many lumberers to the field for the high bounties. The river prices in the Spring were $18 to $20 per 1,000, taking the rafts as they run, and the yard prices for seasoned at the close were as follows:

Clear pine	per M.	$40 00 to $45 00
First common	"	32 50 to 35 00
Second common	"	27 50 to 30 00
Third common	"	20 00 to 22 00
Framing	"	25 00
Poplar	"	25 00
Shingles, No. 1	"	5 57

Molasses.—There is a considerable decrease in the interior trade, owing to the use of sorghum, and the absence of the New Orleans supply. Some small amounts of this last came by way of New York. The price on the 31st of August, was 68 cents per gallon.

The following are the annual imports and exports for the last four years:

	Imports.	Exports.
1860	91,807	51,814
1861	71,698	51,776
1862	21,855	28,359
1863	38,634	19,594

Oats.—The receipts have been very heavy, the crop being a large one. The price per bushel, 31st of August last, was 49 cents.

The prices in 1856–'57 were 46 cents; 1860'–61 26½; 1861–'62, 30; 1862–'63, 58¼.

The annual imports and exports for the last four years, are as follows:

1860	894,515	111,823
1861	838,451	134,311
1862	1,338,950	450,851
1863	1,312,000	937,139

Pork and Provisions.

The following table shows the annual imports and exports of provisions the last four years, each year ending August 31:

Years.	Pork & bacon hhds.	Pork tierc'e.	Pork bbls.	Pork lbs.	Lard bbls.	Lard kegs.
IMPORTS.						
1860	4,662	3,892	25,456	23,250,222	47,499	11,319
1861	5,136	6,459	37,477	21,912,796	50,632	12,245
1862	10,082	3,879	46,903	23,708,694	99,085	33,582
1863	8,443	10,361	47,457	33,215,723	93,707	11,800
EXPORTS.						
1860	52,532	39,833	104,347	345,932	60,658	55,701
1861	47,851	32,251	121,635	776,571	100,806	46,643
1862	39,458	40,965	86,363	2,038,393	139,596	61,352
1863	27,746	53,735	123,900	696,659	144,147	33,699

Petroleum.—This has superseded coal oil for illumination. The price for refined was 65 cents per gallon and the demand good. The imports for the two last years were 23,000, and 2,000 barrels.

Rye.—There is a large falling off in the receipts, and the quantity used for distilling is small. The price August last, was 88 cents.

The imports and exports were as follows:

1860	131,487	59,177
1861	157,109	69,075
1862	247,187	84,436
1863	138,935	25,415

Rice.—The market has been supplied with foreign, exclusively, at 7½ cents during the past year.

Sugar.—There has been a marked increase in the trade in this article. Louisiana was imported as long as it could be obtained, the bulk, however, came from Cuba and Porto Rico. The stock is light, and higher rates are expected. The present year's crop in Louisiana is estimated at only between 25 and 40,000 hhds.

The average prices were:

In 1860–'61	6¼
" 1861–'62	9½
" 1862–'63	12¾

The following were the annual imports and exports of sugar of all kinds, for four years:

	Imports. hhds.	Imports. bbls.	Exports. hhds.
1860	40,551	37,950	32,433
1861	39,452	46,672	36,054
1862	18,168	87,345	29,377
1863	26,081	71,431	3,098

Salt.—The large demand has kept up the price. When the salt works at Kanawha were in possession of the rebels, the price rose to 75 cents.

The stock now in the West is light, and prices remain high in New York and Boston. A large amount of domestic has been made, as the prices pay a large profit. The leading salt works in the Ohio Valley are the Ohio River Co.'s Works and the Mason City, both on the Ohio, and the Kanawha Salt Works on the Kanawha.

In August 31st last, Turks Island was held at 58 cents per bushel, of 50 lbs., and the Ohio and Kanawha at 50 cents.

The following were the imports and exports of salt, the last four years:

	Imports. bbls.	Imports. bags.	Exports. bbls.	Exports. bags.
1860	119,751	61,058	59,046	12,502
1861	110,295	44,603	81,202	12,604
1862	162,857	69,350	87,211	23,703
1863	159,730	75,190	83,563	21,969

Tallow.—This, like most other articles of produce and merchandise, responded to the high premium on gold, and ruled considerably above the prices current the previous year. It was taken largely for export to England.

The price August 26 last, was 9½c. per lb.

The following were the imports and exports of tallow, the last four years:

	Imports. bbls.	Exports. bbls.
1860	7,075	927
1861	7,282	7,434
1862	7,965	11,214
1863	4,905	9,000

NOTE.—All packages are reduced to barrels, in making up the imports and exports.

Tobacco.—The crop now growing is said to be good, but as the cultivation has been greatly extended in other States, prices must be affected.

The following were the imports and exports of all kinds of Tobacco, the last four years, each year ending August 31st:

	Imports. Hhds.	Imports. Bales.	Imports. Boxes and kegs.	Exports. Kegs and boxes.	Exports. Hhds.	Exports. Bales.
1860	6,261	7,239	49,552	49,882	4,074	49,882
1861	14,448	7,001	35,455	43,141	14,232	3,971
1862	31,944	13,147	37,813	75,968	27,955	7,928
1863	33,261	6,981	31,683	65,457	29,736	6,492

It will be seen from the above that the trade in leaf tobacco has largely increased since the war. A very well arranged and permanent tobacco market has been established in this city.

Hides.—The market has become active and prices recovered. The prices of dry flint, August 31, 1863, ruled at 18 cents.

The following table shows the imports of hides, the last four years:

	Imports. Pieces.	Imports. Pounds.
1860	169,203	91,417
1861	189,032	63,700
1862	150,344	78,795
1863	150,501	32,089

Wheat.—Has not turned out very well in the Northwest. When the new crop came into the market in July, prices closed to 95c. and closed at 93c. We quote prime red. Indiana and Ohio White ruled at prices about 10c. above the price of Red, and prime Kentucky from 5 to 10c. above Ohio and Indiana White, but there is often great irregularity in rates, there being sometimes a demand for Red that will run it up to within 5c. per bushel of the price of White.

The crop, the present season, in all the sections of country tributary to this city, has been below an average. Owing to the very dry Fall, there was a great deficiency in the breadth of land sown, which diminished the quantity, and then a large portion of Kentucky wheat is smutty.

The price of wheat in August last, fluctuated between 93 and 95 cents.

The following were the annual imports and exports for four years:

	Imports. bushels.	Exports. bushels.
1860	1,057,118	321,495
1861	1,129,007	525,065
1862	2,174,924	1,293,680
1863	1,741,491	1,177,108

Whiskey.—The tax on distillation and other causes, produced a large falling off in production, consumption and exportation. The price of proof whiskey ruled 31 August last, at 43 cents.

The following were the average prices the last four years:

1859–'60	20
1860–'61	14 2-5
1861–'62	18¼
1862–'63	87 3-5

Deduct 20c. from the last year's average, and it will be seen that the average is below that of the previous year, whilst the average prices of corn and rye are vastly above those of that year, showing the business has been far from satisfactory.

The following are the imports and exports for the last four years:

	Imports. bbls.	Exports. bbls.
1860	433,168	389,310
1861	381,763	309,939
1862	429,036	238,316
1863	160,858	162,007

The annexed statement shows the value of the principal imports into Cincinnati during the years ending August 31, 1862 and 1863:

	1863.	1862.
Apples, green	$1,874,395	$19,606
Ale, Beer and Porter	44,030	21,444
Buffalo Robes	29,400	106,782
Beef	16,763	14,126
Bagging	7,700	19,455
Barley	336,176	178,136
Beans	138,275	78,520
Butter	333,156	233,569
Blooms	49,920	27,020
Boots and Shoes	2,441,880	1,048,649
Bran, Middlings, &c	117,792	113,464
Crockery Ware, &c	185,274	837,000
Candles	65,064	54,924
Corn and Corn Meal	848,847	532,932
Cider	18,641	3,715
Cheese	344,315	250,666
Cotton	12,310,410	4,750,270
Coffee	4,953,067	3,744,904
Cooperage	152,939	142,762
Cattle	1,755,325	2,160,528
Cement and Plaster	45,384	26,100
Eggs	91,584	105,858
Flour	3,036,579	2,490,039
Feathers	170,370	194,880
Fish	282,024	153,535
Fruits, dried	94,928	159,605
Grease	311,724	246,012
Glass	110,337	73,932
Glassware	197,136	149,067
Hemp	1,282,206	55[illegible],600
Hides	1,132,928	640,900
Hardware	2,647,096	1,240,470
Hay	272,724	157,113
Hogs	5,794,305	3,643,212
Hops	66,120	77,740
Horses	8,171,295	5,174,020
Iron and Steel	1,556,649	815,542
Iron, Pig	1,096,228	663,656
Lead	352,590	234,156
Lard	1,904,870	1,976,028
Leather	569,268	472,396
Lemons	81,792	55,860
Lime	54,431	44,200
Liquors	187,220	148,010
M ise and Sundries	57,935,000	43,970,880
Molasses	760,680	349,840
Malt	130,906	76,548
Nails	557,973	411,186
Oils	752,950	480,500
Oranges	86,499	53,498
Oakum	87,264	66,024
Oats	787,200	401,685
Oil Cake	1,925	1,375
Onions	31,956	5,533
Pork and Bacon	2,619,734	2,453,740
Potatoes	316,249	137,187
Pimento Pepper, &c	199,410	55,200
Rye	111,846	98,874
Raisins and Figs	91,836	35,137
Rope, Twine, &c	157,164	76,968
Rice	583,686	408,870
Sugar	5,426,098	3,993,645
Seed	207,760	205,683
Salt	633,796	529,557
Shot	66,586	72,696
Starch	51,771	119,516
Sheep	77,721	54,906
Stearine	14,700	24,224
Tea	1,242,600	886,745
Tobacco	7,685,806	7,170,268
Tallow	128,674	175,230
Turpentine	14,700	51,090
Wines	580,986	247,350
Wheat	1,947,498	1,770,434
Wool	211,880	208,746
Whiskey	3,217,160	3,437,088
Yarns, Cotton	144,170	8,040
Oil, Coal	199,008	127,812
Do. Petroleum	134,832	39,463
Lumber	800,000	687,500
Coal	1,280,000	480,000
Shingles	85,000	87,500
Coopers' Stuff, Wood & Stone estimated	750,000	521,000
Tar, Pitch, and Rosin	44,098	17,706
	$144,189,213	$103,292,893

Below we give a statement of the value of exports from Cincinnati during the same periods:

	1863.	1862.
Apples green	$115,942	$52,245
Alcohol	511,136	944,280
Ale, Beer, and Porter	130,315	79,480
Buffalo Robes	43,440	100,940
Beef	231,817	320,013
Bagging	23,688	2,605
Barley	19,229	31,539
Beans	109,501	76,776
Brooms	24,042	13,932
Butter	151,228	66,155
Bran, Shorts, &c	19,281	36,481
Boots and Shoes	785,204	260,211
Crockery Ware, &c	117,700	34,788
Chairs	224,928	86,144
Candles	1,979,340	1,598,980
Corn	398,901	135,504
Corn Meal	30,199	5,214
Cheese	215,517	155 019
Cotton	9,199,600	4,317,600
Coffee	5,203,900	3,528,256
Cooperage	163,916	227,874
Cattle	1,021,079	1,361,086
Cement and Plaster	12,323	7,274
Eggs	28,259	44,051
Flour	2,022,850	1,879,141
Feathers	279,036	294,960
Fish, sundry	122,573	80,515
Fruit, dried	34,619	94,262
Furniture	1,192,012	507,964
Grease	179,312	124,832
Glass	17,844	23,740
Glassware	23,140	25,080
Hemp	841,020	434,160
Hides	1,033,176	608,857
Hardware	300,600	102,760
Hay	194,083	105,834
Hogs	31.407	60,550
Hops	15,220	19,180
Horses	7,240,160	5,783,280
Iron and Steel	1,475,119	1,125,796
Do, Pig	149,040	148,456
Lard	2,985,976	3,035,528
Leather	560 480	548,298
Lime	4,917	3,597
Molasses	391,880	456,944
Malt	204,734	93,789
Nails	314,935	238,824
Oil	2,588,157	1,929,345
Oats	562,283	135,255
Oil Cake	86,240	16,150
Onions	27,852	3,393
Pork and Bacon	7,227,772	5,218,250
Potatoes	111,089	13.882
Rye	20,412	37,774
Rope, Twine, &c	130,490	56,712
Sugar	3,715,440	2,643,930
Seed, Flax	21,938	7,409
Seed, Grass and Clover	92,385	66,948
Soap	243,216	341,061
Salt	293,343	256,712
Starch	138,496	166,875
Sheep	11,862	14,866
Stearine	138,600	99,314
Sundry, Mdse	31,109,100	23,472,840
Do Liquors	1,455,900	744,380
Do Manufactures	232,575	167,005
Spices	19,597	11,407
Tobacco	8,368,940	7,331,890
Tallow	270,720	257,920
Vinegar	46,880	43,228
Wines	62,720	361,836
Wheat	1,356,263	1,112,564
Wool	342,650	264,925
Whiskey	2,495,535	1,906,528
White Lead	84,698	97,231
Castings	353,280	397,442
Total	$102,397,171	$76,449,862

Jeffersonville Railroad.

The work on the extension of the Jeffersonville Railroad to New Albany has been commenced, and is being pushed forward with great vigor. We understand the grade has already been completed from the depot to the State Prison.

Bank Law.--Agency of Presidents.

BANK PRESIDENTS HAVE NO POWER TO CERTIFY THEIR OWN CHECKS SO AS TO BIND THE BANK. THE ADVERSE INTEREST OF A PRESIDENT RENDERS HIM INCOMPETENT TO ACT AS THE BANK'S AGENT.

The plaintiffs, Claflin *et als.*, brought an action against the Farmers and Citizens Bank of Long Island to recover the amount of three checks drawn on the defendant, and alleged to have been certified and accepted by the bank through C. W. Houghton, its president.

The action was tried before a Referee, who reported that the checks were drawn by the respective drawers thereof on the days of their several dates, and severally accepted and certified, indorsed and delivered. That the said checks at the times they were respectively drawn and delivered to the payee therein named, were so accepted and certified by C. W. Houghton, as president of the said bank; and he at the time of such acceptance and certification was the president of the defendant's bank, and as such president authorized by such bank to certify checks drawn upon said bank; said checks were so certified by said Houghton at his business office in the city of New York; but of such fact the plaintiffs when they received the same and paid the money thereupon, had no notice. The said checks were each of them delivered to the payee, who upon receiving them paid to the respective drawers, the full amount of the face of each check. The payees of such checks, on the same day of the respective dates of them, respectively endorsed and transferred the same and each of them to the plaintiffs; and the plaintiffs when they received the said checks respectively paid to the payee thereof the full amount of the face of each check, and that the said plaintiffs so received the said checks in good faith. That on the first day of December, 1854, the plaintiffs presented the checks to the defendants at their bank for payment, and payment thereof was demanded and refused, the whole amount of the checks with interest was $26,224.

The Referee determined, as a matter of law, that the defendants were liable upon the checks, by reason of such certification of them by the president of such bank.

Judgment was entered upon this report of the referee, and an appeal taken therefrom by the Bank to the Supreme Court. The Supreme Court affirmed the judgment, holding the law applicable to the case to be such as determined by the Referee. From the judgment of the Supreme Court. The defendants again appealed to the Court of Appeals of the State of New York. This appellate Court, now decides in favor of the Bank, reversing the judgment below, and holding that a bank check drawn by the president of the bank in his individual name, payable to another person, and certified "good" by the drawer *as president*, renders the acceptance *void* in the hands of the drawer, irrespective of the question whether or not he has funds in the Bank. That as the want of authority in the president as agent, to bind the bank, appears upon the *face of the check*, of course there can be no *bona fide holder* of the check. And it does not alter the case that a general authority to certify checks had been conferred by the bank on the president. The question is one of agency, where the president cannot act as the agent of both parties to the contract; nor as agent in re-

gard to a contract in which he has any interest, or to which he is a party, on the opposite side.

The reasons given by the Supreme Court for sustaining the judgment are embodied in the following portion of an opinion rendered by JUSTICE LEONARD:

"An agent cannot, in general, act so as to bind his principal in matters touching his agency, where he has an adverse interest in himself. There is an exception in the application of this principal in favor of the holders of negotiable paper acquired in good faith before due, for value, without notice of the misconduct of the agent, or the knowledge of such facts as would amount to a want of good faith in the taker of such paper. In the case before us, the interest of Houghton is assumed to be at variance with his duty. His interest was an inducement to him to certify his own checks without funds. It was his duty not to do it. The public however cannot be apprised, from the face of the checks, of the existence of this conflict between interest and duty. The president of the bank may have money there on deposit as well as another man. The money being in bank, the certification of his own check would not be adverse to the duty of the president. As between the bank and its own officer, it is entirely clear that such a certification would create no liability."

"The general authority to certify checks had been conferred by the bank on their president. The identity between the name of the drawer and the president of the bank who certified the check, did not necessarily inform any one, by the mere force of that fact, that the drawer had certified his own check, without funds in the bank. It was possible that he had so done. It was not probable, however; and the usual presumptions of innocence and fair dealing were against the existence of doubts about the conduct of the president of the bank."

"The presumption of bad faith on the part of the plaintiffs does not necessarily arise from the manner of certification. That fact with other circumstances, might have brought the referee or a jury to the conclusion that here was a want of good faith on the part of the plaintiffs in taking the checks; but the certification in the manner mentioned was not conclusive, as evidence, to deprive the plaintiffs of the protection afforded to *bona fide* holders of negotiable paper."

The following is the opinion rendered by the Court of Appeals.

SELDEN J.—The only question in this case which seems to me to require serious consideration, is, whether Mr. Houghton could bind the bank by accepting checks or drafts drawn by himself. It is a well settled rule of the law of agency, to which I apprehend *there is no exception*, that no person can act as the agent of both parties to a contract, although he may himself have no interest on either side; nor can he act as agent in regard to a contract in which he has any interest, or to which he is a party, on the side opposite to his principal. In the present case Mr. Houghton, as the drawer of the checks, was the party with whom the contract of acceptance was primarily made, and stood therefore precisely in those opposite relations which the rule referred to forbids. It is not necessary for the principal in such cases to show that the agent has acted unfairly, or that he himself has sustained any injury. The act of the agent is deemed to be unauthorized, and the contract is void.

It is conceded, in the opinion of the Supreme Court in this case, that as between the bank and Mr. Houghton, the certificate of acceptance of the latter would not be obligatory. But the court supposed that a subsequent *bona fide* holder could nevertheless avail himself of such certificate. The difficulty in the way of this conclusion, however, is, that the want of authority in Mr. Houghton to bind the bank appeared upon the face of the check. There could be no *bona fide* holder of such an instrument. An indorser of commercial paper may it is true, very frequently acquire rights superior to those of the original party; but never so far as I am aware, when he has notice of the defect. If he knows the facts which would render the paper void in the hands of the party from whom he derives title, he cannot recover.

The Supreme Court seems to have supposed that to prevent the plaintiffs from being considered as *bona fide* holders, they must have known that the drawer had no funds in the bank to meet the check. This was clearly an error. The acceptance was void in the hands of the drawer, irrespective of the question whether he had or had not such funds. The double relation in which Mr. Houghton stood alone rendered it void, and of this the plaintiffs were apprised by the check. It could not be necessary that they should have had notice of any other fact in order to defeat their recovery, as the same facts which render commercial paper void in the hands of the original party, will equally avoid it in hands of any subsequent holder having notice of such facts.

It is of no importance that the Referee has found as a fact that the plaintiffs were *bona fide* holders. This finding is opposed by the plain law of the case, and is therefore nugatory.

Judgment of the Supreme Court reversed and a new trial ordered.

New York and New Haven Railroad.

At a special meeting of the directors of this company held on the 24th inst., the following resolution was adopted:

Resolved, That for the sole purpose of settling and compromising the claims against this Company and not admitting any legal liability thereon, this Board is ready to accept the terms proposed in the communication before it, viz.: to issue and exchange o e new Share of its Stock for two of the spurious Shares held by any owner thereof in good faith and without notice or fault, to be received in full settlement thereof and of all claims of every kind connected therewith and for the moneys paid or advanced thereon and for any supposed negligence or breach of duty; and to increase the Capital Stock of the Company not exceeding one million of Dollars for that purpose: provided these terms shall be agreed to, in writing, by the holders and owners of such claims, on or before the 16th day of November next.

Railroad Earnings—Monthly.

The following is a comparative statement of the earnings of the Chicago and Milwaukee Railway for September:

	1862.	1863.
Passengers	$21,609 44	$28,279 62
Freight	8,406 77	13.282 83
Miscellaneous	1,513 09	1,973 40
Total	$31,529 30	$43,535 85
Increase		$12,006 55

The earnings of the European and North American Railway for September, 1862 and 1863, have been as follows:

	1863.	1862.
Passengers	$6,583 57	$4,855 34
Freight	4,521 77	2,554 81
Mails & sundries	1,082 15	1,139 64
Total	$12,187 49	$8,549 79
Increase, 1863		$3,637 70

The earnings of the Galena and Chicago Union Railroad for September, 1863, were $261,565 98
September, 1862 188,369 77
Increase $73,196 21

Corrected earnings for the previous month, $169,793 65.

The earnings of the Rome, Watertown and Ogdensburg Railroad for September, 1862 and 1863, was as follows:

	1862.	1863.
From Passengers	$21,150 57	$41,487 55
" Freight	28,516 31	40,409 42
" Other sources	2,521 37	1,540 73
Total	$55,188 25	$83,437 70
Increase		$28,255 45

The earnings of the Marietta and Cincinnati railroad for September, 1863, were $77,112 00
September, 1862. 46,452 00
Increase $30,660 00

The earnings of the Chicago and Northwestern Railroad for September, 1863, were as follows:

Passengers	$55,405 99
Freight	112,987 60
Mail	2,033 33
Express	1,411 67
Miscellaneous	233 32
Total	$172,071 91
September, 1862.	103,820 32
Increase	$68,251 59

The earnings of the Hudson River Railroad for September, 1863, were $268,100 45
" 1862 212,087 76
Increase $56,012 69

The earnings of the Erie Railway for September, 1863, were $814.828 16
September, 1862 756,420 86
Increase $58,407 30

The earnings of the Norwich and Worcester Railroad in September, 1863, were $51,164 22
Do., 1862 40,319 05
Increase $10,845 17

The earnings of the Housatonic Railroad for September, 1863, were $34,332 49
Do., 1862 25,271 71
Increase $9,060 78

The earnings of the Michigan Central Railroad for September, 1863, were $308,169 00
Do., 1862. 295,956 00
Increase $12,213 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for Sept., 1863, were $153,469 94
Do., 1862 95,969 04
Increase $57,500 90

Total 9 months, 1863 $1,099,866 68
" " 1862 633,932 91
Increase $465,933 77

The earnings of the Cleveland and Pittsburg Railroad for Sept., 1863, are estimated as follows:

From Freight	$120,000 00
" Passengers	71,000 00
" Mails	1,798 00
" Express, etc.	5,469 00
Total	$198,267 00
September, 1862	147,558 00
Increase	$50,709 00

The Chicago and Rock Island Railroad earned in September, 1863 $209,391 00
Do., 1862 136,111 00
Increase $73,280 00

The earnings of the Michigan Southern and Northern Indiana Railroad for September, 1863, were $300,822 00
Do., 1862 276,109 00
Increase $24,713 00

The earnings of the Toledo and Wabash Railway for September, 1863, were $130,700 00
September, 1862 170,380 00
Decrease $39,680 00

The following is a statement of the earnings of the Indianapolis and Cincinnati Railroad for Sept.:

Passengers	$31,551 73
Freight	28,475 56
Mail	925 00
Express	506 20
Total	$61,458 49

The business of the Cleveland and Mahoning Railroad for September was as follows:

	1862.	1863.
Gross earnings	$37,680 93	$63,560 95
Expenses	13,720 45	25,054 91
Net earnings	$23,960 48	$38,506 04
Increase	$14,545 56	

From January 1st to September 30th.

	1862.	1863.
Gross earnings	$269,840 10	$369,472 80
Expenses	114,428 73	151,912 51
Net earnings	$155,411 37	$217,560 29
Increase	$62,148 92	

The earnings of the Chicago and Alton Railroad for September, were:

	1863.	1862.
Passengers	$71,155 40	$47,148 06
Freight	111,071 74	77,228 45
Miscellaneous	6,711 80	3,369 71
Total	$188,938 94	$127,746 22
Increase	$61,192 72	

The Joliet road proportion is included for both years.

The business of the Philadelphia and Reading Railroad Company for the month of September, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal.	$585,313 32	$361,721 53
Do. merchandise.	61,431 75	38,050 01
Do. travel, etc.	67,557 03	49,222 68
	$714,302 10	$448,994 22
Transport'tion, roadway, dumpage, renewal fund, and all charges	268,300 22	178,105 89
Net profit for the m'th	$446,001 88	$270,888 33
Do. previous 9 mos.	1,905,172 01	1,259,081 00
Total net profit for 10 months	$2,351,173 89	$1,529,969 33

The business of the Illinois Central Railroad in September was:

LAND DEPARTMENT.

Acres construction lands sold	11,725.24	for	$130,983 10
Acres interest fund lands sold	3,421.86	"	35,592 86
Acres free land sold	4,937.71	"	57,361 72
Total sales during the month of Sept., 1863	20,084.81	"	$223,926 60
To which add town lot sales			2,916 45
Total of all			$226,853 13
Acres sold since Jan'y 1, 1863	151,153.04	for	$1,637,104 93
Acres sold previously, net sales	1,198,326.00	"	15,139,473 89
Total	1,349,479.04	"	$16,776,578 82
Construction bonds cancelled previous to September 30, 1863			$2,530,000 00
Cash collected in September			119,990 68

TRAFFIC DEPARTMENT.

Receipts from passengers	$185,161 38
" freight	264,499 75
" mails	6,358 33
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in September, 1863	$466,919 46
" " 1862	414,543 36
Receipts from Jan. to Sept. 30, 1863	$3,164,407 81
Do. do. do. 1862	2,303,435 26
Increase	$860,972 55

The earnings of the Cleveland and Toledo Railroad in September, 1863, were $132,130 00
Do., 1862 102,176 00
Increase $29,954 00

The earnings of the Milwaukee and Prairie du Chien Railroad for Sept., 1863, were $155,417 00
September, 1862 109,661 00
Increase $45,756 00

The receipts of the New York and Harlem Railroad for September, 1863, were $124,615 18
September, 1862 99,435 24
Increase $25,179 94

The month of September completes the fiscal year, which shows an increase of $251,414 75 over the previous year.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of September ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From freights	$281,802 51	$195,256 40
" passengers	156,466 18	183,523 87
" express matter.	2,793 75	2,600 00
" mails	7,825 00	7,825 00
" rent of railway.	7,083 34	7,083 34
" miscellaneous	1,350 29	1,237 05
Total	$467,321 07	$397,525 16
Increase	$69,795 91	
Earnings from Jan. 1 to September 30.	$3,676,990 06	$2,608,793 00
Increase for 9 months	$1,068,197 06	

Increase for September, 17.6 per cent.; increase to September 30, 40.9 per cent.

The decrease in the earnings from passengers arises from the fact that those for September, 1862, include charges for transportation of troops, amounting to $83,815 26, while in September, 1863, nothing of this kind is included. The regular passenger business of the Company, in the latter month, has increased $56,758 17 or 57 per cent.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Oct. 16, 1863, was as follows:

Passengers	$24,975 78
Freight and live stock	40,330 72
Mails and sundries	1,720 64
Total	$67,027 14
Corresponding week of 1862	59,766 57
Increase	$7,260 57

The earnings of the Grand Trunk Railway for the week ending October 10, 1863, were:

Passengers	$34,144 34
Freight and live stock	51,061 05
Mails and sundries	2,800 00
Total	$88,005 39
Corresponding week, 1862	84,439 03
Increase	$3,566 36

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of Oct., 1863, were $81,876 00
Do., 1862 76,228 00
Increase $5,648 00

The earnings of the Cleveland and Toledo Railroad for the 3d week of October, 1863, were $32,753 00
Same week, 1862 23,895 00
Increase $8,858 00

The earnings of the Michigan Central Railroad for the 3d week of Oct., 1863, were $88,840 00
Same period, 1862 72,189 00
Increase $16,651 00

The earnings of the Toledo and Wabash Railroad Company for the 2d week of October, 1863, were $31,049 76
Same week, 1862 36,141 75
Decrease $5,091 99

The earnings of the Toledo and Wabash Railroad Company for the 3d week of October, 1863, were $37,013 00
Same week, 1862 38,861 00
Decrease $1,848 00

The earnings of the Chicago and Rock Island Railroad for the 3d week of October, 1863, were $48,887 00
Do., 1862 42,365 00
Increase $6,522 00

The earnings of the Galena and Chicago Union Railroad for the 3d week of October, 1863, were:

Freight	$54,435 81
Passengers	11,384 41
Mails	1,300 00
Total	$67,120 22
Same week, 1862	50,763 48
Increase	$16,356 74

The earnings of the Chicago and Alton Railroad for the 3d week of October, 1863, were:

Passengers	$14,205 07
Freight	30,395 65
Sundries	1,534 23
Total	$46,134 95
Same week last year	37,621 22
Increase	$8,513 73

RAILROAD EARNINGS—MONTHLY.

	Jannary.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,099	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,984	229,789	2,557,224
1863	242,729	204,537	260,269	336,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,558	73,751	64,027	928,641
1861	81,531	75,621	78,361	65,358	75,280	63,761	78,474	136,897	147,154	142,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,696	128,191	1[illegible]9	119,449	115,261	111,955	1,225,091
1863	96,306	107,443	106,816	127,205	140,107	154,017	162,220	167,906	188,939	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,099	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,239	92,853	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,783	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	114,547	117,086	146,268	161,593	138,795	135,595	1,423,439
1863	140,024	130,225	122,514	127,507	144,995	171,766	139,363	151,865	209,391	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,526	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,291	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,559	119,487	107,672	83,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,023	82,690	106,595	120,793	135,050	140,561	104,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,783	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,886	66,573	84,603	94,496	82,467	82,400	889,499
1861	85,239	74,518	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,529	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,398	102,130	132,130	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,995	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,902
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,285	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,954	734,108	714,211	6,214,162
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	855,136	902,506	963,859	8,400,324
1863	835,453	829,734	946,041	938,453	838,867	760,868	724,889	678,999	814,828	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,004	123,907	89,244	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	106,541	210,528	252,108	142,658	94,860	1,462,782
1861	97,253	76,659	101,600	103,795	165,707	162,823	145,389	150,359	200,206	241,326	172,700	122,809	1,720,626
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,049	188,370	265,875	159,580	149,532	1,777,541
1863	132,517	121,161	129,220	136,601	172,343	212,945	143,517	109,794	231,566	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,303	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,922
1861	223,157	205,843	167,560	139,751	150,805	122,683	114,804	13[illegible]299	146,424	175,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,160	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,614	141,894	149,592	139,102	181,612	246,829	245,392	250,742	192,332	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	248,163	225,166	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	184,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,163	3,445,927
1863	267,061	269,198	265,773	267,643	314,166	297,729	331,432	459,256	466,919	------	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,789	35,426	52,570	89,847	147,102	95,816	50,806	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,869	122,863	63,771	1,095,046
1863	75,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,483	134,726	177,879	130,184	67,990	1,153,407
1862	83,963	62,807	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,120	76,132	44,925	68,177	106,967	111,260	71,587	69,352	1[illegible]6,417	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	2[illegible]3,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,084	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	------	------	------	------
Michigan Central:													
1859	101,386	102,950	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,583	193,540	251,423	300,474	196,182	129,022	2,025 142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,843	307,333	242,099	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	206,221	215,449	215,449	308,169	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,458	730,786	523,047	7,154,622
1861	489,065	420,793	627,051	589,683	677,073	558,743	523,[illegible]38	562,076	696,175	927,036	952,960	572,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,[illegible]9	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,005	116,898	114,090	125,817	124,615	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,560
1861	161,106	160,588	191,266	252,154	263,917	270,051	280,987	265,358	234,456	276,209	291,763	278 219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	325,685	361,834	396,771	429,923	505,517	464,809	451,884	574,486	714,[illegible]02	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	202,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,096	352,071	302,790	301 958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,3[illegible]0	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,[illegible]03	404,898	457,321	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,190	125,027	77,599	51,296	926,785
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,404	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,285	47,142	56,038	83,582	106,845	118,578	115,214	168,219	170,380	172,870	147,548	139,529	1,408,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,379	130,700	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,700	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	'857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'69-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	104½
" " " 1850.	700,000	6	J n. & July.	"	1880	104
" " " 1855.	1,128,500	6	J n. & July.	"	1875	105
" " " 1834.	1,000,000	6	Ja. Ap Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	701,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (s. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	795,200	5	"	"	1863	
American Loan	764,000	6	"	New York.	1864	106
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	103
" " $400,000	790,800	6	"	"	1870	104
" " $375,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	104½
" " $2,500,000	867,000	6	"	"	1889	105½
Consolid. Mort. Loan $5,000,000						105½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	112
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	101
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	103½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	40
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	124
" " " inconvertible	3,054,000	8	" "	" "	1883	124
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	90½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	104½
General 1st Mortgage	3,600,000	7	" "	" "	1885	43
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	98½
2d Mortgage	2,000,000	6	" "	" "	1890	77½
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244.200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103½
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	86½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	439 000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,160	7	March & Sept.		1863	75
C. and T Income (convertible)	114,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	18 5	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	112
Columbus and Xenia:						
Dividen (due 1880, '81, '82, '86)	74,900		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289.000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	114
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	710,000	5	Jan & July.	London.	62-'72	95
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	106½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land. 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	111
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	53
Land Security	5,000,000	7	April & Oct.	" "	1881	83
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	49
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	114
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	119
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	133
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,619,500	7	April & Oct.	London.	1875	---
Construction	3,104,000	6	" "	New York.	1875	115
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	---
2d Mortgage	364,000	10	" "	----------	------	110
Income	20,500	---	----------	----------	------	---
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston, Augusta.	1870	----
2d Mortgage	230,000	6†	" "		1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Lee County, 20 years	150,000	8	----------	----------	------	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
Henry and Louisa Company's	50,000	8	----------	----------	------	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44½
2d Land Grant (Western Div.)	358,000	†	" "	"	------	44½
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Farm Mortgage	1,087,700	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	560,000	6	Jan. & July.	New York.	1870	103½
Extension Bonds	175,000	7	May & Nov.	" "	1890	107
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
Mortgage Bonds	289,410	7	Feb. & Aug.	New York.	1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,000,000	7	----------	----------	------	----
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,240,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,480	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	117
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1862	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1870	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	113
2d General Mortgage	2,656,500	7	" "	" "	1877	106½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.	------	103
2d Mortgage	200,000	8	" "	" "	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	10
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oaklocosa Division	500,000	7	----------	" "	------	----
1st Land Grant	2,000,000	7	----------	" "	------	63
2d Land Grant	700,000	---	----------	" "	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,225,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1863	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	----
New Jersey:						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'62 '4'8	----
1st Mortgage Coupon	2,865,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,900	8	----------	----------	1880	----
New York Central:						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	111
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	116
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102½
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103½
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	134
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	104½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	111
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	109
5th Mortgage	1,791,500	7	June & Dec	" "	1888	110
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.	"	1867	103
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	102½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99½
2d Mortgage	3,077,000	7†	" "	" "	1861	25
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	66½
Chattel Mortgage	360,000	10	" "	"	1887	124
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.)						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	7	April & Oct.	" "	1880	----
Construction	4,242,000	7	March & Sept.	" "	1876	17
Income	3,320,000	7	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,263,000	6	" "	" "	----	----
Construction	3,255,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,930,000	6	Jan. & July	Philadelphia.	1880	117½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	107
2d Mortgage Sterling	2,128,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	750,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1860	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106½
" 1861, "	273,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	125
" 1856, "	1,470,000	7	" "	"	1886	102½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	135
Improvement	58,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	111½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	105
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	8	May & Nov.	Chicago.	1865	----
" " "	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'n Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	73
2d Mortgage	937,500	7	" "	"	1863	16
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1868	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	12,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	112
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	105
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93½
" " " (series D)	1,400,000	7	May & Nov	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	90
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	102
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	96
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----	----	----	97
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	84
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	17
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	600,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	103
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	111
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's, endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,653	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	401,545	30,991	—	335,010	109,500	21,632	518,965	30 3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,0 3	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,560,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,977	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,463	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2 087,500	211,574	4,443,894	124 4	229,048	301,402	126,918	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	264,000	102,888	2,350,000	927 000	—	4,063,215	73.0	374,460	747,300	390,299	11	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439 775	*	—	2,000,000	240,000	61,872	2,625 :3	124 0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,599	200,000	11,850	1,031,800	358,050	25,924	1,594,661	62.0	.....	203,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,290	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	88,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H.	4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,520	—	696,527	66.0	156,905	151,731	88,764	5	80
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,648,832	712,493	—	3,000,000	2,000 000	—	5,7 4,362	117 4	518 ×10	1,036,437	454 099	12	128
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	68.4	294,17	393,664	158,927	—	99
								DELAWARE.													
31 Oct. '60	84.3	—	13.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,536	744,520	—	5,024	749,544	5.0	.....	27,258	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,525	—	....
— — '62	59.8	—	5.0	—	—	—	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Geo gia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229 0	879 468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 34	232.0	.....	1,159,188	523,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028 868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770 425	*	—	2,921,900	396,500	19,913	3,822,913	128.8	.....	.....	388,853	13	....
30 Sep. '58	138.0	—	....	—	52	24	705	Western and Atlantic	5,991,497	*	—	built and	own'd by	State.	.....	138.0	.....	882,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,569	*	—	4,244,222	4,100,000	157,877	8 721,057	81.0	976,381	1,225,001	457,794	—	95½
30 Apr. '63	138.0	—	26.0	—	78	46	1,249	Chic., Burlington and Quincy	6,414,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	263.0	1,308,145	2,412,521	1,206,039	8	135½
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,075	2,050,065	45 0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	29.0	36	23	705		Chicago and Northwestern	12,325,8 9	510,983	—	3,731,316	8,3 5,000	225,641	13,147,13	242.0	.....	1 043,054	448,503	—	47½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,669,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,881	1,529,141	513,100	6	112
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,235,000	—	10,551,145	241 7	1 420,341	1,777,741	894,605	6	114
31 May, '62	174.5	5.5	14.3	—	20	21	472	Great Western	2,054,899	*	—	1,600,000	2 391,000	—	.....	180.0	404,700	691,409	287,003	—	65½
31 Dec. '62	464.8	252.6	....	—	112	94	2,335	*Illinois Central*	27,675,871	*	—	16,824,360	15,000,500	—	36,071,030	708.3	2,561,192	3,445,827	1,870,723	4	127
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	*	—	.....	.....	—	.....	—	—	—	—	—	....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	ope.	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	—	.....	—	—	—	—	—	....
— — '62	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000.000	100 0	oper. by	Bur. &	Quincy	—	....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	—	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	0,400 000	.....	—	3,760,000	6,700,000	—	10,400,000	203.0	.....	1,117,693	568,020	—	66⅔
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,030,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	724	—	....	—	19	17	268	Indiana Central	1,667,659	274,081	26,641	611,0 0	1,254,500	15,900	2,102,761	100.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,362	540,043	25,659	1,639,900	1,38 ,234	140,689	3,158,10	10 0	.....	448,858	230,834	9	87
31 Dec. '62	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,580	*	10,000	835,971	991,400	11,036	2,193,339	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	2 8,234	1,015,907	621,000	—	2,175,22	108.0	312,859	527,863	288,156	—	....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,350,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,933,762	132 0	.....	255,974	104,951	—	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74 0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,150	*	215,232	1,440,450	171,000	—	2,238,22	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	782,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '58	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,0 4	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	3,733,757	—	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	—	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	161.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,416	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,700	*	—	548,216	414,000	60,452	1,022,008	11.2	.....	.....	.....	—	....
— — '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,193,000	*	—	2,700,000	4,000,000	15,000	.....	230.0	.....	.....	.....	—	40
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,99	111.8	.....	426,405	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
— — '56	13.6	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13 6	oper. by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	....	}	13	10	230	} Lexington and Frankfort	586,728	52,200	—	514,573	130,000	—	746.068	29.0	215,031	78,385	26,794	2	80
30 Jun. '62	65.1	—	....	}				} Louisville and Frankfort	1,386 229	126,735	6,540	1,101,587	402,519	—	1,455,83	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.9	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	2,295,200	198,785	9,840,067	369 6	374,997	822,498	508,591	—	....
— — '59	18.5	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.5	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
— — —	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	560,000	339,227	4,855,320	80.0	150,204	431,922	223,648	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	200.0	.....	1,242,924	559,434	—	....
1 Aug '60	53.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,980	108,134	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	36.5	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,584	757,381	36.5	76,344	79,761	43,461	—	—
31 May, '62	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,733,857	184,812	2,385,130	137.0	171,593	254,242	74,105	—	6
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '62	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,829	1,213,600	73,912	1,860,674	54.7	oper. by	An.&K.	55,572	—	.....
31 May, '62	51.3	—	.....	—	19	3	108	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	207,484	94,500	6	108
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,762	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,306,788	6	91
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,241	—	44½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	356,565	421,909	136,191	6¾	104
30 Nov. '62	74.3	8.8	51.1	—	34	67	531	Boston and Maine	3,880,350	396,834	496,903	4,076,974	—	86,656	4,774,086	119.3	615,761	835,137	378,123	7	129
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,962,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	136
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,364	8	136
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	105
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	102
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	116¾
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,926	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	232,885	30,275	—	200,000	75,000	11,752	367,182	12 4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,654	44,589	9,653	—	14
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	148
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	282,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,466	531,715	11.5	22,218	64,425	20,484	—	17½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	.....	30.5	...	...	.....	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	40¾
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	152½
30 Nov. '62	45.7	—	2.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	82
								MICHIGAN.													
1 Jun. '62	17.3	—	—	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	138.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	23.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,433	7,999,489	—	14,834,955	329.3	1,443,558	2,946,560	1,674,200	8	128½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	88
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	554,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,467	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	66.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200.000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	84.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	—
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	8,219	1,800,000	1,050,000	—	2,850,000	93.5	.....	208,360	92,712	—	49½
30 Nov. '62	63.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049.738	63.6	263,324	298,056	104,643	—	50
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	84.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	63
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	101
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,423	74,385	7	120
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,396	—	.....
30 Nov. '62	69.2	13.0	12.8	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	73½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,538	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,238	*	3,971,080	5,009,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	177½
31 Dec. '62	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,887,386	*	—	1,000,553	1,087,376	117,098	2,155,024	60.2	.....	144,386	65,128	—	14
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	18	91	Morris and Essex	1,629,204	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583 951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,849	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	—	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	—	90,61*	29,592	—	160
31 Dec. '62	13.5	—	—	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	—
31 Dec. '62	15.0	—	—	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	—
31 Dec. '62	.....	—	—	—	—	—	—	Raritan and Delaware Bay	2 450.417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	.....	—	25
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907.750	24.0	.....	229,880	124.742	6½	110
31 Dec. '62	38.5	—	—	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	80,122	46,322	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending,	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	In Rens. & Sarat.	—	—	—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	657,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,929	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,247	—	—	250,000	220,000	—	498,247	oper	by Tioga.	44,100	—	—	—
30 Sep. '62	5.4	—	6.4	—	—	25	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,226	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,887	—	48
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,623	*	—	346,000	100,000	8,000	600,000	5.3	273,289	30,944	2,769	—	55
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,647	3,688,252	176.0	609,076	823,425	275,485	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	899	Buffalo and State Line	2,277,833	503,576	149,000	1,977,450	949,000	—	2,926,900	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	.....	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,792	*	—	19,973,200	19,831,500	450,665	40,285,365	633.0	4,582,369	7,868,978	2,493,542	—	110
30 Sep. '62	144.0	4.0	115.1	—	65	117	698	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	288,424	13,420,640	148.0	1,162,515	2,637,529	1,289,954	—	1 64
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,492	15,213	2,928,474	100 5	226,011	283,457	109,187	2	47
30 Sep. '62	297.8	258.1	381 8	—	229	231	3,306	New York Central	26,267,149	5,257,077	782 5 0	24,000,000	14,279,5 3	—	41,866,835	654.9	5,386,772	9,356,828	3,749,077	6	136
30 Sep. '62	130.7	2.1	29.0	—	82	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,478	1,164,003	456,498	—	116
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	—	6	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	79 ,3 0	22,000	—	875 744	5.0	779,880	89,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,4 3	176,736	—	0.30
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,540	208,500	16,375	815,161	58.1	75,623	140,634	77, 80	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,2 6	60,845	6	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189 6	309,922	458,512	230,219	4	66
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,884	—	—	300,000	65,000	—	480,884	incl.	in Ren. & Sar.	—	—	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,022	77,585	—	500,000	376,000	6,337	882 337	51 3	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	54,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,491,960	358,033	88,235	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,260,130	1,640,757	103,570	2,944 457	88.6	229,424	280,871	172,787	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,738	62,976	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	803,500	271,097	1,686,508	50.0	247,898	271,158	134,988	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	825,000	180,000	—	462 500	.....	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	754,601	.....	oper. by	the 4	Comp'a	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	89	Utica and Black River	862,089	*	—	811,560	—	—	862,089	3.9	61,344	71,899	6,387	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	223.0	—	....	—	...	...	....	North Carolina	4,256,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
— — '59	97.0	—	....	—	...	...	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,240,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	6	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,972	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	—
31 Dec. '62	118 2	—	....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	1,126	3,376,255	118.2	.....	841,150	234,820	—	25
1 Aug. '61	137.0	—	....	—	41	39	808	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,455	6,810,432	141.0	.....	699,716	230,561	—	—
31 Mar. '63	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,935,788	481,083	91,947	2,155,800	1,354,000	—	3,988,193	198.3	.....	877,404	464,416	10	125
31 Dec. '60	30.0	—	....	60.1	...	...	....	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,114	74,010	5,000,000	510,000	—	6,454 130	191.2	926,928	1,724,917	1,033,837	20	100
31 Dec. '62	67.0	—	....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,045	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	545	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,.97	1,551,628	9 5,925	33	186
30 Nov. '62	101	102.5	....	—	45	30	896	Cleveland and Pittsburg	7,830,000	*	—	3,832,712	4,324,645	94,329	8,251,64	203.5	.....	1,436,317	552,800	—	114
31 May '63	109.	79.4	....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,502	4	120
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	.....	61.5	76,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,700	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,302	oper	r. w. Lit.	Miami.	229,883	15	—
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,747	339,553	4,800	2,452,217	2,904,190	810,424	6,509,826	144.0	414,779	963,705	427,072	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,175	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	83,412	—	—
— — '59	36.0	—	....	84.0	...	...	....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,252	.....	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '62	82.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,26	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	133
1 Feb. '63	182.0	21.0	....	—	37	25	577	Marietta & Cincinnati, re-org.	9,604,648	*	—	9,172,376	289,410	84,133	9,874 894	226.6	31 mos.	1,179,202	329,974	—	—
30 Apr. '62	192.3	—	....	—	48	34	628	Ohio and Mississippi	16,363,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,052	—	14
31 Aug. '58	177 0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,151	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '63	153.9	52.0	....	—	31	28	422	Sandusky, Dayton and Cinc.	3,986,765	595,400	232,179	2,697,090	2,488,825	7,300	5,401,088	205.9	418,328	569,880	116,290	—	—
31 Dec. '62	116.0	9.0	....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82,988	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,978	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	58,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	....	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,241,618	195,590	8,783,373	250.0	1,614,932	1,938,202	950,462	—	64
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,841	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	58.0	—	....	—	...	...	....	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,044,642	317,329	—	1 816,150	1,500	—	1,817,650	24.5	191,545	365,466	210,847	8	77
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,900	*	—	3,350,000	284,000	115,752	3,744,752	146.0	549,045	275,880	.....	—	11
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	55 545	1,381,456	74.5	.....	255,560	166,427	8	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,385	*	—	5,596,200	4,629,000	637,114	10,862 314	202.0	1,107,638	1,506,362	753,465	6	185
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,692	1 3,393	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	2 7.098	347,822	133,496	—	30
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,536	83,822	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	70
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,475	29,799	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570 961	1,166,030	289,153	2,026,144	50.5	150,984	190,04	164,184	—	23
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	206,000	2,662,833	80.0	242,400	907,389	1 9,984	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,863	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	622,927	460,516	8	124
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,571,868	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	126 316	68,801	—	52
31 O t. '62	24 5	105.6	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252 265	130.0	— —	451 918	174 425	8	63
30 Nov. '62	55.6	13.2	8.8	—	18	2	577	North Pennsylvania	5,485,476	403.187	—	3,147,350	3,106,360	280,000	6,447 780	66.1	263 731	397,180	218,980	—	2
31 Dec '62	355.6	55.8	318 0	—	263	157	3,871	Pennsylvania	19,30 .347	3,582,304	—	13,274 100	2,527.400	—	28,321,213	441.4	.....	10,304,291	1,872 216	8	70
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,541,520	236,289	—	1,243,500	438,900	—	1,852,696	24.0	229,946	262,383	129,742	6	61
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,981,000	157 739	12,129,857	190.0	213,574	413,47	180,901	—	32
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,702,390	3,765,774	657,130	11,548,929	12,036,100	94,486	25,528.164	355.0	2,088,10	3,911,830	2,096,775	—	64
31 Oct. '62	81.0	—	0.8	43.0	2	2	17	Phila. and Baltimore Central	902,451	27,519	—	218,400	575,000	175,000	980,000	31.0	53,214	57,416	20,861	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9	—	—	—	—	Philadelphia and Trenton	552,422	51,469	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	77	119	630	Phila., Wilmington and Balt.	6 9 9 924	744,425	3 1,129	5,620,500	2,579,000	—	9,508,496	200.5	582,615	2,250,862	1,080,995	9	69½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville ..	2,026 181	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	84
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,?95	—	89½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna..	1,197,774	*	—	1,269,159	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	432	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,928	159,534	99.000	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,996	—	97,550	396,500	65,826	797,913	29.6	81,934	134,?88	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,974	*	—	683,431	953,?02	8,000	1,644,639	26.4	106,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,900	—	----------	62.0	302,600	311,370	140,707	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,239	—	4.7..17	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	15	9	176	Charlotte and South Carolina.	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia.....	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	841,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	935,743	960,410	108,172	2,057,325	102.0	----------	220,014	98,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina.....	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1860.....	.....	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859.....	39.0	—	1.8	—	12	10	171	East Tennessee and Georgia..	3,637,367	*	—	1,249,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia .	2,310,033	158,264	—	636,654	1,902,000	350,407	----------	130.3	150,142	297,506	149,167	—	----
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston.....	5,866,578	878,069	129,364	3,899,949	2,659,000	269,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio.....	2,259,267	141,144	—	570,000	1,361,000	135,000	----------	----------	----------	----------	----------	—	----
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee ...	1,137,400	*	—	798,285	554,949	315,518	----------	59.4	69,870	177,256	60,029	—	----
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,905	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester.	533,807	56,516	—	144,894	408,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga....	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859.....	.....	—	----	----	—	—	—	Nashville and Northwestern ..	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	—	—	----	Buffalo Bayou, Braz.& Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria.....	1,250,000	----------	----------	275,000	240,000	171,?33	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central ..	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '58	25.0	—	----	110.0	—	—	----	San Antonio & Mexican Gulf.	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '58	28.0	—	----	756.0	—	—	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '62	90.7	—	6.6	19.3	8	12	198	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1.808	----------	90.7	92,639	164,764	78,749	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington.....	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,685	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central.....	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713 418	191,466	—	?70
31 Jan. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	----------	----------	1,378,500	ope	r. by Vt.	Central	----------	4	165
30 Jan. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jan. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '58	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '58	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg.....	2,006,873	122,156	—	1,590,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '58	103.5	—	—	—	8	—	—	Northwestern Virginia.....	5,322,150	*	—	468,605	5,719,228	----------	----------	103.5	345,427	248,004	loss	—	12
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '58	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg...	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '58	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,253,526	*	—	893,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 993	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	98,928	----------	78.6	159,981	279,945	145,395	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg ...	1,222,523	*	—	885,750	204,308	26,855	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River....	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '62	80.0	—	----	—	10	11	161	Seaboard and Roanoke.....	1,469,246	*	1,200	844,200	472,811	52,926	1,629,648	80.0	----------	240,446	121,053	7	----
30 Sep. '62	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	83,948	3,162,754	1,480,592	52,929	4,822,929	195.0	280 968	634,081	359.130	5	47½
31 Jan. '62	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,256	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	200,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '61	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford.....	1,500,000	55,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*.....	7,400,000	*	—	4,940,000	2,460,000	—	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago.....	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon.....	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	82	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	72
— — '57	50.0	—	----	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi.....	3,802,016	*	—	2,705,720	1,417,000	1,080,325	5,892,471	142.0	364,331	344,769	83,839	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,933,000	*	—	11,7?0,000	188 000	—	11,928 000	16.10	----------	236 798	67,652	—	----
31 Dec. '62	49.6	—	----	—	16	17	214	Montreal and Champlain.....	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	?	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
31 Dec. '62	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk (half year)	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	2,198,810	533.990	—	----
31 July, '62	429.6	128.0	----	—	?2	126	1,689	Great Western (half year)....	23,846,480	*	1,250,000	16,750,785	9,120,440	----------	26,104,?2?	357.0	----------	1,221,145	585,885	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley.....	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.).....	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.8	12 0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July,'61	60.0	—	----	—	—	—	—	New Brunswick and Canada.	1,402,748	102,388	—	1,380,000	13,100	136,000	1,729,232	60 0	----------	132,555	86,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
1 Dec. '62	48.7	—	----	—	11	22	120	Panama.....	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	----------	1,743,294	1,013,444	12	183

New York Stock Exchange.

Actual Sale Prices for the week ending October 28.

	Th 22	F.23	Sat.24	M.26	Tu.27	W.28
Buffalo & State Line	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M	----	----	----	----	----	----
California 7s	120½	----	----	----	122	122
Canton Co.	34¾	34	34	34	34½	34½
Central Am. Transit	39	38	37	37	30	32½
Chicago & Alton	81½	81½	82	84	86	85½
" " pref.	92	----	93	----	93½	94
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	129	129½	129	128	128	128½
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	46	45¾	44¾	44¾	46¾	47½
" " pref.	----	----	----	----	----	----
" " 1st M.	----	----	92	92½	92½	93
" " 2d M.	76½	77	----	77½	77	77½
" " S. F.	104½	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	98½	----	----	----	----	----
" " Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Chicago & Rock Isl.	108¾	108¾	108¾	109½	109½	112
" " 1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	160	----	----	----	----	----
Clev. and Pittsburg	108½	107½	108¾	111¾	112	114
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	84	86	----	86	86	86½
Clev. and Toledo	114¾	114½	115½	117½	119	120½
" " S. F. 7 p.c.	----	----	----	----	112	----
Cumberland Coal, pref.	36¾	36¾	35¾	36	36¾	36
Del. & Hudson Canal	171	171	----	171	170	172
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	114	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	109½	110½	110½	110¾	110¾	110¾
" pref.	106½	106½	105	105½	105¾	----
" 1 M. 7 p.c. '67	----	----	112½	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	112	----	112	----	----	111
" 4 M. 7 p.c. '80	----	----	----	108½	----	109
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	113½	113¾	113¾	114¾	115¾	114
" 1M. 7 p.c. '63	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	115	----	----
Hann. & St. Jo. pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	141	140½	141	141½	134½x	136½
" 1M. 7 p.c. '69	----	----	----	----	----	114
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	131	----	130	131	135	133
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	125¾	125	125¾	126	126¾	127
" full stock	----	----	----	----	----	----
" Can. bd. sc.	----	105	----	----	105	----
" bonds	117	----	115	----	----	----
Marietta & Cin 1st pref.	71½	71½	72	----	72	72½
" " 2d "	51½	51½	----	53	53½	----
Michigan Central	125	124¾	124¾	127	126¾	128¾
" S. F. 8 p.c. '82	118	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	87¾	86¾	89¾	88¾	87¾	89
" " guar'd.	148¾	149	149	151	156	155¾
" " 1M. S. F.	----	----	----	114	----	113
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	68¾	----	68¾	69	70¾	72
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	87	----	87	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	36	36¾	38¾	39	39¾	40
" L. G bonds	----	62	----	63	----	63¾
Missouri 6s	67¾	67¾	67¾	68	67¾	----
" 1ss. to H. & St. J. R.	83	84	----	----	----	85
N. J. Central 1st M.	----	----	----	----	----	104
" " 2d M.	----	----	----	----	----	----
New York Central	138¾	138	138	138¾	138¾	138½
" " 7s, 1864	----	----	----	103¾	----	----
" " 7s, S. F. '76	----	----	----	----	----	118
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	111	----
N. York & Harlem	98	95¾	95¾	97	109	115
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '78	----	----	112¾	----	----	112
" " 2M. 7 p.c. '64	----	----	----	----	100	----
" " 3M. 7 p.c. '67	----	----	----	----	102	103
Norwich & Worcester	----	----	----	----	----	----
Ohio & Miss. cer.	33	----	33	33	34	34¾
Pacific mail S.S. Co.	230	230	230	230	230	230
Panama	188	----	----	----	----	----
Penn'a Coal Co.	----	150	151	----	----	----
Phila. and Reading	122¾	122¾	122¾	124¾	125¾	128
Pitts. Ft. W. & Chicago	85¾	85¾	85¾	87¾	88¾	89¾
" " " 1M.	----	----	----	111¾	----	----
" " " 2M.	----	----	----	----	----	----
" " " 3M.	----	87	----	88¾	88¾	88¾
Quicksilver	63¾	68	68	67	66¾	67¾
St. L., Alton & T. H.	65	65¾	----	65¾	65¾	66¾
" " pref.	84	----	83¾	----	83¾	84
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	89	----	----	89¾	----	90
Tennessee 6s, 1890	----	62¾	----	----	63¾	----
Toledo & Wabash	65	----	----	----	----	64
" " Pref.	85	85¾	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	104	----	----	----	104	104
" " 2M.	----	----	----	96	96	93
" " Int. b'ds.	----	----	----	----	97	----
Virginia 6s	58	57	----	58	56	----

New York Stock Exchange.

Actual Sale Prices for the week ending October 28.

	Th.22	F.23	Sat.24	M.26	Tu.27	W.28
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	97
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	100½	----	100	100½	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	108	----	----	----	----	----
U. S. 6s, 1881, coup.	110	110½	110½	110¾	110¾	----
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	102¼	----	----	102¼	102¼	----
U. S. 6s, " new	99¾	99¾	----	99¾	----	99¾
U. S. 6s, 5-20s, coupon	----	----	104	----	----	----
U. S 6s, " reg.	----	----	----	----	----	----
7.30 Notes, Feb. & Aug.	107¼	107¼	107¼	108	108	107
" " Apl & Oct.	----	----	107¼	107¼	107¾	----
American Gold	142¾	155¾	146¾	149¾	146	145¾

Philadelphia Stock Exchange.

Actual Sales Prices for the week ending October 27.

	W. 21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.
Beaver Meadow	77	----	----	----	----	77¾
Cattawissa	8¾	9	9	10	11¾	11
" preferred	27¾	27¾	28¾	32¾	33	32¾
Camden & Amboy	----	----	----	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	104¾
" " 6s, '89	----	----	105¾	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	40	----
Elmira & W'msport	38	----	----	----	39	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	111	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	58¾	59	59	----	----	61¾
" " 6s	----	----	----	----	----	107
" " scrip	50	50¾	51	51	50¾	50¾
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	49¾	49	49¾	52¾	53¾	52¾
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	47¾	47¾	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	62¾	62¾	62¾	63
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '75	----	----	----	----	----	106
North Pennsylvania	22¾	22¾	22¾	23	24¾	26¾
" " 6s	----	----	96¾	96¾	96¾	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	69	69	70	70	70	70¾
" 1st m.	111¾	111¾	111¾	----	----	----
" 2d m.	106¾	----	----	----	107	----
Penn. State, 5s	100¾	100	100	100	----	101
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	108	----	----	----
Philadelphia City, 6s	----	103	103	103	103	----
" " new	109	109	108¾	----	109	109
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	61¾	61¾	61	61¾	62¾	62¾
" " 6s, '86	----	122¾	----	----	----	125
" " 6s, '70	----	----	106¾	----	----	----
Philadelphia & Erie	28¾	----	28¾	29¾	30	32
" " 6s, 104	----	----	----	104¾	104¾	104¾
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	15	----	----	16¾	17¾	18¾
" " pref.	29¾	29¾	30¾	33	33¾	34¾
" " 6s '82	----	----	90¾	91¾	92¾	----
" " 6s '76	93	----	----	----	----	93¾
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	112	----	----	----	112
Susq. Canal	15	----	15¾	16¾	17¾	18¾
" " 6s '78	63¾	63¾	64	----	65	66¾
" " scrip	----	----	----	----	----	----
Union Canal, pref.	4¾	4¾	----	4¾	4¾	6¾
" " 6s '83	28¾	27¾	27¾	28	29¾	29¾
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Canal	----	----	82	----	----	----
Arch street, (Horse)	25¾	25¾	25¾	25¾	26¾	26¾
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	15	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending October 26.

	Tu 20.	W.21.	Th.22.	F.23.	Sat.24.	M 26.
Baltimore City 6s, 1875	107	----	----	----	----	107
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	109	109	109	109	109
Balt. and Ohio	90	90¼	----	----	93	93
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	103¾	----	103¾	----	----	----
Northern Central	----	----	----	----	----	44¼
" " b'ds, '85	102¾	----	102¾	----	----	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending October 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
Boston and Lowell	104	----	----	----	----	----
Boston and Maine	128	----	128	----	129	----
Boston and Providence	----	----	----	136	----	----
Boston and Worcest.	----	----	136	----	136	----
Cheshire, pref.	49¾	49¾	49¾	----	----	49¾
Concord	----	----	----	----	----	63
Connecticut River	105	----	----	----	----	----
Eastern, Mass.	101¾	102¾	102¾	----	----	102
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	117	116¾	----	----	116¾	116¾
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	124	----	----	----	126	----
Northern, N. H.	----	----	----	----	73¾	73¾
Old Colony and Fall R.	148¾	----	----	----	----	148
Ph., Wil. & Baltimore	68¾	68¾	----	68	68¾	68¾
Portl'd, Saco & Ports.	108	----	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	40¼	40¾	40¾	40¾	40¾	----
Western	----	----	----	152	152	152¾
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	123¾	124	----	----	124¼	123¾
Metropolitan "	----	80	----	----	----	----
Middlesex "	108	----	108¾	108¾	----	108
Central Mining Co.	57	56¾	56	----	57	57
Franklin "	53	----	----	53¾	----	52
Isle Royale "	----	----	----	----	----	24
National "	----	33	----	----	32¾	----
Minnesota "	----	83	----	----	84	----
Pewabic "	64	64	64	64¾	64	----
Pittsburg "	----	80	----	----	----	----
Quincy "	88	88¾	----	----	88¾	88¾
Rockland "	18¾	19	18¾	19	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 14th October:

Maryland 6s	73	to	76
United States 6s, 1881	70	"	75
Do. 5s, 1874	60	"	65
Virginia State 5s	43	"	46
Do. 6 per cent.	37	"	40
Atlantic and Great Western, N. Y. sec., 1st mort., 1860, 7 per cent.	75	"	77
Do., Pennsylvan a do. do.	74	"	76
Erie shares, $100 (all paid)	67	"	69
Do., 7s, preference	68	"	68
Do., 7s, 1st mort., 1867	70	"	75
Do., 7s, 2d mort., 1859	70	"	75
Do., 7s, 3d mort., 1883	68	"	72
Do., 7s, 4th mort.	65	"	70
Do., 7s, 5th mort.	68	"	72
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	74	"	76
Do. do. $100 shares, $90 paid, dis.	18¼	"	17¾
Do. do. $100 shares, all paid	72	"	73
Marietta and Cincinnati Railroad Bonds	70	"	72
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82. x. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	68	"	72
Do. do. do. $100 shares	----	"	----
New York Central 6s, S. F., 1883	68	"	72
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	80	"	84
Do. do. 7s, Convertible, 1876	83	"	88
Do. do. $100 shares	83	"	87
Panama, 1st mortgage 7s, 1885	101	"	103
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	70	"	73
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	40	"	45
Philadelphia and Reading, $50 shares	35	"	40

American Railroad Journal.

Saturday, October 31, 1863.

Stock Exchange and Money Market.

Our financial barometer is gold, but it is not uniformly reliable. It indicates the condition of our foreign trade somewhat more accurately than it does the condition of our domestic values. Gold may go up or down without effecting the prices of a large number of articles of necessity, which are the staples of our country, while it influences the prices of others which are the subjects of exportation. Gold is the standard of values in the world's markets, and if we trade with other countries and buy largely, we must send gold if they will take nothing else.

It is a curious fact that while we feel every rise in the prices of our imported supplies, we care little about it in various other departments of traffic. It is also worthy of note that a rise of gold is rather liked in the agricultural regions of the West. Our readers will observe that we have

given in another column a very full report of the trade and commerce of Cincinnati for the last year; but when compiling it, we were struck with the circumstance, that in that city a rise in gold has been hailed with satisfaction, since it enabled the shippers of flour to get more for that commodity, than when the equality of paper and gold was greater. It is said that Mr. Chase is aware of this fact, and has therefore refused to ease the gold market by any disposition of his surplus deposits, though urged to do so by very sagacious parties. It is certainly well if we can turn this condition of our currency to account.

But it must also be remembered that while the agricultural and commercial interests of the West may so far be benefitted by a rise in gold, yet they suffer in return when they come into the Atlantic markets to purchase imported goods, for the importer is sure to make himself whole by an increase of price. It is said that partial evils are universal good, and that all nature's difference makes all nature's peace. We certainly rejoice that there are compensating principles at work in all human transactions. We should prefer for ourselves that the price of gold should fall to a just medium. Twenty-five per cent. premium is as much as the commodity is really worth at the present moment, and all above that, is what is forced by partial causes, temporary necessities, speculation and rumor. It has fallen since the beginning of the week 4 per cent., and is certain to fall still further if our army, naval or military meet with expected success. All this time quite irrespective of its movements, Governments are firm as a rock. Railway securities are active and improving, and some have advanced quite rapidly from their previous quotations. Railway enterprises are again becoming numerous, and new companies properly organized and managed may expect to find favor with the public. Among the latest projects is one proposed by parties connected with the Rock Island, to loan $114,000, recently obtained by the company from a sale of stock, and $300,000 more, to the Mississippi and Missouri Railroad for the purpose of completing it to the Missouri river, so as to form a connection with the Union Pacific now about to be organized for active operations. The Pacific Eastern division is at the same time pressing onwards to the 100th parallel. Some of the old contractors on this road, when under its first organization, have recently taken hold of it, and are advertising for a large number of laborers. The work is progressing rapidly, and for many miles the track is ready for the iron. The Erie Directors are considering the propriety of converting the 4th and 5th mortgage bonds of the company into stock equal to the issue of 10,000 new shares. As these would sell for from 8 to 10 per cent. premium, it is probable there will be no great objection on the part of the holders of the bonds.

The Treasury continues to be in a sound condition. The conversions into 5-20's are still on a large scale, and show conclusively that the tendency of the present issues of paper, is towards investment in these favorite securities. We imagine if the war should close suddenly, (and there is no telling how soon that event may take place, for the symptoms are very marked,) that nearly the whole of the Treasury issues would be absorbed in the Government stocks, and the currency would thenceforward be almost exclusively that of the National Banks. We are at liberty to state that some of the best banks in Boston have in contemplation the winding up of their business. And the reasons for it were given us recently by the President of one of the leading institutions of that city. It is the holder of $900,000 of Government securities. The reasons given are, that there is little commercial paper to be had, for the long credit system is going out of date. The City Banks have no valuable circulation, depositors will hereafter prefer holding the Treasury legal tender interest paying notes, to leaving their funds in the banks without interest, and as six per cent. dividends are as much as careful capitalists can expect with perfect security, the best thing to be done is for the greater part of the present institutions to wind up, and for their present stockholders to bank with the Treasury at once. In Boston there are upwards of forty-five banks, and fourteen or fifteen would be sufficient for all purposes. This statement struck us with force. Certainly if the existing banks wish to have any future circulation, they will have to re-organize under the National law.

The exports of produce from this port for the week ending October 26th, are larger than they have been for any one week in the last four months, confirming the suggestions we have already made in this article. Exclusive of specie they have been for the week, $4,166,179; previously reported, $139,276,601—making a total since Jan. 1, of $143,442,780, against $124,045,068 in the corresponding period of 1862; and $108,955,531 in 1861.

The balance in the Sub-Treasury on Tuesday last was $37,398,349 52. On the 1st of November about six millions of gold are to be disbursed, a much larger sum than can be used to any advantage by commercial houses in their business.

Money is to be had according to the character of the borrowers, from 4 to 7 per cent., and is considered easy.

The New York and New Haven Railroad Company have declared a dividend of $3 per share, free of Government tax, payable on Nov. 2.

The Manchester and Lawrence Railroad Company have declared a dividend of $4 per share, payable Nov. 2, to holders of Oct. 22.

The Cleveland and Mahoning Railroad Company have declared a dividend of four per cent., free of Government tax, payable at the office of the company, Nov. 10.

The coupons due November 1, on the Chicago and Alton Railroad Company, sinking fund bonds will be paid by Messrs. G. S. Robbins & Son, at their office in William street, on presentation.

Coupons from the first mortgage bonds of the Chicago and Milwaukee Railroad Company, due Nov. 1, will be paid at the office of Schuchardt & Gebhard, 21 Nassau street.

Coupons from 300 first mortgage bonds of the Scioto and Hocking Valley Railroad Company, signed John McDowell, Secretary, due 1st of November, 1863, will be paid, less tax, on and after November 2, by Bank of Commerce, in New York.

The Farmers' Loan and Trust Company will pay the coupons of the Evansville and Crawfordsville Railroad, due November 1.

The outstanding matured bonds of the Cleveland and Toledo, and Toledo, Norwalk and Cleveland Railroad Companies, will be paid on presentation at Vermilye & Co.'s, No. 44 Wall street.

Messrs. Schuchardt & Gebhard, 21 Nassau street, offer for sale bonds of the Atlantic and Great Western, Sacramento Valley, and Chicago and Milwaukee Railway Companies.

The Harlem Railroad will pay the coupons on its first mortgage bonds on and after November 2, at its office.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Michigan War Loan, 104; Indiana War Loan, 99; Illinois War Loan, 102⅛; Tennessee 6s, 1868, 60; Ohio 6s, 1881, 108¾: North Carolina 6s, 59@60; Hudson River R. R., scrip, 98; Rome and Watertown, 96; Peninsula R. R., 1st mort., 80; Racine and Mississippi 2d mort., 8s, 35; Sixth Avenue R. R., 185; Mariposa Mining Co., 52@48; do., 1st mort., 105; Quartz Hill Mining Co., 20½; Am. Coal Co., 67; Metropolitan Coal Co., 135; Manhattan Gas Stock, 272; do., scrip, 239; Citizens Gas, Brooklyn, 128; Brooklyn Water Loan, 111; Phoenix Bank, 110; Ocean Bank, 96; Manuf. and Mechanics Bank, 100⅛; Hanover Bank, 101; Bank of America, 127; Bank of Commerce, 107; Am. Ex. Bank, 109; Continental Bank, 98½; Bank of the Commonwealth, 102; Merchants Exchange Bank, 99; North River Bank, 108; Bank of the Republic, 106; Grocers Bank, 111.

Philadelphia.—Chester Valley, 1½; Camden and Atlantic, 14; do.. pref., 27; Huntington and Broad Top, pref., 30; Long Island R. R. 7s, 107; Phila., Wil. & Balt., 69½; North Penn. mort. scrip, 91; Elmira and Williamsport chattle, 5s, 79½; Girard College, (horse) R. R., 27¾; West Philadelphia, 68⅛; 5th and 6th street 56½; 13th and 15th streets, 36; 17th and 19th streets, 12½; Allegheny Co. 6s, 87½; Wyoming Canal 6s, 101½; East Brandywine 7s, 70; Union Canal, 2¼; New Creek, 1; Cherry Run Petroleum, 9¾; Hazleton Coal, 67½; City 5s, 94; Mechanics Bank, 28; Farmers and Mechanics Bank, 58@60; Bank of North America, 150. The latest quotations are: City 6s, 103@104; do., new, 108⅞@109; State 5s, 100@100¼; Reading, 63@63⅛; do., 6s, 1843–'80, 109@110; do., 1870, 106; do., 1886, 125@125¼; Camden and Amboy, 177½@178; Pennsylvania R. R. 70@70½; do., 1st mort., 111½@112; do., 2d mort., 106@108; Little Schuylkill R. R., 52¼@52½; Morris Canal, 69½@71; do., pref., 135; Susquehanna Canal, 16¾@18; do., 6s, 65¾@66⅛; Sch. Nav., 18½@19; do., pref., 33⅝@33¼; do., 6s, 1882, 92@92½; Union Canal bonds, 29@29½; Delaware Div. Canal, 39⅞@40¼; do., bonds, 103; Elmira and Williamsport, 37@39; do., pref., 54½@55½; do., 7s, 1873, 110½111⅛; Beaver Meadow, 77½@78; Harrisburg, 70; Long Island R. R., 48; Lehigh Coal and Navigation, 61@61¼; do., scrip, 50@50½; North Pennsylvania, 26⅜@26½; do., 6s, 96@96¾; do., 10s, 124; Philadelphia and Erie, 30@31½; do., 6s, 104½@105; Minehill, 63@63¼; Catawissa, 10¾@11; do., pref., 30⅞@31⅛; Lehigh Valley, 82½; do., bonds, 110@112; Frankfort and Southwark (horse,) 56@57; Second and Third, 84; Race and Vine, 10½; West Philadelphia, 68; Spruce and Pine, 14¾@15; Green and Coates, 46

@47½; Chestnut and Walnut, 55@59; Arch, 26½@27; Thirteenth and Fifteenth, 35@35½; Seventeenth and Nineteenth, 12@12¼; Girard College, 27@27¾; Tenth and Eleventh, 45; Philadelphia, Germantown and Norristown, 60½.

Boston.—New York and Boston Air Line, 18@20; do., 6s, 56@60; Southern Midland bonds, 105; Northern (Ogdensburg), 1st mort., 99⅞; do., 2d mort., 25; Rutland and Burlington 1st mort., 73; do., 3d mort., 3; Vermont Central 1st mort., 84; do., 2d mort., 17@20; South Shore, 17¾; Western R. R. 6s, 1875, 108; Mad River and Lake Erie R. R. 7s, 1875, 27½; Vermont and Massachusetts R. R. 6s, 1865, 100; Massachusetts State 6s, 1875–'76, 121; New Hampshire 6s, 1874, 107¼; do., 1871, 106¾; Vermont 6s, 1871, 106; Boston City 5s, 1885, 113; Bath 6s, 1891, 106¼; do., 1870, 105¼; St. Louis 6s, 1887, 90; Portland 6s, 1871, 106⅛; do., 1878, 106⅝; Chicago 7s, 1881, 111; do., sewerage, 112¾@115; Bangor 6s, 1865, 100; Albany 6s, 1865, 100; Augusta 6s, 1870, 105½; Hallowell 6s, 1876, 105¼; Boston, Newport and New York Steamboat Co., 1,112½@1,115; Chelsea, horse, 50; West Cambridge, do., 47; Washington Mills, 195; Sandwich Glass Co., 103; Boston Water Power Co., 41¼; Cary Imp. Co., 10⅝; Union Steamship Co., 151; East Boston Co., 14; Bank of Commerce, 101@102; Elliot Bank, 102¼; Mt. Vernon Bank, 98¾; Hide and Leather Bank, 105¼; Howard Bank, 100¾; Bank of Republic, 98; Merchants' Bank, 97; National Bank, 93; North Bank, 97; Acton Mining Co., 4; Albany and Boston, 15; Algomah, 3½; Aztec, 5; Black River, 60c.; Bay State, 16½; Bedford, 45c.; Chaudere, 50c.; Copper Falls, 30½; Columbian, 7; Canada, 1⅛; Dacotah, 5½; Dana, 5½; Dudley, 4⅞; Eagle River, 9¼; Everett, 5; Great Western, 4⅞; Hanover, 5½; Huron, 34; Humboldt, 7; Highland, 6; Hamilton, 5¼; Hancock, 15⅞; Mandan, 3⅝; Manhattan, 6; Mesnard, 14; Madison, 7; North Cliff, 7; Norwich, 6; Naumkeag, 8½; New England, 3⅜; Native, 5; Ottawa, 50c.; Phœnix, 26½; Pontiac, 8¼; Superior, 12⅜; Star, 8; South Side, 6½; St. Mary's, 11¼; Toltec, 4¾; Tremont, 4¼; Winthrop, 7½; Flint Steel, 6; Union Lead, 50c.

Baltimore.—City Passenger R. R., 19; Western Maryland bonds, 81¾; N. W. Va. 3d mort., 100; Springfield Mining Co., 2.16; Santa Clara, 9; Georges Creek, 9¼; Citizens Bank, 10¾; Franklin Bank, 11¼. The latest quotations are: Balt. and Ohio, 94@95; do., 6s, 1867, 103; do., 1875, 105; do., 1880, 105; do., 1885, 104½@105; Northern Central, 44⅜@44½; do., bonds, 1885, 102¾@103; N. W. Va., 12; do., 1st mort., 104¼@108; do., 2d mort., 102; do., 3d mort., 26; do., do., guar., 100@103; Central Ohio 2d mort., 103¾; do., 4th mort., 40@50; do., income 1857–'60, 22@30; Western Md. bonds, 82@83; do., guar., 107; Maryland 6s, coupon, 1870, 112@113¼; do., Ins., 110½; do., 1890, 112; Baltimore 6s, 1870, 107; do., 1875, 106@107; do., 1886, 106½107; do., 1890, 109@110; do., coupon, 108@109¼; do., 5s, 1838–'70, 100; City Passenger R. R., 18@19.

British Railways.

It appears that at the recent session of parliament, railway acts were passed which authorized the construction of 790⅜ miles of roads, with capitals amounting to £17,062,000, and power to make loans to the extent of £5,711,540. The number of companies incorporated is one hundred and twenty.

McGregor Western Railroad.

As the railroad that is being built west from McGregor will be an important connection with the Prairie du Chien Railway, it will be interesting to learn, that the track is walking westward at the rate of half a mile per day, and nothing but the most unfavorable weather through the season can prevent its construction as far as Monona, by the 1st of January at farthest. Iron for thirty miles of track is now on hand, with all necessary rolling stock to push on the work.

It is the intention of the company to use one track to Postville, and then iron the line northwest to the State line, while the other line via Clermont, West Union, &c., &c., will be the main western line from McGregor.

Krupp's Patent Steel Tires.

A lot of these tires discharging from the "Bremen" Steamer foot of Chambers street, have been the subject of much curiosity. They were destined for the Camden and Amboy, New Haven, Naugatuck and other roads. We noticed in the *Evening Post* a few days since a statement that Krupp's piston-rods, had come into universal use in Great Britain, so that his celebrated manufactures are getting all the reputation they deserve.

Messrs. Thos. Prosser & Son, are the agents in New York. A good indestructible tire and axle are essential to the safety of railway passengers, and no railway management is justifiable in using inferior articles.

Through Trains from N. Y. to Washington.

By the 20th of November the arrangement for running through trains between New York and Washington will be completed. The Philadelphia and Trenton Railroad Company have had a number of cars constructed with wheels that will suit the gauge of the Philadelphia, Wilmington and Baltimore Railroad Company, and on and after the 20th, the passengers from New York for Washington will be conveyed through without change of cars or baggage. The trains will leave the Trenton road, near Lehigh avenue, and pass over the Reading Railroad and cross the Falls of Schuylkill bridge, and thence to the foot of the old inclined plane at the Columbia bridge, at which point the train will follow the west bank of the Schuylkill on the Junction Railroad to the West Philadelphia water works and there connect with the Pennsylvania Railroad and cross the Schuylkill again over the new bridge, near the Arsenal, so as to get upon the Baltimore road. This route will be used until the Junction road is completed, and the new route for the Trenton road to connect with it is ready for use.

Boston and Maine Railroad.

Business has so increased on this road as to render it necessary to make extensive alterations at the station in this city. A new freight house upwards of one hundred feet in length, has just been completed, to take the place of the old one which has been torn down; additional tracks have been laid for the accommodation of freight trains, and the grounds have been nicely graded about the premises. A new engine house is being constructed, and a large turn table placed inside the structure. The accommodating spirited manifested by the President and all the officers of this road makes friends of those doing business with them. They will probably lay a track to the river next Spring.—*Newburyport Herald.*

Central New Jersey Railroad.

When the progressing extension of this road to Jersey City is completed, the length of the main road from the Delaware river at Phillipsburg to the Hudson River, in the Harbor of New York, will be seventy-two and a half miles. The extension, which comprises about eleven miles of new road, includes a pivot bridge across the channel in Newark Bay, with extensive piling between the channel and the shores; also much piling from the mainland south of the Morris Canal at Jersey City, out into deep water, where extensive shipping piers will be erected. The work is costly, but it will be done in a permanent manner; and when completed, the Central New Jersey Railroad will possess facilities and docks in the bay of New York, amidst the shipping of the port and near the business of the city. These advantages will increase alike the importance, the facilities, and the earnings of the Central Railroad of New Jersey, which is the shortest fuel route to this city, and a commercial line of fast-growing consequence and magnitude.

Coal Mining Machines.

They are beginning to dig coal by machinery in England. Compressed air would seem to be the motive power from the following description of the engine used in the West Ardley Colliery:—

"The steam engine works an 18-inch air pump, at a pressure of about fifty pounds to the square inch. The air is conducted down the shaft in 4 inch pipes, and thence about eight hundred yards to the workings in gap-piping, and connected by 1 inch India rubber piping to the machine, which travels on rails.

"It is propelled a little by a hand wheel after every blow given by its pick, and generally it passes three times over the face of the coal-seam, on each occasion armed with a longer pick; the first cut being about 18 to 20 inches, the second 9 to 11 inches, and the third 6 to 8 inches; the depth aimed at being about a yard. The actual quantity of work done in six consecutive days of eight hours each by one man and two boys with the machine was 618½ yards, or about 800 tons of coal. A man will average 7½ yards per day, so that if the machine were worked by shifts of eight hours, three men and six boys would do the work of forty men. The machine also effects a saving of good coal from destruction equal to an average of ninepence per ton."

Several attempts have been made in this country to contrive machines to take the place of miners, or to lighten their labor; but, so far as we know, without success.

Stamps, Real Estate and Taxes.

The commissioner concludes a long opinion on stamp duties, in answer to many inquiries as to construction, as follows. We quote a portion of it:

In commercial transactions, notes, checks, and drafts are often transmitted by mail in payment of dues. If such evidences of indebtedness are to be deemed void when unstamped by the debtor, and to be incapable of being validated on receipt by the creditor, the most meritorious party to an instrument would be to punish for the carelessness or bad faith of the other, and be relieved from an obligation which he once voluntarily assumed. The grievance arising from such an interpretation of the will of Congress would be intolerable. It would render the law odious, without advantage to the revenue. Rather than adopt it, I should hold that the maker of an instrument, by duly executing it, gives authority to the person for whose use it is made to affix and cancel the stamp. The time when an instrument is used may become a question for the courts to determine. I do not see how it can come before the commissioner. It may be suggested, however,

that if a note or check is to be considered as used when delivered, it does not follow that it cannot be stamped by the promissee or grantee. The delivery is not the act of one party. An acceptance by the other is necessary to its completion, and for this, after an examination of the instrument tendered, sufficient time for a discreet determination of any question affecting it is necessary to be allowed. The grantee may refuse to accept an unstamped deed placed in his hands by the grantor on discovering the defect, or he may signify his acceptance by affixing the stamp. The acceptance, to be binding, must be an absolute assent of the mind, which is not to be inferred from a mere possession, without the means of knowing the contents, or from possession for a time insufficient for the detection of blemishes. An acceptance may be in a qualified degree; as, for instance, subject to the right to affix the proper stamp, which, if promptly done, will suffice. There are no fractions of a day in law, and I see no reason why a grantee may not perform such an act at any hour within the day of delivery, and thus save his deed. I have no doubt that holders of real estate may sleep soundly on titles, the evidences of which are stamped by themselves at the time of delivery, and that the time of delivery is capable of such reasonable extension in law as is sufficient for the intelligent performance of the act where proper diligence is used.

The Atlantic Telegraph.

It is confidently expected that in July next a renewed attempt will be made to lay a telegraph cable across the Atlantic. The directors of the Atlantic Telegraph Company have succeeded, after very great exertions, in obtaining a subscription list of about £300,000 towards the new capital required to make and lay the cable. Having obtained this sum, the directors referred to a scientific committee, consisting of Captain Galton, Mr. William Fairbairn, Mr. Whitworth, Professor Wheatstone, and Professor Thomson, the various plans for the construction of the cable, which had been sent in by different makers. The result of the reference was that the committee made a preliminary report, and recommended the directors to accept the tender of Messrs. Glass and Elliott. This recommendation, however, applied only to the copper or the conducting wire, and the covering of gutta percha, the committee declining to give any opinion as to the external coating until they had made a number of experiments to enable them to decide upon the best form to be adopted. There are seven copper wires formed into one strand to form the conductor. Every portion of the wire is to be carefully tested for "conductivity," and this testing is now going on at the works of Messrs. Glass and Elliott, under the superintendence of an electrician appointed to represent the company. Some surprise has been expressed that the committee should have recommended the use of gutta percha instead of the more complete insulating material India-rubber. The committee, however, state in their report that in a matter of so much importance, and in a work of such magnitude as the Atlantic telegraph, it would not be advisable to make anything like an experiment, but that the proper course would be to follow the practice hitherto adopted. Without expressing any opinion as to the relative merits of India-rubber and gutta percha, they adopt the latter material simply on the ground that it has been used and tried on former occasions. The experiments which were made by the government committee some time since proved, in the most conclusive manner, that India-rubber was a much better insulator than its rival, and it is matter of regret that this substance has not yet been more extensively adopted. At present the supply of gutta percha is a complete monopoly, and we are informed that the small body of capitalists who import or purchase all that comes into this country, finding that the material of which they had large quantities in store would be required for the Atlantic cable, had raised the price more than fifty per cent. The monopolists, however, finally consented to some modification of their terms; but, as it is, the cost of the core of the cable alone, the copper wire and its thin covering of gutta percha, will cost about £120 per mile. If the electricians and engineers would for once leave the beaten path and try the more serviceable and not more expensive India-rubber, they would establish a competition which would be most wholesome and valuable to the cause of electric telegraphy.

The entire cost of making and laying the cable has been estimated at £600,000, and of that sum—the subscribed capital of the company being only £300,000—the contractors take upon themselves, in round numbers, one-half. Their interest is therefore identical with and equal to that of the general body of shareholders. The risk which they undertake is a very serious one, and it is only by the complete success of the undertaking that any profit can be realized. On the laying of the cable and transmission of the first message the contractors will receive one instalment, and one each month until the expiration of the first year of the actual and continued working of the telegraph; they will also receive further instalments, until the whole of the contract price has been paid to them. The experiments which have been made lead to the belief that the rate of transmission through the cable when laid will be at the rate of eight words a minute. The tariff will probably be five shillings a word, so that a very large return of profit may be looked for, if only the line continues to work. The government of the United States gives a minimum subsidy of $75,000 a year, and our own government £20,000 a year to the company so long as the line continues to work, to go in payment of the messages sent by the respective governments. The two governments also give a joint guarantee of eight per cent. on the capital expended while the line is at work. As to the laying of the cable nothing has of course yet been decided; but if the Great Eastern should be delivered from her present financial troubles, and be again made fit for sea, it might be very usefully employed for carrying and laying the Atlantic telegraph.—*London Observer, Oct. 3.*

☞ The Troy and Cohoes Railroad has been opened for public travel.

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ATLANTIC & GREAT WESTERN 7 per cent First Mortgage Bonds (Ohio section), due 1876.
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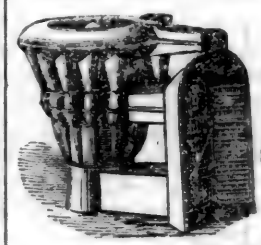
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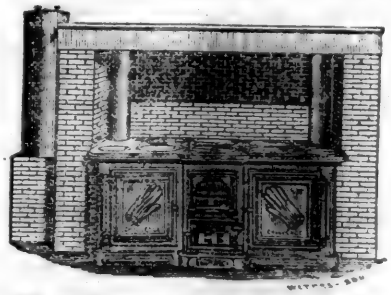
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And all IRON WORK requiring a PERFECTLY PURE GLOSSY BLACK, exposed to weather and fire.

It has been in general use in England for the last ten years, for the protection of Vessels' Bottoms from the water and the worm, for which it is particularly well adapted. For sale by the barrel or gallon.

SAMUEL REYNOLDS,

PROPRIETOR,

Depot, 279 Third Avenue, New York.

All Orders promptly attended to. Best City References given.

PROPOSALS FOR $500,000

Volunteer Soldiers' Family Aid Fund Bonds,

No. SEVEN.

SEALED Proposals will be received at the Comptroller's office, until Saturday, Oct. 31, 1863, at 2 o'clock P. M., when the same will be publicly opened, for the purchase, at not less than their par value, of the whole or any part of the sum of five hundred thousand dollars of the "Volunteer Soldiers' Family Aid Fund Bonds, No. 7," authorized by an ordinance of the Corporation, passed Oct. 9, 1863, and an act of the Legislature of the State of New York, passed March 6, 1863.

The said bonds will bear interest at the rate of five per cent. per annum, payable semi-annually, on the first day of May and November in each year, and the principal will be redeemed Nov. 1, 1871.

The proposals will state the amount of bonds desired, and the price for one hundred dollars thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the City, within five days after the opening of the bids, the sums awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive bonds for equal amounts of the par value thereof, bearing interest from the dates of payments.

Each proposition should be sealed, and endorsed "Proposals for Volunteer Soldiers' Family Aid Fund Bonds, No. 7," and inclosed in a second envelope addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if the interest of the Corporation require it.

MATTHEW T. BRENNAN, Comptroller.

City of New York, Department of Finance, Comptroller's Office, Oct. 10, 1863. 3142

NEW YORK STEEL CO.

WAREHOUSE,

No. 71 JOHN ST., N. Y.

MANUFACTURERS OF

FROG BARS, POINTS AND PLATES AND SPRING CAST STEEL.

—ALSO,—

Tool, Machinery, Cutlery,

AND SHEET CAST STEEL.

WARRANTED

EQUAL to THE BEST in the MARKET.

ORDERS FILLED AT SHORT NOTICE.

IRA HERSEY, Treas'r.

RAILROAD IRON.

200 TONS 50 lbs. English Rails to arrive, now due here. For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

Oct. 3, 1863. 4ltf

RAILROAD IRON.

3,000 TONS Guest & Co.'s make, weighing 54 lbs. per lineal yard, in port and to arrive.
1,000 TONS weighing 50 lbs. per yard.
1,000 " " 45 " "
500 " American Rails, 57 lbs. per yard.

For sale by

M. K. JESUP & COMP'Y,
59 Exchange Place.

New York, 30th September, 1863. 1m40

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1859.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 11, 1862. 38 Beaver st.

RAILROAD IRON.

THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & CO.,
39 Cliff st.

COPAKE IRON MINES.

THIS Company is now prepared to deliver, in quantities of 2,000 to 20,000 tons monthly, the very superior **IRON ORE** produced at its Mines in the town of COPAKE, Columbia County, N. Y.

The **COPAKE ORE** is a Hematite of the best quality known in the country, and has been extensively used by Iron Manufacturers for many years.

Applications will be received at the office of the Company, **No. 7 Nassau st.**, over the Continental Bank, New York. Communications by Mail may be addressed to **CHARLES H. MILLS**, President. 6m42

REMINGTON VERNAM,
Late of firm of HOYT & CO.,

STOCK & BOND BROKER,

59 EXCHANGE PLACE,
Cor. Broad Street,
NEW YORK.

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.

STOCKS and BONDS,
GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

P. W. GALLAUDET,

NOTE BROKER,

No. 1 WALL ST., near Broadway.

Hardware, Metal and Iron Business Paper Wanted.

Loans obtained on good securities.

AGENCY FOR THE SALE OF

U. S. Five-Twenty Bonds.

PARKE & BOWDOIN,

No. 76 Wall st., cor. Pearl st.

HAVING been appointed Agents for the U. S. 5-20 Loan, we are prepared to receive subscriptions to the above bonds at par. Interest in gold, commencing on the day of deposit. Orders accompanied by draft on this city will receive our prompt attention.

Stocks and Bonds bought and sold on commission at the Brokers' Board.

Mercantile paper and loans negotiated.

H. MEIGS, Jr. & SMITH,

BANKERS and BROKERS,

52 WALL STREET.

STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. **WM. ALEX. SMITH.**

DUNCAN, SHERMAN & CO.,

BANKERS,

Corner PINE and NASSAU Sts.,

NEW YORK,

ISSUE

CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

FEARING & DALTON,

54 WALL STREET.

STOCKS and BONDS BOUGHT and SOLD ON COMMISSION.

U. S. { 1881 SIX PER CENT. COUPONS.
7 3-10 TREASURY NOTES.
CERTIFICATES of Indebtedness.
FIVE-TWENTY BONDS.

BUY AND SELL BUSINESS PAPER.

REUBEN W. HOWES. CHARLES A. MACY.

HOWES & MACY,

BANKERS.

NEW YORK, August 25, 1863.

The subscribers having retired from the offices of President and Cashier of the Park Bank (which positions they have held since its organization), have established themselves in the Banking business at No. 30 Wall street (in offices recently occupied by J. J. Cisco Esq., Assistant Treasurer U. S.)

We are now prepared to receive accounts and deposits with us can be checked for the same as with any of the city banks.

Interest will be credited to our depositors on their daily balances on the 1st January and July, at the rate of **three per cent.** per annum.

Particular attention will be given to Collections on all accessible points in the United States and Canada, on the most favorable terms.

Orders for the purchase or sale of all kinds of Government and other securities will be attended to promptly.

HOWES & MACY,
30 Wall st.

RAILROAD SECURITIES

OF EVERY DESCRIPTION.
STATE, CITY AND COUNTY BONDS,
BOUGHT AND SOLD.
WM. A. GUEST, 31 Wall Street.

Livermore, Clews & Comp'y,

BANKERS,
34 WALL ST., N. Y.
DEALERS IN
GOVERNMENT SECURITIES & GOLD.

STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS,
Received on the most favorable terms.
Advances made on approved collaterals.

A. W. GREENLEAF & CO.,

BANKERS and BROKERS,

No. 44 EXCHANGE PLACE,
NEW YORK.

STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF

JOHN C. CAPP & SON,

Stock and Note Brokers,

No. 23 SOUTH THIRD STREET,
Directly opposite the Mechanics' Bank.
PHILADELPHIA.

STOCKS & BONDS BOUGHT AND SOLD
ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

ALBERT H. NICOLAY,

STOCK & BOND BROKER

AND AUCTIONEER,
No. 52 WILLIAM ST., (near Wall,)
NEW YORK.

☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, AMERICAN GOLD, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS as ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, **No. 52 WILLIAM STREET**, OR AT THE MERCHANTS' EXCHANGE SALES ROOM, **No. 111 BROADWAY**, whenever desired.

☞ Orders by mail promptly executed.

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DEALERS IN

GOVERNMENT SECURITIES & GOLD.

STOCKS AND BONDS

BOUGHT AND SOLD

At Brokers' Board and at Private Sale on Commission.

ALSO DEALERS IN

Foreign and Domestic Exchange.

MONEY INVESTED, AND

NOTES AND LOANS NEGOTIATED

ON THE BEST TERMS.

SAMUEL HALLETT & CO.,

BANKERS,

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NEW YORK CITY.

DEALERS IN

Foreign and Domestic Exchange,

AND NEGOTIATORS OF

STATE AND RAILROAD BONDS.

HALLET & CORNWELL,

No. 24 PINE STREET,

Note & Exchange Brokers,

STOCKS, BONDS AND GOVERNMENT SECURITIES BOUGHT AND SOLD ON COMMISSION.

JACOB G. HALLET, (late with Blake Bros. & Co.)
RICH'D H. CORNWELL (late with G. S. Robbins & Son)

New York, February 14, 1863.

THE BRITISH AND AMERICAN EXCHANGE BANKING CORPORATION,

LIMITED.

Established under the Companies' Act, 1862,

WITH LIMITED LIABILITY.

AUTHORIZED CAPITAL....ONE MILLION STERLING.
In 20,000 shares of £50 each.
Already issued, 15,000 shares of £50 each.

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LIVERPOOL—Manager. Wm Williamson, Esq.

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Commercial Agents, Messrs. HOWLAND & ASPINWALL.

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Further particulars may be ascertained on application at the office, No. 63 Wall st.

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NEW YORK, August 24, 1863.

EDWARD KING,

(Late of the firm of JAMES G. KING'S SONS,)

OFFERS his services at the Board of Brokers for the purchase or sale of

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STOCKS AND BONDS

BOUGHT AND SOLD ON COMMISSION.

WILLIAMS & PAGE'S

PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the side of the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

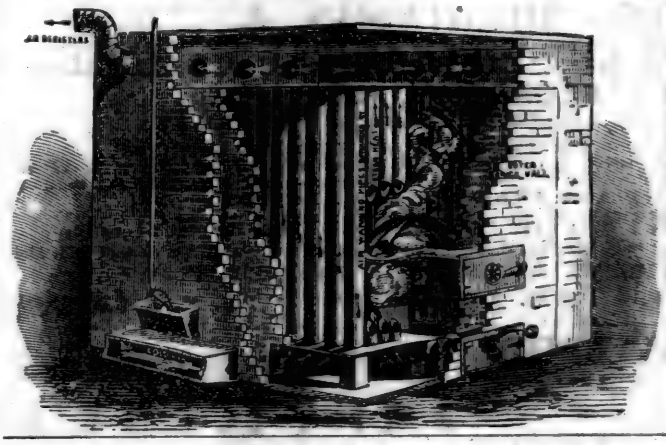
The Light is very strong and brilliant, requiring no reflectors, and **lighting up** the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

For Cars with "raised" or "high" roofs we make these Lamps with brass arms to suspend in any required manner.

Manufactured and for sale by

WILLIAMS & PAGE,
67 Water st.,
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SIMONDS' PATENT STEAM HEATER.



FOR Warming and Ventilating Buildings of all descriptions, Graneries, Greenhouses, etc.

THIS HEATER, HAVING BEEN THOROUGHLY TESTED, has proved to be the MOST PERFECT WARMING APPARATUS IN USE. Parties having them in use, and to whom reference can be given, give them the highest recommendations.

Those requiring a SAFE AND PERFECTLY EFFICIENT APPARATUS FOR WARMING PURPOSES, are invited to call and examine before purchasing elsewhere.

Personal attention given to erecting the same, and a guarantee given for their successful operation.

J. H. SIMONDS,
Sole Proprietor,
52 CLIFF ST.,
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The following Materials for the use of ARCHITECTS, DRAFTSMEN and ENGINEERS, for sale by

AMES & BARNES,

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PROFILE PAPER, Plate No. 1.
CROSS SECTION PAPER, Plate No. 2, five spaces to the half inch, in Red.
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CAP	14 × 17	SUPER-ROYAL	19 × 27
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COLUMBIA	24 × 35		
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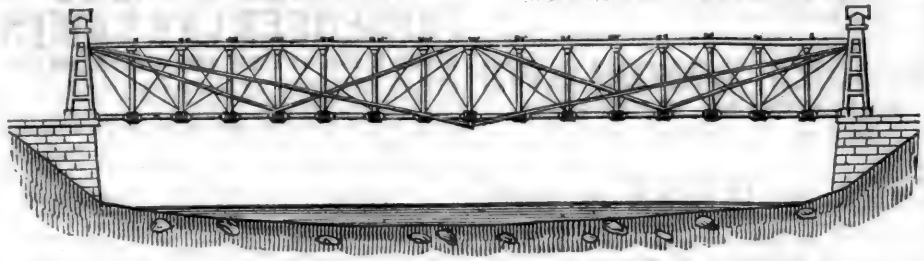
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WHITE DRAWING PAPER, IN ROLLS, from 40 inches to 56 inches wide.
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BROWN ROLL DRAWING of various widths
ENGLISH TRACING CLOTH, 30 and 36 inches wide.
Do. CLARIFIED AND CLEARED TRACING CLOTH, 30 and 36 inches wide.
FRENCH "VEGETAL" TRACING PAPER of Royal, Super-Royal, Imperial, Columbia, and Double Elephant size.
PROTRACTORS in Boxwood and Ivory. SCALES in Boxwood and Ivory. SECTORS in Boxwood and Ivory.
ENGINEERS' AND ARCHITECTS' BOXWOOD PLOTTING SCALES, 6, 12, and 24 inches long, of assorted divisions.
BOXWOOD TRIANGULAR PLOTTING SCALES, 6, 12, and 24 inches long, of assorted divisions.
ORDINARY DRAWING SCALES, Series A, ½, ¼, ⅛, 1½, and 3 inches to the foot.
Do. do. do. do. B, 3-32, ½, 3-16, 5-16, ¾, and 1 inches to the foot.
Do. do. do. do. C, 10, 20, 30, 40, 50, and 60 parts to the inch.
SOLID TRIANGLES. OPEN TRIANGLES. T SQUARES.

SCROLLS OF VARIOUS PATTERNS AND SIZES

GUNTER'S BOXWOOD SCALES, 12 and 24 inches long.
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ENGLISH EBONY PARALLEL RULES, 6, 9, 12, 15, 18, 21, and 24 inches long
THUMB TACKS in Brass and German Silver, different sizes and qualities.
RULING PENS, in Brass, Steel and German Silver.
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FRENCH PROPORTIONAL DIVIDERS.
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FRENCH MATHEMATICAL INSTRUMENTS, in Brass, Double Gilt, and German Silver, from $2 to $75 per Case
CHESTERMAN'S ENGLISH TAPE LINES 50, 60, 70, 80, and 100 feet, in tenths and links.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
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DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,
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AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, MD.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS. CLEANERS and POLISHERS. **GAS WORKS** ERECTED on THE MOST APPROVED PLANS. **New** and **Second-hand MACHINERY** constantly on hand. **IRON BOUGHT AND SOLD ON COMMISSION.**

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MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS AND GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR AND WOOL FELTING.

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AMERICAN STEEL,
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CHARLES D. GIBSON. RICHARD S. PALMER.

MUNN & CO'S
PATENT OFFICE.
ESTABLISHED 1842.

DURING the past twenty years, Messrs. MUNN & Co., in connection with the publication of the WEEKLY ILLUSTRATED SCIENTIFIC AMERICAN, (the only paper devoted to the Mechanic Arts in the country,) have acted as Attorneys for procuring letters patent in the United States and all foreign countries.

They would state that they have acted, during this period, as agents for more than

TWENTY THOUSAND INVENTORS;

In fact, they have become identified with the whole brotherhood of inventors and patentees, at home and abroad. Thousands of inventors for whom they have taken patents have addressed to them most flattering testimonials; and the wealth that has inured to the inventors whose patents were secured through their office, and afterward illustrated in the SCIENTIFIC AMERICAN, would amount to many millions of dollars!

Messrs. MUNN & Co. are prepared to attend to patent business of all kinds, in the quickest time and on the most liberal terms.

For further information, send for a pamphlet which contains the Patent Laws of the United States, and much other valuable information of importance to inventors and all others who own patent property. Also pamphlets of information furnished regarding the Patent Laws of all foreign countries.

For further particulars address

MUNN & CO.,
No. 37 Park Row, New York,
Or corner F and 7th sts., opposite Patent Office, Washington, D. C.
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The Mercantile Mutual
INSURANCE
COMPANY,
No. 35 WALL ST., NEW YORK.

INCORPORATED, APRIL, 1842.

ASSETS OVER $1,250,000.

MARINE and Inland Transportation risks on Vessels, Freight and Merchandize insured on the most favorable terms.

Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.

Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

ALEXANDER'S
ROOFING
CEMENT-PAINT
FOR
Railway & Steamboat Co's,
BUILDERS and BUILDINGS generally.

THIS PAINT is warranted not to **Crack** or **Scale** either on **Wood, Iron, Tin,** or **Canvass.**

The ingredients in its composition are **all** of a preserving and protective nature. This Paint is now extensively used by Railway Companies and pronounced much **cheaper,** more **durable** and satisfactory than what was previously used. It is 2-5ths heavier in body than any other Paint.

Give this Paint a trial, and if not found as represented no charge will be made for it.

Send for descriptive circular and references.

W. G. PERKINS, Gen'l Ag't,
271 Broadway,
NEW YORK.

SUBSTITUTE FOR
CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE **CAR DUCK,** but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.
March 1863.

HAMILTON E. TOWLE,
CIVIL AND MECHANICAL ENGINEER.
156 BROADWAY, NEW YORK,

AGENT for the SALE and APPLICATION of the celebrated **JAPAN PAINTS** specially adapted to resisting HEAT and the action of the WEATHER on IRON, BRICK and WOOD WORK. Metal ROOFS, etc., painted by contract and guarantied to be tight.

SMITH'S
Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS,** and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.
In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.
You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **21 Nassau st.,** or by addressing

CHAS. W. WELSH,
Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 7, 1863.

Railways, the Latest and Best Friends of Progress.

We are living in the midst of great events, and scarcely realise them. We are so mixed up one way or the other in the *melee*, that we can not take it in as a whole. People who jostle each other in the crowd can not describe its proceedings as well as those who stand a little way off. Those who come after us when they read the history of this war will comprehend its vastness, and the nature of its operations better than we do ourselves. So of the Railway system, which is spreading itself over the world. We have a good idea of a car and the rails, and appreciate their great convenience and personal advantage to ourselves when we travel, or receive an article of necessity or a bale of merchandize, that has come a thousand miles in three days in answer to a telegraphic despatch. Still we are of the opinion that the final results of railways upon the social condition, and progress of nations are not even now fully realised. "In the days of stage coaches" says a recent writer "the majority of people were born, lived, and died amidst the prejudices and habits of their progenitors. They seldom travelled beyond the confines of their business spheres, and, as a consequence, they had a narrowness of ideas; still, there was a desire to look at other pictures than those of their own back-parlor. Man naturally inclined to explore distant places, but the difficulty of locomotion fettered him. True, there were horses and latterly canals, coaches, he might carry himself without any other help, but he could neither travel at fifty miles an hour in this way, or journey for three cents a mile. Money and time in large quantities were indispensable. Unfortunately, the mass had them not, and, therefore, were debarred from that extensive contemplation of nature's grandeur and variety which is so inspiring, so refreshing, and so thought-arousing to every intelligent creature."

Some of us remember the slow progress of locomotion before the introduction of railways, when journies were first performed on horseback. Mr. Perrit late President of the Chamber of Commerce as he recently informed us, made his first journey to the banks of the Ohio from New York in this way, and was many weeks on his journey. Flatboats on the Mississippi which descended, but never ascended the streams, sloops sometimes a fortnight on the voyage between Albany and New York, batteaux on the Mohawk two or three days descending the river from Utica to Schenectady, and a week or ten days in returning, a distance of about one hundred miles, then the post coaches which with fresh horses every ten miles, made the same distance in twelve and fourteen hours, and finally canal boats very comfortable but very slow, were all the means the public had for passing from one point to another, no matter in what haste they might be. New York was in fact quite in advance of the other states even with this sort of locomotion.

Railways have superseded all this. In the words of the same writer we have already quoted, they "have given us access to the snowy peak, the sunny vineyard, the restless ocean, the placid valley. They have given to the toiling thousands of pent up cities the bracing breeze and the open country, where the simple daisy springs freshly above her grassy bed, and the minstrelsy of a myriad of sinless warblers echoes from vale to vale. Again, they have brought together all nations. They have aided the establishing of competitive emporiums, where numberless arts outvie each other, and men of different tongues meet together with one object—the social advancement of mankind."

In this country they have done more than this. They have created and populated states, but a few years since merely vast forests and plains. In Europe they have merely established easy connections between ancient cities and ports; here they have called new ones into existence. Immigration from one country to another even now, is not very common in the old world; here it is going on at the count of millions. It is not unusual to see whole colonies passing westward over the rails, to settle down, where "life, liberty, and the pursuit of happiness" are at last secured. From New York to Chicago a thousand miles, we travel comfortably in two days and a night. Before the rebellion we could reach New Orleans in four days. The country was then united in bonds which seemed infrangible, and it would have remained so but for the ambitious and reckless men who opposed themselves to progress, fraternity and peace.

Our postal communications have also been vastly improved by the introduction of railways. Postage itself is reduced from 25cts. and 12cts. a letter to three, and this reduction of expense has been a great boon to humanity, a great quickener of commercial enterprise, a cementation of distance and even separate interests, and was making as a family of brothers.

The transmission of useful and entertaining knowledge, has become practicable through the mails at a moderate charge. Publishers distribute through the Post offices, large quantities of their newest and most valuable works, and their advertisements to this effect are constantly seen in the newspapers, an evidence that the method is popular and remunerative. It would not be possible to transport the present amount of mail matter by the old method of mail coaches. The number of miles of railways in the United States, constructed and in progress of construction is 51,114. The exact number of passengers transported annually is estimated at twice that in England, or about three hundred millions, most of whom would never have traveled at all but for railways. What a vast intercourse has thus been created by their means. What life and animation, and opportunity for im-

provement, and business, has the system produced? So in a sanitary point of view. Railways assist in the preservation of health, particularly that of cities. We should not be able to warm our dwellings without the fuel which our railways bring us from Pennsylvania and Maryland, nor supply our tables but for the cattle which they transport to us from a thousand hills, the wheat from the prairies, and the esculents from distant fields. Our fish, flesh, fruit, meat and milk come to us almost exclusively by railway. New York could never have become or remain what it is, without its aid, nor any of our great cities, especially those in the interior.

Our agricultural interests are equally promoted in the same way. Land which laid waste, is now reached and cultivated with profit. So also lands of virgin soil have become accessible, and the Great West and North Weet have been opened to settlement, and "the wilderness now blossoms as the rose." Railways have in fact doubled the area of the United States, as well as their population, and they are destined to connect the Atlantic and Pacific Oceans, and give us a Continental breadth, and an Imperial power. They have developed our latent and natural strength to such an extent, that we are in equality with the greatest and oldest nations on the globe, with the prospect at the end of the present century of being the most populous of any of them, except China perhaps. And this population, if they are true to themselves, to the principles taught them by their fathers and the institutions we have inherited, will, with their material strength be the instructors, guides, of nations and the masters of the future.

Opening of the Fordham Horse Railroad.

An act authorizing a Company to lay Railroad tracks from Harlem bridge in Morrisania to Fordham was passed at the last session of the Legislature, and approved by the Governor 2d May last. The action of the company under this law was restrained by an injunction obtained by certain parties from Buffalo and Jersey City, and it was only after several month's litigation the injunction was removed and the Company enabled to proceed. On the 2d November, the road was opened for travel, and the occasion interesting in the highest degree to the people of Westchester, brought out a large number to witness the ceremony. Five cars with double teams left the depot on the South side of Harlem bridge, at about 2 o'clock p. m. of that day, laden with officials and invited guests, among whom were the President, Jno. B. Haskin, Esq., and Mr. Van Haack, Vice President of the Company; Mr. Darling the President of the 3d Avenue Railroad Company, P. C. Tallman, Esq., Ex-member of Assembly, A. B. Tappan State Prison Inspector, F. B. Gilley, Mr. D. Armstrong, Superiptendent, and other distinguished persons, one of them the oldest living inhabitant of the county. The train was greeted along the route by the inhabitants, embracing all classes of people, who expressed the most lively satisfaction at the success of the work. At Morrisania, the guests were conveyed in stages to Fordham, to which place the road will be completed by the 25th inst., and where an excellent dinner was prepared for them at Ittner's Hotel. Appropriate speeches were made and toasts drank in honor of the event, and all expressed their pleasure at the consummation of wishes long and ardently expressed.

There can be no doubt this road will be very advantageous to the beautiful Westchester suburbs of New York for many obvious reasons, and that it will pay well, cannot for a moment be doubted. We hope to see more of these roads established in the vicinity of New York.

Indianapolis and Madison Railroad.

The earnings of this road for the year ending March 31, 1863, were:

From passengers		$70,249 79
" freight		102,697 04
" military passengers and freight		17,962 83
" Jeffersonville Railroad		66,314 27
" express, mail, etc		19,431 85
		$276,655 78
And the expenses were:		
Running road	$27,791 92	
Repairs of road	59,801 60	
Repairs of cars and machinery	34,443 48	
Wood	7,910 45	
Oil and waste	3,382 15	
Salaries	8,199 92	
Depots	12,040 65	
All other expenses	4,135 78	
		157,205 95
Net earnings		$119,449 83

The receipts of the Company from all sources during the year were:

From transportation, as above		$276,655 78
Rent, Sales of iron, etc		4,404 28
Columbus and Shelby Transp. $12,617 86; less expenditures, $8,741 18		3,876 68
Sundry balances		1,037 21
		$285,973 95
And the disbursements were:		
Current expenditures, as above		$157,205 95
Taxes, $2,923 22; commissions $1,606 35		4,529 57
Interest, $21,964 67; less, $2,711 25 interest received		19,253 42
Interest, Premium on exchange, etc		33 85
Uncollected accounts		21,013 27
J. & S. Ferguson		644 89
" " special deposit		80,000 00
T. P. Matthews, treasurer		3,299 50
		$285,973 95

The earnings show a gratifying increase, being in excess of any 12 months since 1854, and $71,032 24 over those of the year 1861. The President, in his report, says:

The proceedings for the foreclosure of the first mortgage upon, and sale of the Madison and Indianapolis Railroad under said mortgage, and a copy of the Articles under which the Indianapolis and Madison Railroad Company was organized, were set forth in the Report made by the undersigned, dated July 14, 1862, now distributed herewith, and referred to.

The amount of the first mortgage bonds, with the arrears of interest thereon, having been made a charge upon this Company, an issue of $685,000 of new mortgage bonds, payable with interest semi-annually at 7 per cent. on May 1, 1881, was made to provide for them. It was subsequently ascertained that $682,000 would cover the indebtedness, whereupon $3,000, of the bonds were cancelled, and a further sum of $21,000, having been since purchased and cancelled by the Trustees of the Sinking Fund, the whole bonded indebtedness of the Company was reduced on 31st March last to $661,000.

For the payment of fifty per cent. of principal and interest, of the income or second mortgage bonds and certificates for a scrip dividend, issued by the Madison and Indianapolis Railroad Company, provision as per Article of Agreement, was made by the creation of 8,500 shares, of $50 each, of Preferred Stock of this Company, on account of which 7,157 shares, and $2,449 27 in Certificates, convertible into shares, had been issued when the books closed for dividend, on the 16th ult. Bonds and Certificates with arrears of interest due thereon for $721,598 54, having been surrendered.

The holders of the Capital Stock of the late Company being entitled by the Articles of organization to shares of Common Stock in the new Company, to the amount of one-fourth of their several interests as they appeared on its Stock Ledger, there were issued in conformity to said articles, upon the organization of this Company, Certificates for 8,129 shares of $50 each of Common Stock, and for $5,562 50 in fractions, convertible into shares, making together $412,012 50 or, equal to one-fourth of the capital of the old Company. These were placed in the hands of the Agents of the Company, Messrs. J. & S. Ferguson, 35 Pine Street, N. Y., to await the surrender of the old certificates; and $2,450 of the Certificates for fractions having been converted to full shares, on the 16th of May, last, there were then outstanding 8,178 shares of Common Stock.

The Income Bonds and Dividend Scrip of the old Company still outsanding, and the certificates given for fractions convertible into full shares, will nearly absorb the capital of the Company, upon which dividends are declared, although no dividends are to be paid on fractions, until converted into shares.

By Resolution of the Board, allowances will be made to holders of Income Bonds and Certificates of Dividend Scrip, converted into preferred shares previous to April 1, 1864, equal to the dividend on like shares for the past year. Holders of such after 31st of March, 1864, will by said resolution be excluded from any participation in the dividends of the Company previously declared.

The number of passengers, exclusive of military, carried over the road were 74,883, of which 38,589 were carried south, and 74,294, north. The length of the main line, from Indianapolis to Madison, including the Inclined Plane from North Madison to the Company's depot in Madison, is 86 miles. There are second tracks and sidings equal to three miles. The equipment of the road consists of 17 locomotives; 10 passenger and 263 baggage, mail, express, freight and other cars. The Company owns at North Madison and also at Indianapolis, several lots of valuable land upon which are erected extensive Shops, which will afford room, with some additions, sufficient for making all the repairs necessary for its Cars and Machinery, and the manufacture even, of all the Locomotives and Cars required for its own use. The Company also owns in the hands of the Trustees of the Sinking Fund, a claim secured by pledge of the First Mortgage Bonds, which mortgage may hereafter be foreclosed, and 5,495 shares of $50 each of the Capital Stock of the Columbus & Shelby Railroad Co., which was built as a branch, running from Columbus to Shelbyville, 26 miles. It is at present operated by this Company, and is valuable as a tributary to its business. There are also in the Trustees' hands 722 shares of $50 each, in the Shelby & Rush Railroad Company, an extension of the former line, of twenty miles, being also a tributary to the business of this Company, and operated by it. A debt incurred for Rail, and in construction, is being worked out, and when this is accomplished a fair annual return in dividends may be looked for; meanwhile both Roads should continue valuable auxiliaries to the business of this Company.

The interest in these properties, and the other remaining assets of the late Company referred to in item 5 of the agreement, were placed in the

hands of the Trustees of the Sinking Fund, as therein provided. There had, on the 31st of March last, been $18,815 99, realized from these sources, and expended by the Trustees in the purchase of $21,000 of this Company's Mortgage Bonds, as before stated.

The balance of the year's net earnings applicable to the Sinking Fund, will, as realized, be paid to the Trustees for investment in like manner.

The net income of the Company as shown by statement, for the year ending 31st March last, was $122,001 94, which was appropriated on the 1st inst. as required by the articles organizing the Company, as follows, viz:

To pay Interest due Nov. 1, 1862....	$23,712 50
To pay Interest due May 1, 1863....	23,135 00
To pay Dividend of 8 per ct. on Preferred Stock.....	35,020 00
To pay Dividend of 6 per ct. on Common Stock.....	26,265 00
To pay Commission, &c. paying Interest and Dividend.....	450 00
Balance to be paid to Trustees of S. F.	13,419 44
	$122,001 94

The period to which the Board of Directors was appointed by the Articles of Organization was limited, expired on the 27th of March last, when an election was held, and the management of the affairs of the Company, conferred upon the present Board, who will retain their offices until the 4th Wednesday in May next, as in accordance with the By-Laws adopted by the Company, the annual meeting of Bond and Shareholders for the election of Directors, is to beld on that day.

LEDGER BALANCES MARCH 31, 1863.

Cost of Road.....	$1,433,811 75
T. P. Matthews, Treasurer	3,293 50
Post Office Department.....	1,547 50
Jeffersonville R. R. Co.....	16,182 24
J. & S. Ferguson.....	644 39
J. & S. Ferguson Special Deposit...	80,000 00
United States.....	97 13
State of Indiana.....	3,186 40
	$1,538,762 91
Capital Stock Preferred.....	$353.900 00
" " " Scrip.....	6.899 25
" " Common.....	406,450 00
" " " Scrip.....	5,562 50
Bonds, First Mortgage.....	661,000 00
Columbus & Shelby Transportation.	3.876 68
Steamboat and R. R. Cos. balances.	1,037 21
Profit and Loss.....	100,037 27
	$1,538,762 91

President—F. H. SMITH.

Directors—Nathan Powell, William M. Dunn, Jacob B. McChesney, Peter McMartin, Edmund H. Miller, John Ferguson, E. Cauldwell, Elihu Day, Frederick H. Smith.

Secretary—THOMAS POLLOCK.

Treasurer—T. P. MATTHEWS.

Superintendent—D. C. BRANHAM.

Philadelphia and Erie Railroad.

On the 20th ult., the Philadelphia and Erie Railroad was opened from Driftwood to Emporium, in Camaron Co., Penn., a distance of 18 miles, making the length of road now completed from Sunbury westward, 139 miles. It is confidently expected that the rails will be laid during the present month as far as St. Mary's, 22 miles beyond Emporium. From the west, the road will soon be opened to Buena Vista, 85 miles from Erie—making the total of completed road 246 miles—leaving only a gap of 23 miles unfinished between Philadelphia and Erie. These 23 miles (from Buena Vista to St. Mary's) are nearly all graded, and at no very distant day will be ready for the rail.

How we Ride in New York.

We give the illustrations accompanying this article for the double purpose of giving our distant readers an idea of the style of vehicles in which our streets are traveled by the general public, and of showing the improvement that has been made in them during the past few years.

The omnibus (fig. 1,) with entrance behind and seats on the sides, facing each other, originated in Paris in 1827. In 1830 the first one was made in New York and run on Broadway. As many as

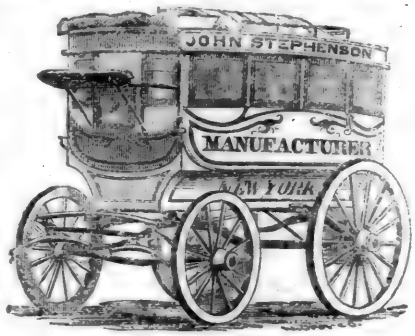


FIG. 1.—THE OMNIBUS.

five hundred have been in use here at one time; but in consequence of the introduction of street railways (which our London cousins insist still are a nuisance) the number of omnibuses, or stages, as they are almost universally called here, has been considerably reduced.

To stand the hard usage and jolting over the pavements an omnibus is required to be built of the toughest and best seasoned wood, and put together in the most perfect manner—putty joints do not answer. To give an idea of the hard usage, we would state that the iron tires of a New York omnibus are, when new, an inch thick, and are only expected to last four months.

To secure ease of draft the wheels are made as large as they possibly can be and still retain the proper line of draft, from the shoulder of the horse to the centre of the forward axle, thus giving to the forward wheels a diameter of from forty to forty four inches, and to the hind wheels one of fifty to fifty-six inches. The width of track is from fifty-six to fifty-eight inches. The

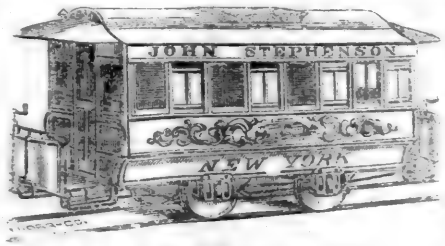


FIG. 2.—A STREET RAILWAY CAR.

average weight is about 2,500 pounds, and the cost from $600 to $700.

Figure 2 represents a street railway car, such as are now in extensive use in New York and many other cities in the United States, and are rapidly superseding the omnibuses, over which they have many advantages, the principal of which are, they are more convenient for entrance and exit; the noise and jolting is in a great measure avoided; two horses draw with the same ease three times the number of passengers; being confined to definite parts of the street, accidents are less frequent; and the capital invested and running expenses being less, they can afford to carry passengers at a less rate. As an example of cheap traveling, we may note the Second and Third Avenue Railroads carrying passengers a distance of eight miles for six cents. The weight of each car is about 4,000 pounds, cost $800 to $900.

Mr. John Stephenson, whose name appears on the engravings, is well-known throughout the country as one of the most extensive manufacturers in his line in the world. In his establishment, which is located in Twenty-seventh street, New York, he employs between two hundred and three hundred hands. Mr. Stephenson has received and filled orders for cars and omnibuses to be sent to England, Chili, Peru, Bogota, Buenos Ayres, Brazil, Mexico, Cuba and other West India Islands, California, and all parts of the United States and Canada, and in the principal towns of all of these countries they are now in daily use, bearing creditable testimony to the business enterprise of our fellow-townsman.

On the occasion of the late riot Mr. Stephenson, instead of yielding to the demand of the mob and stopping his work, as many did, armed his men, planted cannon, and set the lawless miscreants at defiance, showing that he possesses pluck as well as enterprise.—*American Phrenological Journal.*

Important Patent Suit.

The suit brought by Irvin A. Williams *vs.* the Buffalo Steam Gauge Company for infri gement of Letters Patent for an improvement on locomotive lamps, which has been on trial this week in the United States Circuit Court before his honor, Judge Hall, was terminated last night by a verdict in favor of Mr. Williams, fully sustaining his patent and giving him costs and damages, and also the right to injunctions against all infringers. This is the same patent upon which a suit was tried in this city last January against one John Carton, of Utica, and which resulted in a verdict for the defendant. Mr. Williams then commenced the present action, in which he has now succeeded.

The matter is of considerable importance to locomotive lamp manufacturers and to railroad companies throughout the country, as it confers upon Mr. Williams the exclusive right of making and selling "Head Lights" which contain oil reservoirs constructed with compartments.

The counsel for the defendants were Messrs. E. B. Forbush, Esq., of Buffalo, and Charles M. Keller, Esq., of New York, and the counsel for the plaintiff were B. Cozzens and S. D. Cozzens, Esqs., also of New York.—*Albany Atlas and Argus, Oct.* 29.

Union Pacific Railroad.

This great National work has assumed another phase of importance.

Pursuant to notice an election of Directors of the Company took place on Thursday 29th ult., and the following gentlement were chosen: Wm. B. Ogden, George Opdyke, John A. Dix, N. Thayer, C. S. Bushnell, T. C. Durant, J. V. L. Pruyn, Geo. T. M. Davis, E. W. Dunham, Pickering Clark, C. A. Lambard, E. T. H. Gibson, Charles Tuttle, J. F. D. Lanier, A. G. Jerome, A. A. Low, E. Cook, J. Edgar Thomson, A. Belmont, George Griswold, John F. Tracy, L. C. Clarke, J. E. Henry, Judge E. H. Rosekrans, H. V. Poor, H. S. McComb, Augustus Kountzo, S. C. Pomeroy, J. J. Blair, J. H. Scranton. The Board of Directors, convened at the office of the company, No. 54 William st., N. Y., on the 30th ult., and elected the following officers:—General John A. Dix, President; Thos. C. Durant, Vice President; John J. Cisco, Treasurer; H. V. Poor, Secretary.

Among these names will be recognised some of the most eminent, and influential in the Northern and Western States. Gen. Dix, the President, is also at the head of the Mississippi and Missouri Railroad; Mr. Ogden, of Chicago, is well known for his long connection with the railroad system of the Northwest; Mr. Opdyke is the esteemed

Chief Magistrate of this city; Mr. Pruyn is Treasurer of the New York Central Railroad Company, and will in all probability be elected to Congress from the District where he resides; Mr. Lanier, as well as Mr. Jerome, are wealthy and popular Bankers; Mr. Low is a China merchant, and President of the N. Y. Chamber of Commerce. Indeed all are men of mark, and their connection with this great enterprise is a fortunate thing for the country. We hope no time will be lost in pushing it through to a successful termination.

A very grave question however, suggests itself at this moment, which we imagine will require the action of Congress, and which has been a source of great anxiety to the friends of the project. It arises under the 7th section of the act of Incorporation, which, as our readers probably remember, became a law on the 1st of July, 1862, when it was approved by the President. The first clause of this section reads as follows:

"*And be it further enacted*, That said Company shall file their assent to this act under the seal of the said Company in the Department of the Interior within *one year* after the passage of this act."

Now, as the Company did not exist until the 29th or 30th of October last, the year for the filing of its assent under its seal had expired for more than three months, and therefore the present organization falls to the ground, and with it the charter under which it proposes to act.

It is true that at Chicago it was resolved to file an assent of the Corporators as soon as practicable, though we do not learn whether the Executive Committee attended to it or not. Probably it did, but it is contended that their assent was not required by the charter; the corporators had no seal, and were no Company, nor had they the rights of one. In the act they are not treated as such. On the contrary they are styled the "Board of Commissioners," and their duties were expressly declared to be those of preparing and securing an organization of the Company, by obtaining subscriptions to a certain amount, securing an election of Directors, and after that, they were to cease as a body politic and corporate. So that their assent was not required by the law, and, if given, was without effect. The word Company is exclusively applied to the new organization; and it is their assent, under seal, which the law requires to be filed within one year from July, 1862. If it should turn out that in consequence of the delay in organization the charter has fallen through, it is a proper inquiry as to whose fault it was. The Executive Committee are apparently the responsible parties, for what they did in October might just as well have been done in July last, and within the year required.

It would seem then that some further legislation will be required to remedy this defect in the present organization. And doubtless Congress will be willing to apply the remedy, if it shall appear that the present proceedings are in good faith, and unconditional, as from the character of the principal parties connected with it, would appear. We consider the Pacific Railroad one of the grandest projects of our day, and we should deeply regret any delay in its construction. This however is not so likely to occur as might be supposed, since the Eastern and Western divisions of the Pacific Railroad are now being constructed by other parties, who are recognised by the act, and endowed by it with privileges in common with the Union Pacific Railroad Company, and may construct the remaining, or central divisions, without the aid of any further legislation.

It will be for Congress to determine this interesting question. But be this as it may, we feel assured that this great chain between the Atlantic and Pacific Oceans is certain to be made, and is no longer to be considered as questionable.

Crossing Railroad Tracks.--Duty of Persons to Look Both Ways for Trains.

MOTION FOR NON-SUIT. SUPERVISORY POWER OF COURTS OVER THE VERDICTS OF JURIES. PLAINTIFF MUST SHOW THE ACCIDENT TO HAVE RESULTED FROM NO NEGLIGENCE OF HIS OWN IN ORDER TO RECOVER OR TO SUSTAIN A VERDICT IN HIS FAVOR.

This was an action brought against the Hudson River Railroad Company, to recover damages for causing the death of Henry Ernst. The case was tried at the Rensselaer Circuit in May, 1859, before Mr. Justice Gould and a jury. The judge declined to submit any question of fact to the jury; and directed a non-suit, and ordered the plaintiffs' exceptions to be heard in the first instance at the General Term of the Supreme Court. The following are the controlling facts as stated by the General Term:

For half a century there has been a public highway leading from Sandlake to the city of Albany, passing through the village of Bath, and over the Hudson River, by what is known as the Bath Ferry.

The defendants operate the Troy and Greenbush Railroad, which is located on the east bank of the Hudson River, and crosses, at the same level, this public highway at Bath. The company have a station house there, located east of the track, and just north of the highway leading to the ferry, and ordinarily, have a flagman stationed at the crossing.

On the 29th of December, 1855, the deceased, having a pair of horses attached to a sleigh, was passing upon this highway, bound for the city of Albany. His home was in the eastern part of the county of Rensselaer, some fourteen or fifteen miles from Bath. His family consisted of a wife, (the plaintiff,) and six daughters.

On arriving at Bath, he stopped at a tavern about 158 feet east of the railroad track. As the ferry-boat was ready to start, and was only waiting for him, the deceased unhitched his team, seated himself upon the sleigh bottom facing the west, and drove at a quick pace directly towards the boat. Just as he approached the railroad crossing, he came in collision with the defendants' train of cars moving south, receiving an injury that caused his death.

The plaintiff's testator was a teamster, and for more than twenty-five years used the road to Albany, crossing at the Bath Ferry, and very frequently crossed there. On the morning of the accident, he went to Bath by the Sandlake road, from which the cars were visible if looked for, as far as the Nail Factory, some miles distant, and might be seen nearly all the way from there to Bath crossing. He stopped at Dearstyne's tavern till the ferry-boat was ready to start; he then came out hurriedly, and drove towards the ferry-boat at a rapid rate of speed. He had a two-horse team and an empty sleigh. It was cold weather and he had a shawl about his face. He had no bells on his horses. In going from the tavern to the boat, the road is nearly level, or a little ascending for 158 feet, when it is crossed by the railroad track. For the whole of this distance, except in passing the station house, a building twelve or thirteen feet wide, there is no obstacle to seeing a train approaching from the north. The approach of a train can be heard without bell or whistle, from one to two miles. The noise of that train had been heard by one Ostrander, same time before deceased left the tavern. When deceased was at the middle of Mineral street, 125 feet from the track, Ostrander, whom he had nearly run into, heard the noise of the coming cars, looked round, and saw them coming. The cars were moving at the rate of from thirty to forty miles an hour. Although in a situation to hear, no witness who was examined heard the bell or whistle before the collision. This omission on the part of the engineer in charge of the train, attracted the attention of the ferryman at the time of the collision.

Miller, the regular flagman, was absent, and no flagman or other person was present to warn travelers of the approach of the train. The flagman is ordinarily there for the purpose of signalizing the train when to stop for passengers.

Shortly before the collision, and as the deceased approached the track, some person on the ferry-boat made signals and motioned for deceased to come on. At the same time there was other hallooing in the street near the crossing. Other motions were made; one man motioned with his hand, waving it towards the east. The bystanders understood the meaning of these signals differently; one thought it meant to keep off; another thought it meant to come on the boat; while others did not understand the meaning at all.

The approach of the train was perceived by several persons near the crossing; some saw it; some heard it. The witness did not observe whether the deceased looked up or down the railroad track, as he approached the crossing, and it did not appear that he looked in either direction.

The negligence imputed to the company by the plaintiff, and on which the claim to maintain the action was founded, consisted in the omission, by the defendants' engineer to ring the bell and sound the steam whistle, as required by the statute, for a distance of eighty rods before reaching the crossing.

The defence consisted in an attempt to prove that the plaintiff's intestate was also guilty of negligence, and that such negligence occasioned the collision of the train with his team which caused his death.

The General Term of the Supreme Court rendered judgment in favor of the plaintiff. The Court of Appeals now reverse that judgment, and hold that Justice Gould, was right in granting the non-suit at the trial.

The following are portions of the opinion rendered at the decision of the case by the Court of Appeals:

E. DARWIN SMITH, J.—Practically, a duplicate issue arises on the trial in all this class of cases; and to recover, plaintiff, it is held, must prevail upon both issues. But in principle, there is but a single issue. The plaintiff must present a case of *unmixed* negligence; a case where the injury is the

result, exclusively, of the defendant's negligence; where no negligence or fault of his own contributed in any degree to producing such injury. A party sueing for negligence must come into the court faultless. He must not present a mere balanced case. The burden of proof is upon him, and he must satisfy the court, by the greater weight of the testimony, that without any carelessness or blame on his part, he has suffered an injury from the wrongful act, default or negligence of the defendant. For such injury the law gives redress. This is the principle upon which the action for negligence at common law is based.

When the application for a non-suit was made on the trial of this action, did the plaintiff present such a case? Most clearly, it seems to me he did not. It was at best, upon the undisputed evidence, a clear case of mixed negligence. It is impossible, I think, to hold or find otherwise upon the whole evidence. A verdict finding that the death of the plaintiff's intestate was caused by the exclusive negligence of the defendants, and without any want of due care and caution on the part of the deceased, would I think, be utterly unwarranted by the evidence, and unsustainable, according to the view in respect to the degree of care required of persons attempting to cross a railroad track, hereinafter more fully discussed. In this view, it was the clear duty of the judge to direct a non-suit.

In no case, as I understand the rule, is it the duty of the circuit judge to submit a case to the jury, unless the evidence is so doubtful or conflicting, that a verdict for the plaintiff or defendant could be sustained, and ought not to be disturbed, upon the principles governing the review, by the courts, of the verdicts of juries. * *

It is not the jury, but the courts which administer justice. The duty and responsibility of seeing that equal and impartial justice is meted out to all men, devolves under the constitution, by the common law, upon the judges of the courts. Juries are mere *assistants* of the courts, whose province it is to aid them in the decision of disputed questions of fact. If there is no real *dispute* in a case the court gives judgment. * * *

So far as the duty is clear and definite upon undisputed facts, it belongs to the courts to declare and apply the law. But when the duty depends upon the exercise or omission of *ordinary care*, or common prudence, the question I agree, is one of *fact*, and belongs to the jury; but it is to be determined by them upon principles known and recognized by the courts. On an application for a non-suit in such a case, the circuit judge is called upon to apply to the evidence his observation, common sense, and common experience, and to determine whether allowing every legitimate inference which the jury might possibly draw from it, they would be authorized to find a verdict for the plaintiff; and the same rule applies in the review of this verdict, if the case should have been submitted to them and a verdict rendered.

What in a given case would be ordinary care, or common prudence, would be a question of judgment. It would be what, in the case supposed, would be the conduct of a majority of men in like circumstances. It would be for the jury to consider and decide this question with reference to the known and recognized interests of human nature, and the ordinary rules and principles of human conduct. In asserting and obeying the primary instincts of every human being to preserve and protect life, common sense and the law concur in declaring the rule of common prudence to be *such a degree of care and caution as will be in due proportion to the injury or damage to be avoided.* Persons riding, driving or passing in the crowded streets of a city, or driving horses upon a race course, will ordinarily exercise, and are bound and required to exercise a much higher degree of care than travelers upon the common highways of the country. So with persons crossing a railroad track, where trains are constantly passing, propelled by the powerful agent of steam. Such collisions almost invariably and inevitably are attended with fatal consequences, and occasion more or less loss of life. Common prudence requires a much higher degree of care and caution.

We come then to the question, what is common prudence, or what degree of care does common prudence enjoin and require in the crossing of a railroad track? This case illustrates the rule, and presents as I conceive a complete negative answer to the question. The conduct of Ernst, the intestate, in his attempt to cross the defendants' railroad, at the time of the collision which caused his death, shows most clearly, as I think, what is not *common prudence* in the crossing of a railroad track. * * * * *

I think the conclusion is rational and legitimate that in the judgment and opinion of a majority of men, *common prudence forbids* the attempt by any person, to cross the track of a railroad in constant use, without first taking the precaution to *look both ways* upon the track, and see and ascertain that a train is not approaching in either direction, and that the omission to do so is *per se, gross negligence*, in view of the danger to be avoided, and the fatal consequences in any accident resulting from such omission.

As therefore, upon the whole issue, it was impossible for the jury to find that the plaintiff had made out a clear affirmative case of negligence on the part of the defendants, unmixed with any degree of negligence on the part of the deceased, contributing to the injury sustained, it was not the duty of the circuit judge to have submitted the case to the jury, and the motion for a non-suit should have been granted.

Judgment reversed, and a new trial ordered.

The Crops of 1862 and 1863.

We have an abstract of the report of the Commissioner of Agriculture, giving a comparative statement of the crops of 1862 and 1863 in the loyal States. The amount of the crops in 1862 is estimated from the census returns of 1860. The amount for 1863 is made up chiefly from the returns to the Agricultural Department. The report shows an increase in the crop of wheat over last year of 1,074,739 bushels, an increase in oats of 2,337,170 bushels, a decrease in corn of 137,540,580 bushels, and a decrease in potatoes of 15,663,083 bushels. Assuming that the domestic consumption of wheat and corn in 1864 will be the same as in 1863, it is found that there will be a surplus of 41,761,047 bushels of wheat for exportation, and a deficiency of 125,860,238 bushels of corn, which must be provided for by greater economy in feeding and a greater proportional consumption of wheat. The number of stock hogs is about the same as in 1862; the tobacco crop is larger than that of last year by nearly fifty million pounds; the hay crop shows a considerable decrease. From the present condition of the crops in England it is judged that its demand for breadstuffs in 1864 will return to the general average rather than continue at the great amount since 1860.

Pennsylvania Railroad.

The following is an extract from the annual report of John P. Laird, Esq., Master of Machinery, Pennsylvania Railroad:

The cost of repairs of locomotives, for the year ending December 31st, 1862, are as follows:

Eastern Division (including two new engines)	$121,209 33
Middle Division	124,619 86
Western Division	145,070 39
Total for 1862	$394,899 58
" 1861	344,468 87
Increase	$50,430 71

There being an increase of 675,997 in the number of miles run.

The cost of fuel for the year ending December 31st, was $304,522 47; of fluid, oil, waste and tallow, $62,779 33.

The average cost per 100 miles run was as follows:

	1862.	1861.	Saving.
Repairs	$7 76	$7 81	5 cts.
Fuel	5 98	6 41	43 "
Stores	1 02	95	6 "

A continued saving in cost of fuel has been effected, as is shown by the following comparative statement:

	Total number of miles run.	Cost of Fuel.	Cost of Fuel per 100 m. run.
1859	3,294,220	$250,138 75	$7 59
1860	3,633,442	260,679 57	7 17
1861	4,413,036	288,083 07	6 41
1862	5,089,033	304,522 47	5 98

Being a saving of 43 cents per 100 miles over the cost of last year, although the cost of coal per ton had materially advanced during the last months of the year.

A saving has also been effected in repairs of five cents per 100 miles, with an increase in the item of stores of six cents per 100 miles, which is accounted for in the increased cost of stores, some of which have doubled in price in the past year.

All engines in the freight service are now using coal for fuel. Ten engines are burning coal on passenger trains with success; one of the latter is built for anthracite coal.

The merits of the two kinds of coal, as a fuel for locomotives, are being thoroughly tested. Steel fire-boxes are on trial in several of the engines, and appear to wear well. Steel promises to prove to be the best material for fire-boxes.

The use of new engines with modern improvements, has demonstrated practically, by the amount of service rendered at a cost, the importance of those improvements, among which may be mentioned:

A wheel base which will secure the easiest and best riding machine, and at the same time diminish the wear and tear of the engine and the road; the proper counterbalancing of the reciprocating parts, the momentum of which are known to be most destructive to machinery; a valve motion which, while it is simple and durable in its parts, is the most economical and effective in its operation.

No good material has been laid aside to make way for any changes; but where an opportunity has presented itself, improvements have been made with great success.

The total number of cars owned by the Pennsylvania Railroad Company, at date December 31st, 1862, were 4,265 eight-wheeled cars, and 524 four-wheeled cars.

Valuation of Pennsylvania.

The following is the valuation of all property in Pennsylvania for 1863, by the Revenue Board:

Counties.	Valuation.
Adams	$ 5,138,390
Allegheny	26,123,389
Armstrong	3,027,873
Beaver	4,193,151
Bedford	3,458,223
Berks	22,918,666
Blair	4,900,758
Bradford	5,492,938
Bucks	19,298,126
Butler	4,344,806
Cambria	2,164,877
Carbon	2,454,858
Centre	4,450,806
Chester	24,273,907
Clarion	2,241,952
Clairfield	1,625,000
Clinton	3,060,478
Columbia	3,260,273
Crawford	5,431,246
Cumberland	12,285,504
Dauphin	12,529,140
Delaware	10,137,446
Elk	844,111
Erie	5,739,208
Fayette	5,337,731
Forrest	175,213
Franklin	12,674,963
Fulton	1,187,487
Greene	3,129,671
Hundington	4,750,651
Indiana	3,321,352
Jefferson	1,576,517
Juniata	2,943,954
Lancaster	25,863,165
Lawrence	3,531,592
Lebanon	9,474,455
Lehigh	10,454,952
Luzerne	10,803,224
Lycoming	4,898,298
M'Kean	758,642
Mercer	4,906,817
Mifflin	4,015,420
Monroe	1,597,534
Montgomery	19,495,756
Montour	1,916,432
Northampton	13,548,538
Northerland	5,476,564
Perry	3,367,709
Philadelphia	174,716,221
Pike	702,465
Potter	938,898
Schuylkill	11,219,076
Snyder	2,686,253
Somerset	2,995,976
Sullivan	416,091
Susquehanna	3,296,111
Tioga	2,439,508
Union	3,870,439
Venango	1,950,060
Warren	1,796,687
Washington	10,339,538
Wayne	1,744,186
Westmoreland	7,939,349
Wyoming	1,009,014
York	12,915,506

Old Colony and Newport Railroad.

At a meeting of the stockholders of this company, held at Providence on the 29th ult., it was voted to accept all acts and resolves enacted by the Legislatures of Massachusetts and Rhode Island affecting the interests of the Old Colony and Newport Railroad corporation. It was also voted to give authority to the directors to dispose of the stock owned by the corporation, and issue 8,849 new shares of the par value of $100 each. The present number of shares in the corporation is 31,151, of which 25,783 shares are held by stockholders, and 5,368 by the company. Judge Abbott said the vote contemplated the possible increase of the capital stock of the corporation to $4,000,000, although the present condition of the road did not require that the stock should actually be greater than $3,500,000. The charter of the road allows the increase of the capital stock to $4,230,000. It was likewise voted to request the directors to make, as soon as consistent with the interests of the road, a dividend from the surplus earnings of the corporation; and a proposition that the time for making such dividend should not be further ahead than four months, was also adopted.

Progress of the New York City Railroads.

Notwithstanding the publicity given to the railroads now building in our city, we are continually beset with inquiries for information in regard to where the new roads commence and where they terminate, their general route, and so forth. From the communications which we daily receive in reference to the new roads, we are led to believe that if there is one subject more than another upon which our citizens are in a blissful state of ignorance, it is on the matter of the new city railroads.

With the Second, Third, Fourth, Sixth, Eighth, and Ninth avenue lines, the people have grown familiar; but the "Gridiron and the "Grand Belt" are enigmas which they cannot solve. The more they try the more they are mystified, and after many attempts to straighten the matter in their minds, finally give it up in despair. Many persons walk a block or two further and take cars or roads the routes of which they know, rather than take passage on cars of which they know not whence they come nor whither they are going. Beside the Gridiron and belt, there are the Avenue A, Avenue D, East Broadway, and other roads, which are equal mystifications. The contemplated route of the road technically known as the "Belt Railroad" is as follows:

Starting from South Ferry, foot of Whitehall street, which is the southern termini of the Belt and Gridiron, the cars will proceed up Whitehall street to Bowling Green, turning thence into Battery place, will pass the upper end of the Battery, and continue their course through West street and Tenth avenue to Fifty-ninth street, through which street a track will be laid connecting with the east side of the city, whence following the East River, as far as practicable, the line will be extended until it enters South street; thence down South street to the South Ferry. On South street a track has already been laid as far as Market street. A track will be laid also in Front street, belonging to the same road. The cars of the Belt road are now running on the west side of the city as far as Fifty-ninth street. The company intend when the road is in full working order to run 150 cars. Twenty-six cars are at present running on the line daily. A temporary depot has been established at Fifty-second street.

The Gridiron road will be formed by the co-operation of several companies whose charters empower them to lay tracks for the most part on the intersecting streets of New York, that is from East to West. The East Broadway road will commence at the Williamsburgh Ferry, foot of Grand street, and run thence down Grand street and East Broadway to Chatham street, where, taking the Third avenue track, it will continue to the City Hall Park, establishing its terminus on the open space in front of Tryon row. Operations will not, in all probability, be commenced on this road before next Spring.

The Avenue A road also has its beginning at the Williamsburgh Ferry, passing through Grand and Lewis streets to Avenue A, thence to Fourteenth street, where, taking a westerly course, it crosses the First, Second, Third and Fourth avenues, and terminates at Broadway. The Avenue D road commences at the Houston street Ferry, and will pass westerly and northerly through various streets and avenues to Broadway. A long time will elapse before either of these roads will be completed.

The Broome street road passing through Broome, Greene, and Wooster streets, University place, Broadway to Central Park, is now in operation, and enjoying a liberal share of patronage.

A track is now being laid in Canal street as a part of the "gridiron," which will connect the Jersey City Ferry at the foot of Desbrosses street with Williamsburgh Ferry foot of Grand street, passing through Canal, Division, Grand, and the avenues on the east side. There is also a line in course of construction in Thirty-second street which will extend from the east to the west side of the city. These are in brief the routes of the roads now being constructed in New York, all of which will doubtless be in successful operation by this time next year.—*Tribune.*

Finances of California.

California has an area of 188,892 square miles, and in 1860 contained 379,994 inhabitants, showing a density of 2.01 persons to the square mile.

The private wealth in the State in 1862 amounted to $160,869,072, of which $80,735,855 represented real estate, and $72,647,666 personal property. This gives $422 03 to each inhabitant.

The amount of taxes levied on property in 1862 amounted to $3,673,129, of which $1,221,064, was for State purposes (including federal tax,) being 77 cents per $100 valuation, and $2,453,065 for county purposes. The State tax averaged $3 21 to each inhabitant.

The receipts into the State Treasury, from all sources in 1862 amounted to $1,031,529, and the expenditures for the same year to $1,146,744. The expenditures were equal to $3 02 to each inhabitant.

The following table shows the valuation, and receipts and expenditures, yearly, since the formation of the government:

Years.	Valuation for taxes.	Receipts from all sources.	Expenditures on all acc'ts.
1850.	$57,670,689	$3,156	$351,321
1851.	49,231,052	330,796	742,272
1852.	64,579,375	366,825	1,020,239
1853.	95,335,646	454,985	1,456,815
1854.	111,191,630	1,022,647	1,499,265
1855.	103,887,193	1,155,587	1,471,937
1856.	95,007,440	723,290	1,632,765
1857.	126,059,461	799,794	1,018,203
1858.	123,955,877	1,215,128	983,353
1859.	131,060,279	1,184,221	1,109,143
1860.	148,193,540	1,198,582	1,165,718
1861.	147,811,617	1,292,718	1,462,691
1862.	160,369,072	1,031,529	1,146,744
Total		$10,779,212	$15,060,667

The indebtedness of the State on the 1st December, 1862, amounted to $5,569,284, and was as follows:

Bonds issued under act of April 28, 1857.		$3,727,500
" " " act of April 30, 1860.		198,500
Audited claims on file in comptroller's office	$427,780	
Salaries of officers due	62,000	
Appropriated for schools	50,434—	540,214
War bonds and coupons*	558,930	627,551
War claims audited but not bonded	68,621—	627,551
Civil fund warrants in hands of the State treasurer belonging to school fund, not funded		475,520
Total indebtedness		$5,569,284
The annual interest on the funded debt of 1857 is		$260,925
The annual interest on the funded debt of 1860 is		13,895
The annual interest on civil fund warrants is		33,286

* The general government has allowed the sum of $229,000 to be paid on these bonds.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Oct. 23, 1863, was as follows:

Passengers	$23,207 66
Freight and live stock	40,412 06
Mails and sundries	1,287 04
Total	$64,906 76
Corresponding week of 1862	63,496 34
Increase	$1,410 42

The earnings of the Grand Trunk Railway for the week ending October 17, 1863, were:

Passengers	$33,352 69
Freight and live stock	58,857 36
Mails and sundries	2,800 00
Total	$95,010 05
Corresponding week, 1862	93,067 61
Increase	$1,942 44

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in Oct. have been $41,457 80
Same week, 1862 39,812 14
Increase $11,645 66

The earnings of the Dubuque and Sioux City City Railroad Company for the 3d week in Oct., 1863, have been $9,321 25
Same week, 1862 6,825 25
Increase $2,496 00

The approximate earnings of the Marietta and Cincinnati Railroad, in the 3d week of October, 1863, were $18,167 12
Do., 1862 22,292 43
Decrease $4,125 31

The earnings of the Chicago and Alton Railroad for the 4th week of Oct., 1863, were $51,941 00
Same week, 1862 34,887 00
Increase $17,054 00

The earnings of the Chicago and Northwestern Railway for the 3d week in October, 1863, were $50,411 26
Do., 1862 28,224 56
Increase $22,186 70

The earnings of the Galena and Chicago Union Railroad for the 3d week of October, 1863, were:

Freight	$64,356 34
Passengers	16,000 48
Mails	1,300 00
Total	$81,656 82
Same week, 1862	63,800 54
Increase	$17,856 28

☞ The great Russian Railroad Company have received and expended one hundred and twenty-five million of dollars in the course of their operations, obtained on the faith of a five per cent. guaranty by the Government. The extent of the line now worked is one thousand and ten miles, and the traffic for 1862 was twice that of 1861.

☞ The American Express Company have extended their operations over the Susquehanna Railroad as far as it is opened, and propose at Albany to fill orders the same day they are received. This will be very advantageous to the retailers in the city of Albany that city, and the people along the route.

PREFERRED, CANAL, ETC., STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	---
Berkshire (guarantied)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	800,000	6	—	---
" " " (new pref.)	554,000	6	—	---
Buffalo, N.Y. & Erie (guarantied)	850,000	7	---	---
Camden & Atlantic (preferred)	620,800	7	—	27
Catawissa (preferred)	1,150,000	7	—	31½
Chemung (guarantied)	380,000	---	---	---
Cayuga & Susquehanna (guarantied)	343,500	---	---	---
Cheshire (preferred)	2,017,425	7	—	50½
Chicago & Alton (preferred)	2,464,336	7	—	98
Chicago & Northwestern (pref.)	---	7	—	56
Cochecho (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	---
" " " (preferred)	833,000	6	—	---
Cumberland Valley (1st preferred)	241,900	8	8	---
" " (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	---	—	---
Dubuque & Sioux City (preferred)	1,982,180	7	—	---
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	---
Elmira & William-port (preferred)	500,000	---	—	54
Erie (preferred)	8,535,700	7	7	104½
Hannibal & St. Joseph (preferred)	5,309,728	7	—	41
Harrisburg & Lan aster (guarant'd)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	830,000	7	—	---
Kennebec & Portland (preferred)	247,000	6	—	---
" " (new pref.)	125,000	6	—	---
Lackawanna & Bloomsburg (pref.)	500,000	7	—	---
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	70
" " (2d preferred)	3,424,169	7	—	58
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	151
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	102
" " " (2d pref.)	1,014,000	7	7	87
Milwaukee & St. Paul (preferred)	2,255,000	7	---	---
New Haven & Northampton (guar.)	1,010,000	---	4	---
New York & Harlem (preferred)	1,500,000	8	—	128
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Paterson & Hudson (guaranied)	630,000	---	8	---
Paterson & Ramapo (guarantied)	248,000	---	6½	---
Peoria & Bureau Valley (guarant'd)	1,200,000	---	6	---
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	---	10	---
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	90
Pittsfield & North Adams (guar.)	450,000	8	8	---
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	—	---
" " (preferred)	608,176	6	—	---
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	81½
Toledo & Wabash (preferred)	926,200	7	—	85½
Troy & Greenbush (guarantied)	274,400	6	6	---
Vermont & Canada (guarantied)	1,600,000	8	8	---
Warren (guarantied)	1,307,750	7	7	---
White Mountains (guarantied)	200,000	5	5	---
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	---

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	100
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	---
" " sterling	4,375,000	5	"	1890	---
Preferred bonds	1,700,000	6		18--	---
Bonds guar. by Virginia	200,000	6		18--	---
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	108
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	---
Delaware & Raritan:					
See Camden & Amb. RR.	---	--	---	---	---
Erie and Pennsylvania:					
1st Mortgage	7 2,000	7	J. & J.	1865	---
Interest Certificates	161,990	6	" "	1868	---
Lehigh Navigation					
1st Mortgage	829,172	6	M. & S.	1870	106
Unsecured bonds	2,778,725	6	J. & J.	'63-'65	---
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	" "	1865	---
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	105
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	101½
2d Mortgage	3,980,670	6	J. & J.	1882	92
Improvement	668,500	6	M. & N.	1870	93
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	---
Md stg. loan converted	200,376	5	" "	1865	---
Mortgage bonds	993,000	6	" "	1878	65½
Preferred Interest b'ds.	227,569	6	" "	1878	25
Union, (Pa.):					
1st Mortgage	2,500,000	6	M. & N.	1883	23
West Branch & Susqu a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming:					
1st Mortgage	887,000	6	J. & J.	1878	101½

MINING STOCKS.

Companies.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price paid.
Acton (copper)	2½	200,000	---	8½
Albany and Boston (copper)	11½	20,000	---	14½
American Coal	100	10,000	---	94½
American and Mexican Silver	---	---	---	---
Angomah (copper)	---	20,000	---	3½
Arizona (copper)	100	10,000	---	---
Aztec (copper)	---	20,000	---	5
Baltimore & Cuba Copper Smelting	100	---	---	125
Baltimore and N. Carolina (copper)	5	---	---	---
Bay State (copper)	---	20,000	---	---
Bedford (copper)	---	20,000	---	16½
Black River (copper)	---	20,000	---	.45
Bohemian (copper)	7½	20,000	---	.67
Bucks County (lead)	---	---	---	0½
Cambridge (copper)	5	20,000	---	---
Caledonia (copper)	---	20,000	---	---
Canada (copper)	---	20,000	---	---
Carp Lake (copper)	---	20,000	---	1½
Central (copper)	5	20,000	---	56½
Chaudiere (copper)	5	20,000	---	.50
Columbia (copper)	4½	20,000	---	6½
Consolidated (copper)	5	20,000	---	---
Copake (iron)	---	---	---	---
Copper Falls (copper)	25½	20,000	---	27
Cumberland [coal and iron]	100	50,000	---	---
Dacotah (copper)	---	20,000	---	6
Dana (copper)	---	20,000	---	4½
Dudley (copper)	---	20,000	---	5
Eagle River (copper)	---	20,000	---	9½
Everett (copper)	---	20,000	---	5
Evergreen (copper)	---	20,000	---	---
Excelsior (gold)	---	---	---	---
Flint Steel (copper)	---	20,000	---	7½
Forest City (copper)	---	20,000	---	7½
Fort Filmore (silver)	20	50,000	---	---
Franklin (copper)	8½	20,000	---	62½
French Creek (copper)	---	100,000	---	---
Gardner (copper)	5	20,000	---	---
George's Creek [coal]	---	10,000	---	9½
Gold Mining of Colorado	---	---	---	6½
Grand Portage (copper)	---	20,000	---	---
Great Western [copper]	---	20,000	---	4½
Guilford (copper)	5	20,000	---	---
Hamilton (copper)	---	20,000	---	5½
Hancock (copper)	4½	20,000	---	14½
Hanover (copper)	---	20,000	---	1½
Hazleton [coal]	50	---	---	68
Highland (copper)	---	20,000	---	7
Humboldt (copper)	---	20,000	---	7
Huron (copper)	7	20,000	---	33½
Isle Royale (copper)	16½	20,000	---	28½
Kickapoo (copper)	1	200,000	---	---
Knowlton (copper)	---	20,000	---	---
Madison (copper)	---	20,000	---	6½
Mandan (copper)	---	20,000	---	3½
Manhattan (copper)	---	20,000	---	5½
Mariposa (gold)	100	100,000	---	40
Mass (copper)	---	20,000	---	---
Meenard (copper)	8½	20,000	---	13½
Metropolitan [coal]	100	---	---	135
Minnesota (copper)	3½	20,000	---	80
Montana (gold)	---	76,000	---	---
Mount Hope (lead)	2½	80,000	---	---
National (copper)	5½	20,000	---	32
Native (copper)	---	20,000	---	4½
Naumkeag (copper)	---	20,000	---	7
New Almaden (quicksilver)	---	---	---	---
New England (copper)	---	20,000	---	3½
New Jersey [zinc]	100	12,000	---	---
North Cliff (copper)	2½	20,000	---	7
North State (copper)	5	20,000	---	---
North Western (copper)	---	20,000	---	14½
Norwich (copper)	---	20,000	---	6
Ogima (copper)	---	20,000	---	---
Ontonagon (copper)	---	20,000	---	---
Ottawa (copper)	---	20,000	---	.43
Pennsylvania (copper)	---	20,000	---	---
Pennsylvania [coal]	50	64,000	7	182
Petherick (copper)	1½	20,000	---	45
Pewabic (copper)	3½	20,000	---	63
Phœnix (copper)	10	20,000	---	20½
Pittsburg and Boston (copper)	5½	20,000	---	50
Placentia Bay (lead)	5	200,000	---	---
Pontiac (copper)	2½	20,000	---	7½
Quartz Hill (gold)	---	---	---	20½
Quicksilver	100	---	---	65½
Quincy [copper]	10	200,000	---	87½
Rockland [copper]	5	20,000	---	18½
St. Mary's [copper]	---	---	---	10½
Santa Clara [quicksilver]	---	---	---	8½
Santa Rita [silver, copper, and lead]	100	10,000	---	---
Shawangunk [lead]	5	110,000	---	---
Sonora Explor. & Mining [silv. & cop.]	100	20,000	---	---
South Side [copper]	1½	20,000	---	6
Springfield [copper]	5	20,000	---	2
Star [copper]	---	20,000	---	7
Superior [copper]	4	20,000	---	11½
Toltec [copper]	19	20,000	---	4½
Tremont [copper]	---	20,000	---	6
Trenton [iron]	---	---	---	---
Union [lead]	---	---	---	0½
Waterloo [copper]	---	20,000	---	---
Wickham [copper]	---	20,000	---	1½
Wickopee [copper]	5	100,000	---	---
Winthrop [copper]	---	20,000	---	6½

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of June 28, 1847.....registered..	$9,415,250	6	Jan & July.	1868	----
Loan of Dec. 31, 1848 .....registered	8,908,342	6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850.....coupon..	3,461,000	5	" "	1865	101
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	----
" " " ..... coupon		5	" "	1874	100
Loan of June 22, 1860.....registered	7,022,000	6	" "	1871	96
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of June, 1861.... coupon	1,026,600	6	" "	1881	105
" " " " " ... coupon		6	Yearly.	1881	101
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	108¼
" " ..... coupon		6	" "	1881	109¼
Loan of July 17, 1861 .....registered	59,042,800	6	" "	1881	----
" " ..... coupon		6	" "	1881	----
Loan of Feb. 25, 1862 (5-20s).....registered..	40,230,000	6	May & Nov.	1882	103
" " " (5-20s)..... coupon..	350,000,000	6	" "	1882	104
Treasury Notes of Feb. & Aug. 1861..coupon..	62,931,000	7.3	Feb. & Aug.	1864	107
" " Apr. & Oct. 1861..coupon..	86,989,500	7.3	April & Oct.	1864	107¼
Treasury Notes of 1863 (legal tender),coupon..	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	----	----	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's	----
" "	70,814,639	5	" "	notice	----
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	102
" " .....(currency)		6	" "	1 year	98
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues to the United States.]					
STATE LOANS.					
Alabama—State bonds .....coupon	3,428,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State). "	610,000	6	paid for	1868	----
" — " " (" "). "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	123
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71–'72	----
" — " " " ..... "		6	" "	'81–'82	108¼
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds..... coupon	143,000	7	----	----	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,074,760	6	" "	'63–'80	----
" — " " (R. R.)..... "	525,000	7	" "	'62–'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	102¼
" — " " bonds ..... "	1,322,095	6	" "	1877	----
—Interest stock.....	737,222	6	" "	1860	104
—Refunded stock ..... coupon	2,187,000	6	" "	'63–'80	104
—War bonds.....	2,000,000	6	" "	1879	102
—Canal bonds (sterling)..... "	1,778,423	6	" "	1870	101
" — " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	87¼
" — " " "	2,058,173	2½	" "	1886	----
" —State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	----	----
" — " " special stock "	1,216,787	5	" "	----	----
" — " Deferred stock..... "	1,243,000	5	" "	----	----
" — " " special stock "	479,545	5	" "	----	----
Iowa—State stocks..... coupon	200,000	7	Jan. & July.	1868	----
" — " (war loan) ..... "	800,000	7	" "	'81–'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65–'75	----
" — " " ..... "		5	" "	'81–'91	----
" — " " ..... "		5	" "	'93–'96	----
" — " " (bank) ..... "	600,000	6	" "	1891	----
" — " " ..... "	67,500	6	" "	'91–'96	----
" — " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	----	d'm'd.	----
" — " " (R. R. etc.)... "	3,902,000	6	----	'67–'90	----
" — " " (banks)..... "	5,398,533	6	----	----	----
" — " " (war loan)... "	670,000	6	----	----	----
Maine—State bonds .....coupon	----	6	Mar. & Sept.	'63–'77	----
" — " (war loan) ..... "	1,000,000	6	Jan. & July	'81–'83	----
Maryland—State bonds (st'k'g).....coupon	816,000	5	Chiefly quarterly.	1885	----
" — " " (st'k'g conv.)... "	200,376	5		1865	----
" — " " (st'k'g)..... "	5,585,555	5		'89–'90	105
" — " " (st'k conv.)... "	2,490,589	5		'89–'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	10,000	4½		1888	----
" — " " (")..... "	787,560	5		'42–'58	----
" — " " (")..... "	399,408	5		1880	----
" — " " (")..... "	148,711	5		'89–'90	----
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	111
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	6		'89–'90	----
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68–'71	----
" — " " (T. & G.R.R.)... "	503,380	6	" "	'88 '90	----
" — " " (" ").dollar	416,500	6	" "	'90–'91	----
" — " " (" "). "	300,000	5	" "	1893	----
" — " " (Eastern R. R.) "	500,000	6	Jan. & July.	'65–'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. St'k &c.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68–'77	----
" — " " (" ") "	345,000	5	April & Oct.	'65–'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65–'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64–'66	----
" — " "	247,000	6	June & Dec.	'68–'72	----
" — " "	53,000	5	" "	'68–'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71–'76	----
" — " " " ..... "	600,000	6	" "	'77–'78	117¼
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	----
" —Coast Defence Loan... "	1,000,000	5	" "	1883	----
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100½
" —Canal Loan.....(sink'g fd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	587,000	7	" "	1886	104
" —Redemption Fn (" ") "	2,000,000	6	" "	'68–'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	----
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----	'41–'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1868	----
" — " " "	199,000	6	" "	1863	----
" —Capitol Loan of 1857.....	100,000	6	April & Oct	1863	----
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R...coupon	200,000	6	" "	1883	----
" — " " S.W. Branch.. "	7,000,000	6	" "	'72–'88	67
" — " " H. & St. Joseph "	4,500,000	6	" "	'87–'89	----
" — " " N. Missouri .. "	3,000,000	6	" "	'73–'87	85
" — " " Iron Mountain "	4,350,000	6	" "	'72–'87	----
" — " " C. & Fulton .. "	3,501,000	6	" "	'73–'89	----
" — " " Platte Co. .... "	650,000	6	" "	'87–'89	----
" —Revenue bonds ..... "	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64–'66	----
New Hampshire—State bonds.....coupon	780,000	----	----	----	----
" " —Notes ..... "	535,100	6	Feb. & Aug.	1876	107½
New Jersey—State stock .....registered	200,000	6	----	----	----
" " —State bonds (war loan)..coupon	96,000	6	Jan. & July.	Var.	----
" " — (" "). "	631,620	6	" "	'65–'71	----
New York—General Fd: Astor Debt.....	200,000	6	" "	1871	----
" " — " " Deficiency Loans..	561,500	5	Jan. & July.	pleas.	----
" " — " " "	348,107	5	" "	pleas.	----
" " — " " "	900,000	5	" "	1875	----
" " — " " "	442,961	5	May & Nov.	1868	----
" " — " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " "	1,300,000	6	" "	'68–'78	115
" " — " " "	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " "	11,000	5½	----	d'm'd.	----
" " — " " "	14,213	6	----	d'm'd.	----
" " — " " "	421,000	5	Jan. & July.	'65–'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100 000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63–'74	----
" " — " " " "	15,889,025	6	" "	'64–'76	----
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	----
Ohio—State bonds (foreign debt) .....coupon	1,608,905	6	Jan. & July.	1860	63
" — " " (" ")	1,015,000	6	" "	1865	----
" — " " (" ")	379,886	6	" "	1868	----
" — " " (" ")	2,183,582	6	" "	1870	----
" — " " (" ")	1,600,000	6	" "	1875	105
" — " " (" ")	4,095,809	6	" "	1881	----
" — " " (" ")	2,400,000	6	" "	1886	108¼
" — " (domestic debt).....	275,885	6	" "	1863	103
" — " (war loan).....coupon	299,704	6	" "	1866	----
" — " (" ")..... "	280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc)...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,730,095	5	Jan. & July.	due.	100
" — " " "	3,886,010	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,341,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	103
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	----
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	108
" — " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----	----	----
" —Relief Notes in circulation...	97,360	----	----	----	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	109
South Carolina—State bonds (stg).....coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68–'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----	1882	61
" — " " (intern. impr.) "	2,063,606	5	----	Var.	----
" — " " (railroads)... "	12,799,000	6	----	Var.	----
" — " " (capitol) ..... "	608,000	5	----	1890	60
" — " " (Hermitage) . "	48,000	6	----	1890	----
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63–'64	----
" —State bonds (war loan) .....coupon	58,000	6	----	'62–'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	108½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " (railroad) ...	18,264,842	6	Jan. & July.	'83–'93	55½
" —State bonds (railroad) .....coupon	12,644,500	6	" "	'85–'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67–'68	----
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'78–'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,469	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,519	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	61,503	136,765	135,595	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,865	209,391	208,559	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,757	74,931	53,564	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,792	135,950	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,943
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,226
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,286	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	95,528	88,401	105,252	956,909
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,889	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,285	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,[illegible]424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	516,948	719,354	734,108	774,211	6,[illegible]182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	963,859	8,[illegible]534
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,296
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	261,566	281,814	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,003	1,933,404
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,880	167,230	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	178,261	197,762	246,283	2,028,637
1862	307,330	281,568	308,963	292,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,993	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	416,336	372,593	359,462	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	------	------	------	------
La Crosee and Milwaukee:													
1860	32,884	36,670	44,289	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,486	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,073	137,187	164,509	122,863	63,771	1,095,043
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,483	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,807	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,309	122,272	61,835	1,163,794
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	105,417	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	124,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	236,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,084	279,539	2,647,883
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	184,617	182,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,611	149,550	133,620	123,377	144,982	236,843	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,389	307,475	258,633	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	206,221	215,449	215,449	308,169	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,626	447,813	504,217	591,920	743,599	709,671	637,792	520,296	6,303,701
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,784
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,824
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,679	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,716	1,225,015
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,095
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,559
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860													
1861	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,554
1862	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1863	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,230	397,525	401,299	364,534	370,983	3,745,310
Toledo and Wabash:	337,350	366,598	461,222	464,257	418,739	383,314	348,003	404,898	467,321	------	------	------	------
1859													
1860	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,659	74,060	81,872	46,095	734,57[illegible]
1861	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,73[illegible]
1862	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1863	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,880	172,870	147,548	139,529	1,403,147
	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,379	130,700	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	226,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'65-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	98½
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1868	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju Oc.	London.	1839	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850	700,000	6	Jan. & July.	"	1880	106
" " " 1855	1,124,500	6	Jan. & July.	"	1875	100
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1887	103½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	116½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '90, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	793,200	5	"	"	1863	
American Loan	764,000	6	"	New York.	1864	106
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $500,000	790,600	6	"	"	1870	104
" " $675,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	104½
" " $2,500,000	867,000	6	"	"	1889	103½
Consolid. Mort. Loan $5,000,000			"	"		103½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	112
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	104
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	103½
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	60
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	41
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	122
" " " inconvertible	3,034,000	8	" "	" "	1883	122
Plain Bonds, dated Sept. 20, 1880	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	109
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	104½
General 1st Mortgage	3,600,000	7	" "	" "	1885	92
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	98½
2d Mortgage	2,000,000	6	" "	" "	1890	78
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	106½
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	87½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	112
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic t and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289.000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6			1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	114
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan & July.	London.	1872	96
3d Mortgage (convertible)	672,500	6	Feb. & Aug.	Boston.	1874	105
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund "var ," that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,846,000	7	May & Nov.	" "	1875	111
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	5,000,000	7	April & Oct.	" "	1881	83
Convertible Bonds	1,360,000	7	Jan & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	114
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	119
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	116
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "		------	110
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	80
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	------	44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,765,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102½
Extension Bonds	175,000	7	May & Nov.	" "	1890	107
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	223,000	---	" "	" "	'63-'75	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	185,669	7	Feb. & Aug.	New York.	1891	90
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	117
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	122
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,656,500	7	" "	" "	1877	103½
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.	------	103
2d Mortgage	200,000	8	" "	" "	------	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8			------	10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "	------	67½
2d Land Grant	700,000			" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	638,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	107
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	118
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds	252,975	6	" "	" "	1883	102½
Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1864	103½
New 20 year- (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	920,000	7	Feb. & Aug.	" "	1876	134
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	111
4th Mortgage	5,100,000	7	April & Oct.	" "	1890	108½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	110
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.	"	1867	103
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	103½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99⅝
2d Mortgage	3,077,000	7†	" "	" "	1861	25⅝
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96¼
Chattel Mortgage	360,000	10	" "	"	1887	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	105⅝
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	111⅛
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Conpon)	730,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	107
" 1861, "	273,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	126½
" 1856, "	1,470,000	7	" "	"	1886	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	135
Improvement	88,500	6	May & Nov.	Boston.	1883	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	105
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	---
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$380,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	72
2d Mortgage	937,500	7	" "	"	1863	17
3d Mortgage	440,000	7	" "	"	1868	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	112
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	105
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	94½
" " (series D)	1,400,000	7	May & Nov	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	90
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	96
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	97
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	19½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	868,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	108½
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	111
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State.	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Dr. and Cr. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	
								ALABAMA.														
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,836	*	—	877,653	503,500	105,255	1,516,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	280,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
								ARKANSAS.														
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.														
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.														
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.5	47,301	61,546	38,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	.....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,485	38,023	—	1,010,000	650,000	—	1,812,475	operated by		N. Y.	& N. H.	4	.....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66 0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,744,362	117.4	518,810	1,036,437	454,096	12	128
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	98
								DELAWARE.														
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.														
.. .. '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.														
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	55.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404,618	212,676	19	72
31 July '59	60.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.														
31 Dec. '62	220.0	—	.....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	91
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	124
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45 0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	.....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,385,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	47½
31 Mar. '63	181.8	—	.....	—	61	57	960	Chicago and Rock Island	7,669,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	110½
10 Nov. '62	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	580,000	.....	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	2,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	111½
31 May, '63	174.5	5.5	14.3	—	21	22	604	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	1,742,097	377,476	—	66⅔
31 Dec. '62	454.8	252.5	.....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	124½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '62	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '62	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy	—	.....
.. .. ..	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,693	568,020	—	64
								INDIANA.														
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	78.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	87
31 Dec. '62	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,195,829	84.0	.....	450,079	247,338	—	.....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,359	527,863	268,156	—	.....
.. .. '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	.....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132 0	.....	285,974	104,951	—	.....
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	100
.. .. '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	.....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.														
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	.....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	2,992,427	300,000	222,601	3,179,833	111.0	.....	228,560	122,931	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	246,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Muso.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	44
								KENTUCKY.														
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	85
.. .. '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '62	29.0	—	.....	}	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	.....	—				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.9	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	2,293,200	198,785	9,840,067	269 0	374,997	822,998	508,591	—	.....
.. .. '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.														
.. .. ..	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,200	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
1 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,454	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	36.5	76,844	79,761	43,461	—	.....
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	.....
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,962	4,259,303	109.2	186,240	523,032	174,028	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	78,014	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	—	$ 283,197	$ 170,276	6	108½
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	—	33.5	—	—	.....	York and Cumberland	1,000,000	*	—	370,000	450,000	270,000	1,090,000	18.6	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	94¾
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402 054	9,838,621	155.0	940,558	1,920,641	927,341	—	45
					2			MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	...
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,330,000	440,000	21,046	2,755,815	70.9	336,565	421,909	186,191	6¾	104
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,380,350	400,465	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	460,302	8	130
30 Nov. '62	47.0	7.0	32.5	—	25	40	200	Boston and Providence	2,962,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	135½
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,336,584	88.6	564,117	1,006,130	490,304	8	136
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	104
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30,000	4,766,000	89.0	452,168	635,629	315,784	—	100½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	116½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,932	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	14
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	148
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	48.4	1.0	14.9	—	18	18	352	Providence and Worcester	1,402,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,179	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	2	17	South Shore	462,367	89,226	—	259,685	150 000	1,456	531,715	11.5	22,218	64,425	20,484	—	17½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,310	979,308	42,852	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	39
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	163½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,363	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	82
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	55	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	127½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,881	1,461,276	—	87
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	93.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.5	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,801	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,514	—	48
31 Dec. '62	168.5	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,380,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,776,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
29 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,681	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. 62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '63	93.5	—	5.6	—	14	10	282	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	49½
30 Nov. '62	53.8	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	268,324	298,056	104,643	—	50½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	.....	.....	57,461	867,462	28.1	.....	84,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	63
30 Nov. '62	49.9	8.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	101
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,887	—	.....
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,423	74,885	7	120
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	84,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	74
31 Mar. '62	24.7	—	2.2	—	5	2	60	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,080,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	5,620,181	.....	.....	124 2	.....	3,040,148	1,728,546	10	177½
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	13
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,916,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101.520	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,300	678,000	400,017	5,995,704	33.8	512,349	1,111,087	652.124	10	.....
31 Dec. '62	21.3	—	—	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,795	438,798	21.2	.....	90,612	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	53,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,606	2,597,161	—	[2 mos.	10,588	.....	—	25
31 May, '62	.....	.....	.....	.....	.....	.....	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec, '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6¾	110
31 Dec. '62	88.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,128	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (total), all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075					—	----
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.			—	----
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper.	by Tioga.		44,100	—	----
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	48
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,376	312,136	—	1,000,000	170,000	10,000	1,332,566	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,624	*	—	346,000	146,000	8,000	660,000	5.3	273,289	30,944	2,769	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,070	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	182,036	21,457	.....	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	----
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie		30,000	6	----
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,492	*	—	19,973,200	19,831,500	480,065	40,285,365	435.0	4,582,369	7,803,973	2,983,542	—	109½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,886	1,363,931	—	5,758,466	9,363,750	298,424	15,420,640	148.0	1,152,515	2,637,529	1,269,954	—	144½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,482	15,213	2,928,474	100.5	226,611	283,457	109,167	2	47½
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,5.3	—	41,866,853	654.9	5,368,772	9,386,828	3,749,077	6	138
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,961	69,136	11,781,297	166.0	507,378	1,154,003	456,098	—	110
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.		60,000	6	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,300	22,000	—	875,734	5.0	779,880	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,456	728,524	—	4,571,500	1,494,900	—	6,066,800	121.8	341,704	492,463	176,758	—	0.30
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,150	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	960,028	27.2	.....	276,276	66,845	6	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	368	Rome, Water'n & Ogdensb'g.	3,092,378	368,305	—	1,498,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	46
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Rens. & Sar.			—	----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,537	882,537	51.3	111,286	146,227	52,258	—	----
30 Sep. '62	8.0	—	8.0	—	—	—	61	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,065	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	—	89	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,491,460	548,033	88,255	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,087	70,919	327,708	13.0	50,277	37,010	.....	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,803,540	2,654	—	1,200,130	1,640,757	103,576	2,944,457	88.6	229,424	280,871	172,757	—	----
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,662,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,987	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,955	—	----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462 500	.....	oper. by	Vt. Co.	.....	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	80,000	680,000	—	752,601	.....	oper. by	the 4	Comp'a.	—	----
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,587	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	----	----	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	----
— — '58	223.0	—	----	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	----
— — '59	97.0	—	----	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,591	3,114,934	171.0	323,069	477,554	235,201	5	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	.....	.....	.....	.....	—	----
								OHIO.													
— — '58	----	----	----	----	----	----	----	Atlantic and Great Western	613,231	----	----	866,939	----	77,294	----	32.0	----	----	----	----	----
31 Dec. '62	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,726	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,488	6,810,432	141.0	.....	699,716	230,951	—	----
31 Mar. '63	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,963,788	481,083	91,947	2,155,800	1,334,000	—	3,988,195	198.8	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	----	69.1	----	----	----	Cinc. and Indianapolis Junc.	----	----	----	----	----	----	----	32.0	----	----	----	----	----
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,975	.....	131.8	304,168	190,745	19,180	—	----
31 Dec. '62	135.4	55.8	----	—	29	32	634	Cleveland, Columbus and Cinc.	4,250,777	723,116	74,010	5,000,000	510,000	—	6,454 180	191.2	926,928	1,724,917	1,033,637	20	160
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,553,462	298,789	23,340	1,036,045	1,752,400	128,857	2,917,322	67.0	248,387	375 209	225,051	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	—	3,300,000	1,500,000	—	.....	96.7	484,..97	1,561,628	9 5,9..	33½	185
30 Nov. '62	101	102.5	—	—	45	30	806	Cleveland and Pittsburg	7,836,994	*	—	3,832,712	4,324,6..	94,329	8,251,646	208.5	.....	1,456,317	552,900	—	117½
31 May '63	109..	79.4	----	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,261,137	747,962	—	119½
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,765	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	284,000	—	2,076,002	oper.	r. w. Lit.	Miami.	229,883	15	----
31 Mar. '63	144.0	—	7.9	—	16	8	378	Dayton and Michigan	5,464,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	1,063,705	451,540	—	----
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	367,240	716,000	80,845	.....	36.6	.....	62,025	3,565	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	----
— — '59	36.0	—	----	84.0	----	----	----	Fremont and Indiana	----	----	----	----	----	----	1,358,867	----	----	----	----	----	----
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	883,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,820	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,466	—	----
30 Nov. '62	88.6	—	37.8	—	25	22	437	Little Miami	3,544.1.8	492,979	442,283	2,981,26	1,4.. ,000	—	4,879 806	138.0	846,982	1,632,488	689,649	15	138
30 Jun. '63	178.8	30.6	18.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722 322	*	—	10,379,554	373,45	53,055	11.164 820	226.6	445,157	620,025	299,630	—	----
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,883,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.5	.....	829,932	119,032	—	14
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,561	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	----
30 Jun. '63	158.9	52.0	----	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,.00	5,401,088	205.9	418,32.	599,880	115,290	—	----
31 Dec. '62	116.0	9.0	----	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,513,800	105,610	2,608,257	125.0	214,404	289,385	82 988	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	150,000	3.500	346,500	oper.	r. by C.	C. & C.	.....	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	----
31 Dec. '62	242.4	—	----	—	42	18	753	Toledo & Wabash (16 months)	8,547,165	*	14,038	2,335,550	6,211,018	198,890	8,750,373	250.0	1,614,632	1,938,202	950,462	—	68
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	8.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	----	—	----	----	----	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	----
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1 816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	3	78
30 Sep. '62	45.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,744,752	146.0	549,045	275,880	.....	—	11
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,284,456	74.5	.....	255,000	165,427	3	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	1,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637 114	10,862,314	202.0	1,107,638	1,506,362	753,463	6	185
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1.118,168	36.9	130,602	1.8,393	98,654	—	----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42.155	2,083,667	78.0	2.7.05.	347.525	183,499	—	39
31 Oct. '62	18.6	—	4.8	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	53,826	10	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	72½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.5	23,476	29,799	5,078	—	----
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570.961	1,166,030	289,153	2,026,144	50.5	150,984	196,0.4	164,134	—	23½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,889	1.9,056	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927.385	76.0	367.229	822,927	460,516	8	82
31 Oct. '62	28.3	5.5	8.0	—	10	...	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126.816	68,801	—	53½
31 Oct. '62	24.5	105..	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3.252,265	130.0	—	451,918	174,435	8½	62½
30 Nov. '62	55.6	13..	8.8	—	18	2.	577	North Pennsylvania	5,485,476	406.167	—	3,147,350	3.106,360	287,005	6,447 780	66.4	263 331	397,1.6	218,961	—	28½
31 Dec. '62	355.6	55.8	318	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274.10.	3,52 .40.	—	8,324,218	341.4	.....	10,304,291	4,872,215	8	71½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,900	437,960	—	1,554 496	24.0	229.9 8	.62.333	129,742	6	61
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6.3.,.0.	157.739	12,154,.. 7	190.0	213,57.	413,472	80,901	—	31½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	5,765,774	657,130	11,548,929	12,036,100	94,466	25,529,164	35.0	2,088,16	3,91.,830	2,095,778	—	68½
31 Oct. '62	31.0	—	0.8	45.0	2	2	17	Phila. and Baltimore Central	902,483	27,519	—	21.,600	575,.00	5.,00	580 ..	1.9	8,218	7,416	20,861	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Line	Track and Sidings.	Road in progress or projected	Equipment. Engines	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
31 Oct. '62	28.2	—	1 9	—				PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	95.9	—	34.8	—	87	110	630	Philadelphia and Trenton	562,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	178
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Phila., Wilmington and Balt.	6,9 9 924	744,425	3 1,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	67½
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,855	72.0	194.000	129,918	50,379	—	8½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Pittsb'g, Ft. Wayne & Chicago	17,736,355	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	89½
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill and Susquehanna	1,197,774	*	—	1,289,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,238	—	.....
31 Oct. '62	28.0	—	6.2	—	5	1	439	Schuylkill Valley	576,050	—	—	576,950	—	—	576,050	.....	oper. by	Ph. & R	eading.	5	.....
31 Oct. '62	29.6	—	2.5	—	4	4	101	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	.....	57,928	159,534	99,060	—	39
31 Dec. '62	26.4	—	3.0	—	5	11	23	Tioga	719,914	77,999	—	97,550	396,600	65,826	797,913	29.6	81,934	134,788	97,862	9	43
								Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	4
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	415,309	199,154	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,229	—	4 7, 17	8,500	—	.....	13.6	23,954	25,594	6,739	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	891,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	—	—	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,540	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	—	—	.....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	—	—	.....	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	985,743	960,410	103,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	—	—	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	.....	.....	.....	17.0	2	—	14	Edgefield and Kentucky	867,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	513,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	84.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,307	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1859	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,963	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110 0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756 0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	—	.....	90.7	93,639	208,867	.....	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	.....
31 Aug. '62	62.5	—	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	.....
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713,418	191,466	—	70
30 Jun '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	.....	4	165
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	.....
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,634,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,083,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.3	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	—	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	684,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.2	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	— —	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,600,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,455	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,600,000	*	—	4,826,800	2,454,000	221,282	7,978,341	234.4	.....	1,163,784	414,741	—	72
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	346,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	.....
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	.....
30 Jun '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,865	—	.....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	28,084,180	357.0	.....	3,011,880	1,649,510	1½	.....
— — '62	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	.....
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
— — '62	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	.....
31 Dec. '62	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	750,000	.....	.....	25.0	.....	100,000	19,575	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	18,100	136,000	1,799,232	60 0	.....	132,555	36,670	—	.....
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	168,416	139,107	37,181	—	.....
								NEW GRANADA.													
1 Dec '62	48.5	—	.....	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	.....	1,743,294	1,013,444	12	188

New York Stock Exchange.

Actual Sale Prices for the week ending November 4.

	Th 29.	F.30	Sat.31.	M.2	Tu.3	W.4.
Buffalo & State Line	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	116¼	----	----	----
California 7s	----	----	122	123	----	----
Canton Co.	34¾	33¾	34	33¾	34	34¼
Central Am. Transit	31	31	26	28	28	29
Chicago & Alton	88¼	82	87	89	89	91
" " pref.	93¼	----	94	98	97¾	98
" " 1 M.	----	----	----	104	----	----
" " Inc. b'ds	----	----	----	----	----	92
Chicago, Burl. & Q.	130	131	----	----	----	x124¾
" " " 8 p.c.	----	----	122	----	----	----
Chic. & Northwest'n	47	45½	47¼	46¾	45¾	47¼
" " pref.	----	----	----	----	----	----
" " 1st M.	92	----	----	92	----	----
" " 2d M.	----	79	79	----	----	78
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
" "Ap.Ext'n.	----	----	----	----	----	----
" " G.B.Ext.	----	----	----	----	----	----
Chicago & Rock Isl.	111	110	111¾	111¾	109¾	110¾
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	160	----	----	----
Clev. and Pittsburg	113¾	112	115	112¾	111	111¾
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	103¾	----	----	----	----	----
" " 4 M.	----	----	----	87	87¾	87¾
Clev. and Toledo	119¾	118	119¾	118¾	118¾	119¾
" " S.F. 7 p.c	113	113	112	----	----	----
Cumberland Coal, pref.	36¾	35¾	37¾	37	37	37¾
Del. & Hudson Canal	175	176	178	----	----	180
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c.'71-5.	----	----	----	----	----	----
" " 2M. 8p.c.'81	----	----	----	----	----	----
Erie	110¼	109¾	109¾	109¾	109	109¾
" pref.	105¾	105	105¾	105	104¾	104¾
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '70	----	----	----	----	----	----
" 3 M. 7 p.c. '83	111	----	----	----	112	----
" 4 M. 7 p.c. '80	109¾	----	----	----	----	108¾
" 5 M. 7 p.c. '85	110	----	----	----	----	----
Galena and Chicago	113¾	113	113¾	112¾	111¾	111¾
" 1M. 7p.c. '63	----	----	----	----	----	----
" 2M. 7p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Jo. pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	136¾	133	134¾	133¾	133¾	134¾
" 1M. 7p.c. '69	----	114	----	----	----	----
" 2M. S.F.	----	119	----	----	----	----
" 3M. 7p.c. '75	137	134	135	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	126¾	125¾	125¾	125	124	124¾
" full stock	----	----	----	----	----	115¾
" Can. bd. sc.	----	105	----	----	----	----
" bonds	116	----	----	----	116	----
Marietta & Cin 1st pref.	71	----	70	70	----	----
" " 2d "	53	----	----	----	----	----
Michigan Central	128	126¾	128¾	126¾	127¼	127¼
" S.F. 8p.c. '82	----	----	122	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	87	87¼	88¼	87¼	87	87
" " guar'd.	153	151	154¾	151	150	151
" " 1M. S.F.	112¾	----	----	109¼	109	109
" " 2 M.	----	----	107	----	103¼x	----
Mil. and P. du Chien	71¼	70	71	70¼	67¼	69¾
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	40¾	----	42	43	42	44
" L.G. bonds	64	65¾	67	----	67	67¾
Missouri 6s	67¼	67¼	67¼	67¼	66¾	67
" iss. to H. & St. J. R.	----	----	85	85	85	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	138	136¾	137¾	137¼	137¼	138
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	...	118	118
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	111	----	----	----	107
N. York & Harlem	113	112	112	110	107¾	110
" " "pref."	----	128	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '64	100¾	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
Norwich & Worcester	----	----	96	----	98	----
Ohio & Miss. cer.	36	35	36¼	39	39	39¾
Pacific Mail S.S. Co.	231	233	233	23	----	232
Panama	----	----	----	----	----	----
Penn'a Coal Co.	155	160	168¾	162	----	162
Phila. and Reading	126¾	126	127¼	126¾	127	127¼
Pitts. Ft. W. & Chicago	89	88	91	90	88¾	89¾
" " 1M.	----	----	----	----	----	110
" " 2M.	----	----	----	105	105	----
" " 3M.	----	----	89	90	----	90
Quicksilver	69¼	64¼	67	66¼	65	65¼
St. L., Alton & T. H.	66	65	66	----	64	----
" " pref.	88¾	83¼	----	----	81¼	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	94¼	----
" " Inc. b'ds	----	89	----	89	----	----
Tennessee 6s, 1890	63	62¼	62	----	61	----
Toledo & Wabash	65	63	----	----	----	----
" " Pref.	----	85¾	----	----	----	----
" " 1M.	----	----	104x	----	----	----
" " 1M. ex.	----	----	----	104	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	55	55	55¼	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending November 4.

	Th.29.	F.30	Sat.31.	M.2.	Tu.3.	W.4.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	100	----	----	----	----	----
U. S. 5s, 1865	----	----	----	----	101	----
U. S. 6s, 1881, reg.	108¾	----	----	----	----	----
U. S. 6s, 1881, coup.	110¼	----	110	----	109¾	109¾
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	102	----	----	----	----	102
U. S. 6s, " "new	99¾	----	99	99	98¾	98¾
U. S. 6s, 5-20s, coupon	----	----	----	----	----	----
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, Feb. & Aug.	107	----	----	----	----	----
" " Ap'l & Oct.	107¾	107¾	107¾	107¾	107¼	107¼
American Gold	147	146	145¾	146¾	146¼	146

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending November 3.

	W. 28.	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.
Beaver Meadow	78	78	----	----	----	----
Cattawissa	10	10¼	10¼	----	10¾	11
" preferred	31	32	30	32	32¼	31¾
Camden & Amboy	177¼	177¼	----	----	----	----
" " 6s, '67-'107	----	----	----	108	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	104¾	----	103
" " 6s, '83	----	----	104¾	----	----	----
" " 6s, '89	----	----	105¼	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	40	40	40	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	79¾	----	----	----
Harrisburg	----	----	----	----	72½	----
Lehigh Navigation	61	61¼	----	----	61¼	----
" " 6s	107	----	106	----	106	----
" " scrip	----	----	----	----	50	50
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	53¼	54	54	54	53¾	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	102¼	----	----	----	----	----
Minehill	63½	----	63	63	----	62¼
Morris Canal	----	----	----	----	----	74¼
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	26¼	26¼	26¼	26¼	26¾	26¼
" " 6s	----	96¾	96¾	96¾	----	96¾
" " 10s	125	----	----	----	----	----
Pennsylvania R. R.	70¾	70¾	71¼	72	72¼	71¼
" 1st m.	111¼	111¼	111¼	----	----	----
" 2d m.	----	----	----	----	106¾	----
Penn. State, 5s	100	----	100	100	----	100
" " 5s, coupon	103	----	----	----	----	----
" " 6s, "	----	----	108	----	----	----
Philadelphia City, 6s	103	103	103	103¼	103	----
" new	----	----	----	108¼	108	----
Philad., Germ. & Nor.	----	60¾	----	----	----	61
Phila. & Reading	64	63¼	63	63¼	63¼	62¾
" " 6s, '86-126	----	126¼	----	126¼	----	----
" " 6s, '70-106	----	----	----	----	----	----
Philadelphia & Erie	31	31¼	31¼	31¼	31¼	31¼
" " 6s	----	----	105	104¾	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	17	17¼	18	18¾	19¼	----
" " pref.	33¼	34¼	34	34¼	34¾	33¾
" " 6s '82	92¼	92¼	----	----	92¼	92
" " 6s '76	93	----	----	----	----	----
" " 6s '72	----	----	102	----	102	101¼
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	17	16¾	16¼	17	17	16¾
" " 6s '78	66	65¾	65	65¾	----	----
" scrip	----	----	----	----	----	----
Union Canal, pref.	4¾	5	5¼	----	----	5¼
" " 6s '83	28	28	27¾	----	28	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Canal	----	----	----	----	----	----
Arch street, (Horse)	26¼	----	26¼	26¼	26¼	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	15	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending November 3.

	W. 28.	Th. 29.	F. 30.	Sat. 31.	M 2.	Tu. 3.
Baltimore City 6s, 1875	----	----	107¼	----	----	107
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	109	----	----	----	108¾
Balt. and Ohio	94¾	95	----	94	95	94¾
" " b'ds, '62	----	----	----	94	----	----
" " " '67-103	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	106	----	----	----	----
" " " '85	----	105	105	----	105	----
Northern Central	----	46¼	46	45¾	45	45
" " b'ds, '85	----	103¼	----	----	----	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending November 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	129	129	----	130	130	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest	136	136	136	136	137	135¾
Cheshire, pref.	50	50	----	50¼	----	----
Concord	----	----	----	----	----	----
Connecticut River	105	105	104¼	104	----	----
Eastern, Mass.	----	----	102	101¼	----	100¾
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	116¾	116¾	116¾	----	----	116¾
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	127	----	127	----	----	126
Northern, N. H.	74	----	----	----	----	----
Old Colony and Fall R.	148	----	----	----	----	----
Ph., Wil. & Baltimore	----	68	68¼	----	68¼	67¾
Portl'd, Saco & Ports.	108	----	----	----	----	108¼
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	40¼	40¼	----	----	----	39
Western	----	153	153¾	----	153¾	155¼
Broadway (Horse)	----	65	----	----	----	----
Cambridge "	123¾	123¼	----	----	----	----
Metropolitan "	----	80¾	80¾	----	----	----
Middlesex "	108¼	108	----	----	----	----
Central Mining Co.	57	----	----	----	----	56¼
Franklin "	52¾	53	53¼	53	52¾	52¾
Isle Royale "	28	----	28¼	28	----	28¼
National "	----	32	----	----	----	----
Minnesota "	----	----	----	----	80	----
Pewabic "	64	----	63¾	63	63	----
Pittsburg "	80	----	----	----	80	----
Quincy "	----	88	----	----	87¾	----
Rockland "	----	19	----	----	----	18¼

London Stock Exchange.

The following were the closing prices for American Securities on the 24th October:

Maryland 6s	73	to	76
United States 6s, 1881	65	"	70
Do. 5s, 1874	55	"	60
Virginia State 5s	45	"	50
Do. 6 per cent.	38	"	40
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	75	"	77
Do., Pennsylvania do. do.	74	"	76
Erie shares, $100 (all paid)	66	"	68
Do., 7s, preference	62	"	66
Do., 7s, 1st mort., 1867	65	"	70
Do., 7s, 2d mort., 1859	68	"	72
Do., 7s, 3d mort., 1883	65	"	68
Do., 7s, 4th mort.	64	"	66
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	73	"	75
Do. do. $100 shares, $90 paid, dis.	20	"	18
Do. do. $100 shares, all paid	76	"	75
Marietta and Cincinnati Railroad Bonds	70	"	72
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '62, x. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	65	"	70
Do do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	80	"	85
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	85	"	87
Do. $50 shares	38	"	43
Philadelphia and Reading, $50 shares	33	"	38

American Railroad Journal.

Saturday, November 7, 1863.

Stock Exchange and Money Market.

One of the marvelous events of our time is the readiness with which the people of the North and West furnish the Government with money to carry on the war for the restoration of the Union.

In the revolution it was almost impossible to obtain means for that great struggle, and we finally had to depend on foreign aid to help us through it. In the war of 1812–'15, the credit of the Government was low and its stocks depreciated a long way below par. Even during the administration of John Tyler, Mr. Robinson went abroad at his request to obtain pecuniary aid and returned unsuccessful. In Mr. Buchanan's administration at its close, so dark were the prospects of the country, that money even in small sums was obtained with difficulty at 12 per cent., and now within three years past when assailed by internal foes, carrying off as it seemed one ha

the States, our treasury and mints robbed by public men to whom the nation had given its confidence, some of the stoutest hearts began to despair of the republic. Under the pressure of these difficulties, with battles lost, all our Southern seaports captured from us, the Mississippi closed, and our National capital threatened with destruction, it seemed as if nothing but the interposition of Divine Providence could snatch us from impending ruin.

When in addition to these domestic embarrassments we were compelled to submit to serious injuries inflicted upon us abroad, the two greatest powers of the Eastern world hastened to give to the rebellion the dignity of a just war, and we were told that not a dollar should be loaned us in our need, it appeared as if we were about to be overwhelmed in the struggle which had been forced upon us, and sink into the Lethe of Nations. But what have we lived to see? The most extraordinary resources that nothing can impair, the most cheerful acquiescence in the necessities of the time, the utmost readiness to be taxed, and pay our taxes, the wealth of the nation freely offered in the public service, the money demanded by the Government poured forth from every fountain and reservoir, its securities sought for with avidity, its stocks rising to par and keeping there steadily through all the fluctuations of the market, or the temporary reverses of the contest, the interest paid regularly in gold as if we were still at peace, and, notwithstanding the people had already lent the Government eight hundred millions of dollars, and were circulating at par nearly four hundred millions of Treasury notes on which there was no interest, we see, even within the last fortnight, thirty-six millions more have been subscribed to the public loans, although the rate of interest is low compared with that of the commercial and financial world. While our taxes have necessarily increased, the interest of money has fallen, offering this compensation in a most effective and timely way; and so without asking Europe for its sympathy or its aid we stand on the impregnable base of our native wealth, our national strength, our unflinching courage, and our unchanged convictions. The old world may well be surprised at such a spectacle, and regard such a nation with unfeigned astonishment. We are surprised ourselves. Connected with all these circumstances, we must not forget the value of that system which has so well harmonized with public opinion, and has been so effectual in directing the financial power of the conntry. With the exception of a few mistakes at the outset, the general administration of the Treasury department has been of the most masterly character, and if we could separate the Minister of Finance from the political aspirant, he would be the most faultless Cabinet officer in our history.

There is not a shadow of a doubt existing in the minds of the people, that the public funds of this country are of the most solid character, that the evidences of our national debt are the securest of all our public securities; that investments made in that direction are the most desirable that accumulating capital can desire, and that the income of the nation is not only now sufficient for every present and future demand upon it, but offers the certain means for returning the principal, at an earlier day, than is really desirable for the holders. It is a foregone conclusion, visible to every eye, that this war is near its close, and that the country is to come out of it with a lustre which will pale all its former brightness. Nor can the observing writer on finance shut his eyes to the results of the recent state elections, as an evidence of the determination of the people, to forget all the faults of their Constitutional Government, all its haste, or weakness or errors in the one grand determination, that the unity of our system is to be maintained, all our correlatives are to be kept in their former places, and the industry, wealth, power, and character of the country as it was, are to be fully maintained, against treason within our borders, or a world in arms without. Such a Nationality as we are now establishing in this wondrous way, makes its financial system impregnable, its progress certain, our prosperity measureless and enduring.

The money market has been rather close for some time past, and the rate of interest on the street 7 per cent to all but the most favored borrowers. It is certainly a remarkable fact, that notwithstanding the supposed if not actual inflation of the currency beyond all former precedent, that money frequently becomes scarce in Wall st., and the operators there especially, although "to the manner born" often find it difficult to carry their stocks for a day without paying pretty dear for the privilege. We should argue from all this, that the legitimate business of the country is increasing as fast as money can be had to carry it on, and that no matter whether there are three hundred or six hundred millions of paper in circulation, new and profitable channels of employment will be created in which it will float without difficulty. It certainly looks so, notwithstanding all the counter experience of other nations.

The Stock market has with singular non-conformity to old theories improved in the face of the street money market. The dividend paying Railways stocks are being gradually absorbed in large quantities for *bona fide* investments, by people who are determined to hold on, who believe in railways, in progress, and the final grand destinies of the Nation.

The rumor of a combination bid for the last $100,000,000 of the 5-20's is pronounced to be untrue. As the Country is supplying Mr. Chase with all the money he wants, any attempt of the kind proposed would savor of an arrangement, tainted and unjustifiable. There is no such movement in contemplation.

The news from abroad is favorable in all respects. The result of the recent election in this state gives further assurance that no political creed can stand in the way of the Union sentiment, and thus the Nation grows stronger every day, and its financial stability is secured.

The Nashua and Lowell Railroad Company have declared a semi-annual dividend of 4 per cent. payable Nov. 2, free of Government tax.

The Coupons of the Preferred Second Mortgage, Series D., and of the Income Bonds of the St. Lonis, Alton and Terre Haute Railroad Co., due on 1st November, 1863, will be paid at the Bank of North America, less the Government Tax.

The coupons due November 1, 1863, from funded coupon bonds, of the Chicago and Northwestern Railroad Co., will be paid on presentation at the office of the Company No. 8 Wall st. Coupons from bonds registered will be paid only to parties in whose name they are registered or upon their written order.

The Schuylkill Navigation Company boat and car loan of 1855, due Nov. 1, 1863, will be paid on the surrender of the certificates thereof. The interest thereon ceased on that day.

The coupons due 1st November on the mortgage bonds of the Indianapolis and Madison Railroad Co., will be paid at the office of J. & S. Ferguson, No. 35 Pine st.

The coupons of the Evansville and Crawfordsville Railroad Company, due on the 1st November, will be paid at the office of the Farmers' Loan and Trust Co.

The coupons due November 1 on the mortgage bonds of the Cleveland and Pittsburg Railroad Company will be paid at the office of Wm. C. Gilman, No. 45 Pine st.

The injunction against the payment of the dividend, due on the 25th of August last, by the Chicago and Alton R. R. Co. having been removed, it will now be paid by Messrs. G. S. Robbins & Son.

William Peters and John D. Probst, late with Marie & Kanz, have formed a new stock commission house under the firm of Peters & Probst, at 25 William street.

The firm of Weston, Dortic & Co., has been dissolved. Mr. Dortic retiring. The business of the house will be continued by Weston, De Billier & Co., at No. 24 Exchange Place. H. T. Dortic Esq., has established himself in the stock and exchange commission business on his individual account, at No. 1 Hanover-st.

The firm of Crommelin, Curtis & Co., having expired by limitation, R. O. Crommelin and W. E. Tillinghast of that firm will continue the stock commission business at No. 30 Wall street, under the name of Crommelin & Tillinghast.

Nathl. Dole, Thos. Richardson and Nathl. R. Cobb have formed a copartnership under the firm of Dole & Co., for the transaction of a general Banking and Stock Brokerage business, and have taken offices at No. 12 Wall st.

By telegram from San Francisco, dated 28th Oct., to Ross, Dempster & Co., the leading stocks are quoted as follows: Ophir, $1,500 per foot; Savage, $2,900 do.; Gould & Curry, $4,400 do.; Sierra Nevada, $76 do.; Yellow Jacket, $1,800 asked; Potosi, $1,800 asked; California State Telegraph Company 20 bid.

The Gould and Curry Silver Mining Company have declared a dividend of $100 per foot, payable, if desired, at No. 36 Wall street, by Eugene Kelly & Co.

Springer Harbourgh of Pennsylvania, and T. J. Carter of Illinois, have deen appointed as the two Government Directors of the Pacific Railroad Company as provided by law.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana 5s, 87½; Illinois coupon 6s, 1877, 102½; do., 1879, 104; Illinois War Loan, 102; Illinois Canal bonds, 1860, 100; North Carolina 6s, 61½@63; Hudson River R. R., scrip, 98; Atlantic and Great Western R. R. 1st mort., 98½; Am. Coal Co., 80½@94½; Mariposa Mining Co., 52@40; Bank of the Commonwealth, 92; Bank of Commerce, 107; Continental Bank, 99;

Bank of the Republic, 106½; Market Bank, 104; Shoe and Leather Bank, 107.

Philadelphia.—West Chester 8s, 84; Alleghany Co., 6s, 87½; No. Penn. mort., scrip, 91; Camden and Atlantic, 18; Huntington and Broad Top, 23¼; Union Canal, 2¼; Penn. Mining Co., 2¼; Green and Coates, pass. R. R., 47; 17th and 19th streets, 12¼; Locust Mountain coal, 34; Hazleton coal, .68; Big Mountain, 4¾; Mechanics Bank, 29; Bank of North America, 150¼; Girard Bank, 47; Farmers and Mechanics Bank, 60; Consolidation Bank, 34½; Kentucky Bank, 90; Academy of Music, 53; North Am. Ins. Co., 22½; Am. Fire Ins. Co., 165. The latest quotations are: City 6s, 103@103¾; do., new, 108½@109; State 5s, 100@100¼; Reading, 63@63⅜; do., 6s, 1843–'80, 109@112; do., 1870, 107; do., 1886, 125@127; Camden and Amboy, 174½@175; Pennsylvania R. R. 70@70¼; do., 1st mort., 110½@112; do., 2d mort., 106@107; Little Schuylkill R. R., 53¼@53¾; Morris Canal, 74@75; do.,pref., 136@140; Susquehanna Canal, 16¾@17⅛; do., 6s, 65¾@66; Sch. Nav., 18@18½; do., pref., 34¼@34⅜; do., 6s, 1882, 91½@92; Union Canal bonds, 27@28½; Delaware Div. Canal, 39½@40; do., bonds, 103; Elmira and Williamsport, 37@38; do., pref., 54@55; do., 7s, 1873, 110@111; Beaver Meadow, 76@78; Harrisburg, 71; Long Island R. R., 47½; Lehigh Coal and Navigation, 61@61½; do., scrip, 50@50¾; North Pennsylvania, 26½@26¾; do., 6s, 96@96¾; do., 10s, 125; Philadelphia and Erie, 31@31½; do., 6s, 104¼@104½; Minehill, 62@63; Catawissa, 10¼@11; do., pref., 30⅞@31⅞; Lehigh Valley, 82; do., bonds, 110@112; Frankfort and Southwark (horse,) 57@59; Second and Third, 85; Race and Vine, 10¼; West Philadelphia, 69; Spruce and Pine, 15@15¼; Green and Coates, 46@47; Chestnut and Walnut, 59; Arch, 26¼@27½; Thirteenth and Fifteenth, 30@35; Seventeenth and Nineteenth, 12@12¼; Girard College, 27@27¾; Tenth and Eleventh, 45; Philadelphia, Germantown and Norristown, 60½@61.

Boston.—Vermont and Massachusetts R. R. 6s, 1865, 100¼; Eastern R. R. 6s, 1874, 105; Cambridge R. R. 6s, 1881, 100¼; Essex R. R. 6s, guar., 94; Rutland & Burlington 1st mort., 72; do., 2d mort., 17; Vermont Central 1st mort., 81; do., 2d mort., 19½; Southern Midland bonds, 105; Northern (Ogdensburg), 1st mort., 99¾; do., 2d mort., 25¾; Western R. R 6s, 1875, 108¼; New York and Boston Air Line, 18; do., 6s, 63; South Shore, 17¼; Old Colony and Newport R. R. 148; Boston, Newport and New York Steamboat Co., 1090@1075; Troy and Greenbush, 56¼; Chelsea, horse, 49¼; Vermont State 6s, 1871, 106½; Rhode Island 6s, 1882, 109; Maine 6s, 1871, 105; Brooklyn city 7s, 1865, 101; Portland 6s, 1871, 107¼; do., 1872, 106¾; do., 1874, 107; Chelsea, 5½s, 1883, 100½; Boston 5s, 1884, 112¾@113½; Bath 6s, 1891, 105¾; Merchants' Bank, 98; Shawmut Bank, 97; Union Bank, 115; Bank of Commerce, 104¼; Tremont Bank, 115; Exchange Bank, 117; Randolph Bank, 146; Eliot Bank, 101¾; Mechanics Bank, 109; Mt. Vernon Bank, 98¼; Bank of N. America, 100½; Washington Bank, 103; Colorado Mining Co., 6½; Acton Mining Co., 3¾; Albany and Boston, 14¼; Algomah, 3; Aztec, 5; Black River, 67½c.; Bay State, 19½; Copper Falls, 27; Columbian, 6⅝; Canada, 1⅛; Dacotah, 6; Dana, 4⅝; Dudley, 5; Eagle River, 9¼; Great Western, 4¾; Hanover, 4½; Huron, 33½; Humboldt, 7; Highland, 7; Hamilton, 4; Mandan, 3; Manhattan, 5½; Mesnard, 13¼; Madison, 6¾; North Cliff, 7⅛; Norwich, 6; Naumkeag, 7; New England, 3½; Native, 4⅝; Ottawa, 43c.; Phœnix, 26½; Pontiac, 7½; Superior, 11½; Star, 7; South Side, 6; St. Mary's, 10¼; Toltec, 4⅛; Tremont, 6; Winthrop, 6¾; Flint Steel, 7¾; Excelsior gold 7¼.

Baltimore.—City Passenger R. R., 19¼; N. W. Va. 3d mort., 24¾; Maryland 6s coupon, 1870, 111½; Springfield Mining Co., 2.05; Santa Clara, 8½; Howard Bank, 9¾; Farmers & Mechanics' Bank, 88¾; Bank of Commerce, 22¾; Union Bank, 73; Citizens' Bank, 10¾; Franklin Bank, 11¼; People's Bank, 15⅝. The latest quotations are: Balt. and Ohio, 94@94½; do., 6s, 1867, 103; do., 1875, 106@107½; do.,1880, 106; do., 1885, 105; Northern Central, 45@46; do., bonds, 1885, 103½; N. W. Va., 10; do., 1st mort., 105; do., 2d mort., 105; do., 3d mort., 22½@25; do., do., guar., 100½; Central Ohio 2d mort., 103¾; do., 4th mort., 41; do., income 1857–'60, 27; Western Md. bonds, 82½@85; do., guar., 107; Maryland 6s, coupon, 1870, 111; do., Ins., 110½; do., 1890, 111; Baltimore 6s, 1870, 107; do., 1875, 107½@108¼; do., 1886, 106; do., 1890, 108¾@109; do., coupon, 108@109¼; do., 5s, 1838–'70, 100; City Passenger R. R., 18½@19.

OUR NEW STOCK AND BOND LISTS.

We give this week, in addition to our ordinary Stock and Bond Lists, etc., a new table of Federal and State Securities; also tables of Preferred and Guarantied Railroad Stocks, Mining Stocks, and Canal and Navigation Loans. Next week we shall have ready our new City Passenger Railroad Share and Bond List; and the succeeding week a table of City Loans, similar to that of State Securities in our present issue. And in order to do this, without encroaching upon our ordinary reading columns, we propose to add four pages more to the JOURNAL, making two and a quarter sheets containing thirty-six pages, in each number. The large accession to our subscription list within the past year warrants us in incurring this extra expense. We hope in time to make the AMERICAN RAILROAD JOURNAL the leading financial paper of the day—if indeed it is not already such.

Bourne's Catechism of the Steam Engine.

We have received from D. Appleton & Co., a copy of this work, republished from the English copy, revised and corrected so as to be better adapted to the use of American engineers. The advances of science in the construction and management of the steam engine have been so rapid within a few years past, that the old text books have become comparatively useless. Even the Chevalier Pambour's work is hardly anything more than a curiosity, and Dr. Lardner's is almost out of date. This catechism of Mr. Bourne, (for in that shape he has treated his subject,) is precisely what is wanted, and meets every possible inquiry. We hope to have room hereafter to publish some extracts from it in the JOURNAL. In a cursory perusal, we notice his explanation of the manner in which the great speed of modern English steamers is obtained, (as our blockade squadrons have learned to their cost,) and his directions to locomotive engine drivers as being exceedingly interesting and valuable.

Atlantic and Great Western Railway.

The following report has been made to the Stock Exchange by the Standing Committee on the Securities to be dealt in, in reference to the bonds of the Atlantic and Great Western Railway Company:

The Atlantic and Great Western Railway—a line of broad gauge, single track, partly completed, from Salamanca on the Erie line to Dayton in Ohio, soon expected to be finished, and by means of junctions with and leases of other lines, to complete a broad gauge between New York and Cleveland, and New York, Cincinnati and St. Louis—is a *separate corporation in each* of the three States of New York, Pennsylvania and Ohio, but united as one company in interest by mutual contracts. The New York and Pennsylvania divisions are complete, and have been built almost exclusively by negotiation of bonds and stock in Europe; the Ohio division is in progress, and though the funds have been mainly furnished in Europe, a portion of the 1st mortgage bonds has been negotiated in New York, and application is made to place the bonds of the Ohio Company upon the regular list. The interlacing of the interests of the Ohio Company with those of New York and Pennsylvania, makes it necessary to submit the statements herewith as to each of them, obtained from official sources. It is recommended that the first and second mortgage bonds of the Atlantic and Great Western Railway of Ohio be regularly called; the bonds of $1,000 and $500 to constitute regular delivery. The bonds of $100 may be specially called free.

We learn that this road, under the enterprising contractors and their efficient agents, is now being pushed forward rapidly to completion. The Akron *Beacon* says that the track has already reached Norton, while the company have a large quantity of iron and ties on hand, for the purpose of putting the road in running order as fast as the grading is completed.

Freight on Horse Railroads.

An important decision has recently been made at the quarter sessions in the city of Philadelphia by Judge Thompson, arising out of the following circumstances:

David R. Porter, a conductor on the Tenth and Eleventh Streets Passenger Railway, was charged with committing an assault and battery upon a passenger. It was alleged that the passenger got on the front platform with a trunk. After paying his fare, the conductor demanded pay for the trunk. This was refused as the passenger alleged that he had no more money. It was alleged that the conductor then struck the man on the face and threw him from the car.

The defence alleged that when the conductor required the money for the trunk the passenger raised a hammer which he held in his hand and threatened to pay the conductor with that instead of money. The conductor then ordered him to get off, and upon his refusal pushed him off.

Neither the charter nor the regulations of the Company were put in evidence at the trial, as to the carrying of baggage. The Judge was of the opinion, that the cars were only for passengers, and that it was questionable whether any one had a right to inconvenience them by incumbering them with baggage. The case went to the Jury in this condition, and they not being able to agree on a verdict, were discharged. In this city, a charge

is always made for boxes or trunks which take up much room.

Boston and Worcester and Western Railroads.

A special meeting of the stockholders of the Western Railroad is to be held in Boston on the 19th inst., to see if they will direct the officers of the corporation to petition the Legislature for an Act of Consolidation with the Boston and Worcester Railroad corporation, and to co-operate with the committee on the subject appointed last year in procuring all necessary legislation for said union.

OFFICE OF THE

COLUMBIAN (MARINE) INSURANCE COMPANY,

Corner of WALL and NASSAU Streets.

CASH CAPITAL....$1,000,000.

Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.

LOSSES PAID IN GOLD

Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO., ALBANY, November 2, 1863.

THE annual election for Directors of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the ninth,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS,
5t45 Secretary.

DISSOLUTION.

THE Copartnership heretofore existing between the undersigned, under the firm of WESTON, DORTIC & CO., has been dissolved by mutual consent.

Either of the subscribers will sign the name of the late firm in liquidation: EDWARD WESTON,
H. THEO. DORTIC,
GEORGE S. WESTON,
FREDERIC DEBILLIER.

NEW YORK, Nov. 2, 1863.

COPARTNERSHIP.

The undersigned have this day formed a copartnership under the firm of WESTON, DEBILLIER & CO., for the transaction of a general Stock and Exchange Commission business at No. 24 Exchange Place.

EDWARD WESTON,
GEORGE S. WESTON,
FREDERIC DEBILLIER.

NEW YORK, Nov. 2, 1863.

The undersigned has established himself in the Stock and Exchange Commission business, on his individual account at No. 1 Hanover st.

H. T. DORTIC.

NEW YORK, Nov. 2, 1863. 1t45

SCHUCHARDT & GEBHARD,

Bankers, No. 21 Nassau st, offer for sale:

ATLANTIC & GREAT WESTERN 7 per cent First Mortgage Bonds (Ohio section), due 1876.

SACRAMENTO VALLEY R. R. Co. First Mortgage 10 per ct Bonds; this Company pays the Coupons in Gold.

CHICAGO & MILWAUKEE RAILROAD CO. First Mortgage 7 per cent Bonds, due 1898. 4t44

RAILROAD IRON.

200 TONS 50 lbs. English Rails to arrive, now due here. For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

Oct. 3, 1863. 41tf

CALIFORNIA AND NEVADA MINING STOCKS.

THE undersigned will buy and sell on commission, through their San Francisco House, all Stocks pertaining to the Pacific Coast. Orders promptly filled.

Quotations by telegraph furnished to parties desiring them.

ROSS, DEMPSTER & CO.,
6m44 No. 24 Liberty st., New York.

BOURNE'S CATECHISM OF THE **STEAM ENGINE.**

D. APPLETON & CO., Nos. 443 and 445 Broadway,

PUBLISH THIS DAY

A CATECHISM OF THE STEAM ENGINE,

ITS VARIOUS APPLICATIONS TO MINES, MILLS, STEAM NAVIGATION, RAILWAYS AND AGRICULTURE,

WITH PRACTICAL INSTRUCTIONS

FOR THE

MANUFACTURE AND MANAGEMENT OF ENGINES OF EVERY CLASS.

By JOHN BOURNE, C. E.

New and Revised Edition.

1 vol. 12mo., Illustrated. Cloth, $2.00.

In offering to the American public a reprint of a work on the Steam Engine so deservedly successful, and so long considered standard, the Publishers have not thought it necessary that it should be an exact copy of the English edition. There were some details in which they thought it could be improved and better adapted to the use of American Engineers. On this account the size of the page has been increased to a full 12mo, to admit of larger illustrations, which, in the English edition, are often on too small a scale, and some of the illustrations themselves have been supplied by others equally applicable, more recent and to us more familiar examples. The first part of Chapter XI., devoted in the English edition to English portable and fixed agricultural engines, in this edition gives place entirely to illustrations from American practice, of steam engines as applied to different purposes, and of appliances and machines necessary to them. But with the exception of some of the illustrations and the description of them, and the correction of a few typographical errors, this edition is a faithful transcript of the latest English edition.

D. A. & CO. HAVE JUST PUBLISHED:

APPLETON'S UNITED STATES POSTAL GUIDE.—Containing the Chief Regulations of the Post-office, and a Complete List of Post-offices throughout the United States. Price, 25 cents.

THE NEW CLASS-BOOK OF CHEMISTRY.—By EDWARD L. YOUMANS, M. D. 460 pages, 12mo, with 320 illustrations. Price $1 25.

HEAT CONSIDERED AS A MODE OF MOTION.—Being a Course of Twelve Lectures, delivered at the Royal Institution of Great Britain. By JOHN TYNDALL, F. R. S. 1 thick vol., 12mo. 101 Illustrations. $2.

A SUPPLEMENT TO URE'S DICTIONARY OF ARTS, MANUFACTURES AND MINES. Containing a Clear Exposition of their Principles and Practice. Edited by ROBERT HUNT, F. R. S., F. L. S., etc. 1 very large 8vo vol., 1,096 pages. Illustrated with 700 Engravings. Cloth, $6; Sheep binding, $7.

WHAT TO EAT AND HOW TO COOK IT Containing 1,000 Receipts. By PIERCE BLOT. 1 vol. 12mo. $1.

THE NATURAL LAWS OF HUSBANDRY. By JUSTUS VON LIEBIG. Edited by JOHN BLYTH. 1 vol. 12mo. $1.50.

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BROWNE'S METALLIC WEATHER STRIP AND Window Bands.

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., **213 Broadway, corner of Fulton st.**

Local Agents wanted everywhere. 6m41

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No. 125 WALNUT ST., PHILADELPHIA,

AGENT OF THE

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OF MAYSVILLE, KY.,

FOR THE SALE OF THEIR

Paraffine Lubricating Oil,

FOR ALL CLASSES OF

STATIONARY MACHINERY, LOCOMOTIVE ENGINES, RAILROAD CARS, COTTON SPINDLES, SEWING MACHINES AND WOOLEN FACTORIES.

ALSO,

MAYSVILLE COAL OIL FOR BURNING,

PARAFFINE WAX,

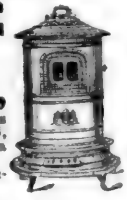
PARAFFINE WAX CANDLES, AND ROLLING MILL GREASE,

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The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,



Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

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Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE OR AS FIRE PLACE HEATERS,



FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc., **WITH AND WITHOUT REGISTERS.**

THE MOST POWERFUL HEATERS AND THE

Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

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RAILWAY TIRES

MANUFACTURED BY

FRIED. KRUPP,

ESSEN, RHENISH PRUSSIA.

These Celebrated Tires are made WITHOUT A WELD. Over 70,000 of them HAVE BEEN SUPPLIED.

By their extreme durability they are more economical than any other being cheaper at three times than Iron ones gratis.

THESE TIRES have been furnished to the following American Railways: Erie; Hudson River; Camden and Amboy; Housatonic; Naugatuck; New Haven; Chicago, Burlington and Quincy; Quincy and Toledo; Ohio and Mississippi; Beaver Meadow; Central Georgia; Don Pedro 2nd (Brazil); Grand Trunk; Great Western (Canada); European and North American (N. B); Cleveland and Mahoning; Cleveland, Painesville and Ashtabula.

STEAMBOAT SHAFTS. KRUPP'S CAST STEEL RAILWAY AXLES. ANCHOR FLUKES.

CITY RAILWAY COMBINATION WHEELS AND AXLES.

PROPELLER BLADES, ETC., ETC., ETC.

They wear equally and are free from lamination. They are not liable to fracture and are unaffected by extreme cold.

LAP-WELDED IRON BOILER TUBES.

TUBE EXPANDERS. TUBE BRUSHES. THREE-CUTTER DRILLS.

Glass-Enamelled Iron Water Pipe, Steel Tubes, etc., etc.

They have received the highest approval from all RAILWAY COMPANIES that have them in service.

THOMAS PROSSER & SON,

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STEEL CONVERTERS,

Cast Steel Refiners, Tilters and Rollers.

MANUFACTURERS OF

SINGLE AND DOUBLE SHEAR, RAILWAY, COACH, SPRING GERMAN AND BLISTER STEEL.

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HARD CENTRE AND CORE ANNEALED STEEL.

LOCOMOTIVE SLIDE BARS, PISTON RODS, ETC., ETC.

Ponds and Navigation Steel Works,

SHEFFIELD, ENGLAND,

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GENERAL HARDWARE & IRON MERCHANTS,

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SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any here tofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water street, New York.

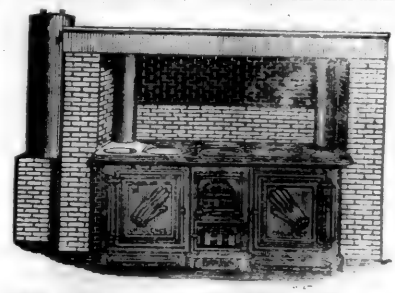
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GAUGE COCKS, STEAM WHISTLES, WATER GAUGES, GONG BELLS, STOCKS & DIES, OIL CANS, GLOBE, CHECK AND SAFETY VALVES, STEAM COCKS & STEAM GAUGES.

GREENPOINT, L. I., N. Y.

N. B.—JOBBING PROMPTLY ATTENDED TO.



Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the LARGEST OVENS of any in the market; BAKES PERFECTLY, never failing to brown at the bottom: BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary ECONOMY OF FUEL, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,

239 and 241 Water st., N. Y.

Central Transportation Co.

THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of

WOODRUFF'S, KNIGHT'S, MYERS' AND OTHER PATENTS FOR SEATS AND COUCHES IN SLEEPING CARS,

would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their

SLEEPING CARS,

and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.

The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, No. 1347 Brown st., PHILADELPHIA, will receive immediate attention.

Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above.

O. W. CHILDS, President.

BROWN'S ENGLISH ROOFING PAINT.

THIS pure Black Paint is superior to all other Black Roofing Cements, Mastics and Patent Roofings now in use; and, for the last ten years, the genuine has been used in twenty-four States of the Union, and is now a fixed institution for the following purposes:—

THE PAINTING OF TIN, SHEET IRON, COPPER OR ZINC ROOFS, GALVANIZED IRON, BRIDGES,

LOCOMOTIVE

AND STEAMBOAT SMOKE PIPES.

And all IRON WORK requiring a PERFECTLY PURE GLOSSY BLACK, exposed to weather and fire.

It has been in general use in England for the last ten years, for the protection of Vessels' Bottoms from the water and the worm, for which it is particularly well adapted. For sale by the barrel or gallon.

SAMUEL REYNOLDS,

PROPRIETOR,

Depot, 270 Third Avenue, New York.

All Orders promptly attended to. Best City References given.

NEW YORK STEEL CO.

WAREHOUSE,

No. 71 JOHN ST., N. Y.

MANUFACTURERS OF

FROG BARS, POINTS AND PLATES AND SPRING CAST STEEL.

—ALSO,—

Tool, Machinery, Cutlery,

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EQUAL to THE BEST in the MARKET.

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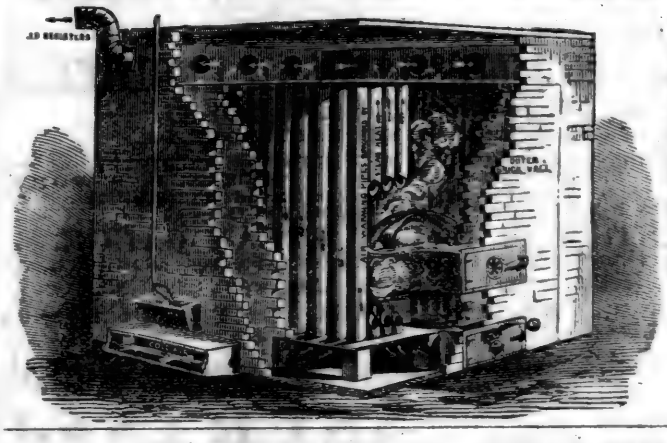
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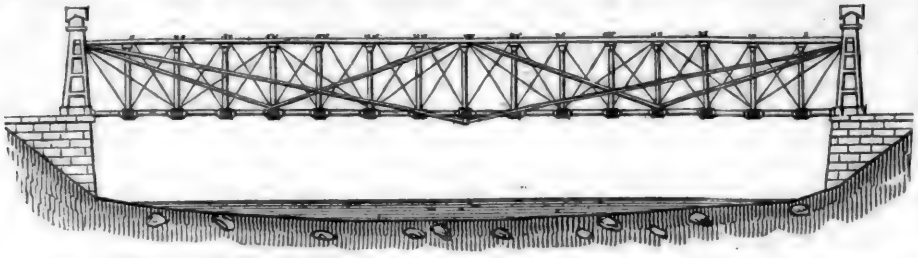
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NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

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They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
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Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 14, 1863.

Increased Speed in Steamships.

It is patent to every person of the least information, that the steamship builders in England have been able to build vessels of a speed hitherto unknown on the ocean. Operating on some principle which appears to have been unconsidered, to say the least, by our own engineers, they have sent to sea steamers which have escaped by their fleetness from the fastest in our own navy, and which in the hands of the confederates have done our commerce the greatest injury. The American flag has almost disappeared from the ocean, and not a rebel vessel has been captured on the seas as yet, by our fleetest cruisers. We attribute this result in part to the stolidity of those eminent personages who have the direction of our naval affairs, although their friends persistently claim for them superior wisdom. We know that in the navy there is a general feeling on the subject which we do not care to express. We find for example, that whole fleets of British blockade runners pass in and out of Wilmington, North Carolina, almost with impunity. We have no vessels on that station which can readily catch them. They pass alongside, receive a shot and are out of range in a few minutes. Certainly we have constructors competent not only to build the finest models, but engine builders who can furnish the most admirable engines. What reason is there that the combined energies of these men cannot procure for us steamers as swift as those that are launched at Birkenhead or on the Clyde. We imagine the pride of opinion, and the arrogance of place and power are in the way of our naval success.

Perhaps there is another reason, which we may as well mention, and which is indeed our inducement for alluding to the subject at this time. We find in the *Catechism of the Steam Engine*, by Mr. BOURNE, an eminent British Civil Engineer, of whose work we have already spoken in the highest terms, some interesting observations on a recent method of obtaining high speed even in condensing engines of the ordinary construction. This may give the whole explanation, and let out the secret of the success of the recently built British steamers.

This question is asked:

"Can you suggest any eligible method of enabling condensing engines to work satisfactorily at high speed?"

This is the answer:

"The most feasible way of enabling condensing engines to work satisfactorily at high speed, appears to lie in the application of *balance weights* to the engine, so as to balance the momentum of its moving parts, the engine being made *very strong and rigid*. It appears to be advisable to perform the condensation *partly in the air pump* instead of altogether in the condenser, as a better vacuum, and a superior action of the air pump valves will thus be obtained. Engines constructed upon this plan may be driven *four times* the speed of common engines, whereby an engine of large power may be purchased for a very moderate price, and be capable of being put into a very moderate compass; while the motion from being more equable, will be better adapted for most purposes for which a rotary motion is required." Working at four times the speed, it exerts four times the power. The impulse communicated by the piston is less in amount and more frequently repeated, so as to approach more nearly to the condition of a uniform pressure.

This, then, is probably the explanation of the high speed recently obtained in the British engines, and if so is worthy of the attention of our American constructors. Mr. Bourne is also evidently in favor of giving a large area to the ports of cylinders, especially to those engines which are to travel fast. He lays down the rule as follows: "Multiply the area of the cylinder in square inches, by the speed of the piston in feet per minute, and divide the product by 4,000: the quotient is the area of each cylinder port in square inches." We are not informed whether this rule is recognized in the American engine shops.

We make these suggestions in the belief that they are somewhat new, and if they are, we shall have only performed our duty in giving them to the public. If they are not, then our constructors are to be blamed for not securing speed with as much success as their English competitors.

It is well-known that among the elements of American power the inventive faculty holds a high rank. In this country, steamers were first successfully set at the world's work. Here were constructed and set afloat the first clipper ships. Here the most powerful and elegant locomotive engines were first placed upon railways, here were originated the cotton gin, the best spinning machines for cotton and wool, the steam printing press, and the noblest hydraulic works, and lately, we have produced the revolver, the rifle, and heavy artillery of a character and utility in war, which leave all other nations behind us.

Why can we not build the swiftest steamers as well as the heaviest batteries. We see no reason except it be that "red tape" is always at hand to strangle our Hercules in his cradle. Private skill is in this country, indeed in most countries in advance of Governmental knowledge, and perhaps the reason is, it is confused by the immensity of the appeals which are made to it for assistance. Yet if to the possession of political tact were added more frequently the knowledge of science and the arts of life, there would after all be found a greater success in the expenditure of the public money.

New York Canals.

The quantity of Flour, Wheat, Corn and Barley, left at tide-water, from the commencement of navigation to the 1st of Nov., inclusive, during the years 1862 and 1863, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barl'y, bu.
1862.	1,201,100	26,262,600	18,601,900	1,101,900
1863.	1,071,200	16,356,600	20,313,600	1,679,800
	Dec...129,900	De 9,876,000	In. 711,600	In 577,900

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, show a deficiency equal to 2,105,100 bbls flour.

The receipts at tide-water of the principal articles of produce, from the opening of the canals, to and including the 31st of Oct., in the years indicated were:

	1861.	1862.	1863.
Canal opened....	May 1.	May 1.	May 1.
Flour, bbls...	1,037,400	1,201,100	1,071,200
Wheat, bu....	21,656,100	26,232,600	16,356,600
Corn, bu.....	19,234,500	18,691,900	20,313,500
Barley, bu....	1,180,800	1,101,900	1,679,800
Oats, bu.....	4,386,300	4,143,900	7,905,100
Rye, bu.....	651,900	729,800	353,700
Beef bbls	1,200	12,400	10,000
Pork, bbls....	7,900	167,200	228,300
Bacon, lbs....	568,900	5,834,600	3,501,500
Butter, lbs....	1,076,700	2,334,900	1,891,300
Lard, lbs.....	807,000	8,204,600	18,689,900
Cheese, lbs...	3,358,000	3,190,500	5,250,800
Wool, lbs.....	1,682,200	1,697,100	253,200

Atlantic and Great Western Railroad.

Annual Report of the President of the Atlantic and Great Western Railroad Company, (Ohio Division,) Presented at the Annual Meeting, held July 14, 1863.

I congratulate the stockholders of the Atlantic and Great Western Railroad Company of Ohio, upon the fact, that at this, your Twelfth Annual Meeting, a considerable portion of your road is in operation. Indeed, considering the dependence of this company upon the Pennsylvania and New York divisions, both of which have been so far completed as to be in good running order, I feel satisfied that all the more serious difficulties attending the completion of the whole line have been overcome, and assured that before the next annual meeting, your long deferred hope, that an unbroken broad gauge railroad from New York to St. Louis, will be realized.

Most of you are familiar with the general history of this enterprise from its commencement to the present time, and are aware that it has been retarded by not a few embarrassments, some of which arose out of the nature of the undertaking itself. Among these may be mentioned the magnitude of the work. From the Erie Railway at Salamanca to Dayton is 385 miles, the whole of which distance was embraced in the plan of constructing the Ohio portion, and although the country through which the line passes is very favorable for a railroad, yet so many miles of road necessarily involve the expenditure of a large amount of money.

The company commenced with a comparatively large share capital, and, although the country has at different times, during its progress, passed through severe financial trials, yet the unflinching fidelity of a large portion of the subscribers enabled the managers to so far progress with the work, as to form a basis for the issue of its bonds. But all who are conversant with American railroads, and the sad state of collapse into which their securities fell in the years of 1858, 1859, 1860, and 1861, know what difficulties we have had to contend with in placing these bonds at their fair value.

Considering the great degree of disfavor into which the Atlantic and Great Western Railway had fallen from the many ineffectual attempts to carry it forward, the opposition it encountered from rival interests, the calumnies which were heaped upon it and its promoters, its successful prosecution has been one of enormous difficulty. Add to these adverse causes, that terrible civil war, which unhappily rages even now, and some notion may be formed of the obstacles which have been overcome.

When the road is completed, it will be proper, and no doubt interesting to the stockholders and the public, to review the history of the company from its organization, and to place before them a statement, somewhat in detail, of its various transactions; but, at present, we shall consider our duty fully discharged when the principal transactions of your Board of Directors during the past year have been presented for your consideration.

Permit me, first, to say a few words in regard to the new contract for construction. You have heretofore been informed, that on the first day of March, 1861, the contract was entered into between this company and James McHenry, Esq., of London. One of the stipulations therein contained was that work should be recommenced on the first day of June of that year; and although this was done, it became evident that some misunderstanding was preventing the rapid advance of the works. It being thought advisable, a meeting of the Board of Directors was called on the 27th day of September, 1861, in order that measures might be adopted to ascertain the real causes of the delay.

The Board at this meeting appointed T. W. Kennard, Henry A. Kent and William Reynolds, Esquires, a committee to proceed to Europe. These gentlemen, accepting the trust, sailed about the 10th day of October of the same year. They visited London, Paris and Madrid, and had interviews with the parties directly and indirectly interested in the contract; and were enabled to perfect all former arrangements, and to make such further ones as to secure the immediate and rapid execution of the work. But here another trouble arose, which it was for the time feared, would indefinitely postpone, if not entirely defeat all our plans. I allude to the difficulty which sprung up between the United States and Great Britain, in regard to the steamship Trent. War between the two powers for a while seemed imminent. Amicable relations, however, were restored, but this affair caused such delay, that the work was not energetically recommenced until the spring of 1862. Although very little had been done, at this time, west of Corry, the road was opened to Ravenna in January last; and the first passenger train ran from New York to Franklin Mills on the 7th day of March, and in about a month thereafter to Akron, a distance of two hundred miles from the junction of the Erie Railway at Salamanca, and more than half the distance of the entire line to Dayton.

You see, then, that from Corry to Akron, a distance of one hundred and forty miles, the road was opened for business in less than one year from the resumption of the work. Comparatively nothing on this portion had been done in Pennsylvania and but little in Ohio. As to the engineering, although general and complete surveys had been made and estimates taken, it was found necessary to re-locate and stake the line. Substantially, then, one hundred and forty miles of the main line of this railroad was surveyed, laid out and estimated, the right of way obtained, the grading done, cross-ties purchased and delivered, the track laid, water tanks and temporary station houses erected, a large number of engines and freight and passenger cars constructed, and the whole placed in working order within less than one year. But this is not all; two important branches, extending into the oil districts of Pennsylvania, have been built within the year, one to Titusville, and the other to Franklin, each of about twenty-seven miles. These, with the main line, amount to about two hundred miles of railway, and all this, too, at a period in the history of our country, when so many able-bodied men were required by the Government for military service that the procurement of laborers has been very difficult, and many had to be sought in Canada, and elsewhere abroad and transported from thence to the works. We believe the railroad history of the world can scarcely furnish a parallel to this achievement, the credit of which, principally belongs to the contractor,* and to T. W. Kennard, Esq., the Engineer-in-Chief of the company.

Mr. Kennard has already achieved great reputation by his energy and ability, for the qualification of quickly perceiving and timely removing all obstacles likely to produce delay, and for requiring all under his charge to promptly and diligently perform their duties. It is gratifying that we are able to speak in high commendation of our contractor and Engineer-in-Chief, by whose energy and ability the friends of this great enterprise will be enabled to vindicate their judgment in estimating its importance in our great national system of railways, and of its benefits to the localities through which it passes.

The original charter of the company located the road "from the village of Franklin in the County of Portage, to Warren in the County of Trumbull, thence," &c. But the people of Warren for some reason, principally it is presumed, on account of the large expenditure by them in the construction of the Mahoning road,† took but little interest in this and had furnished no stock subscription for the company. A cheaper line being found north of that town, it became a question whether the company by its charter was obliged to locate its road to the village. To set this matter at rest a law was passed by the Legislature, in 1858, which provided that the road might be located anywhere within the township of Warren, since which it had been contemplated by the company to locate the road about two and one-half miles north of the village, but on the eighth day of July, 1862, the citizens of Warren

* It will be long remembered that at a time of unusual depreciation of American Railway Securities—especially in Europe—Mr. McHenry supplied almost the whole of the means necessary to build and thoroughly equip nearly five hundred miles of railway.

† Now leased to the Atlantic and Great Western Railway for ninety-nine years, securing an outlet on Lake Erie at Cleveland of the highest value.

presented to the board such considerations as to induce the location through the town, having presented to the company a donation of about $25,000, and the right of way for about six miles, including that through the corporate limits. This, of itself would not fully compensate the company for adopting this location, but taking the importance of the town into account, we are satisfied that the interests of the road will be thereby promoted,

The contract with Mr. McHenry required the company to furnish a quantity of second mortgage bonds. There being a doubt whether the charter of the company conferred the right, additional legislation was obtained last spring conferring ample powers to make such mortgage. Accordingly a second mortgage has been executed for the issue of $4,000,000 additional bonds, dated on the first day of July, instant, and payable twenty years from date, bearing seven per cent. interest, payable semi-annually, with interest coupons attached. I will also state, in this connection, that a mortgage of further assurance has been executed, which does no more than carry out and perfect the stipulations of the first mortgage as provided for by that instrument.

We present, for your consideration, contracts with the Cleveland and Mahoning, Cleveland and Toledo, Cincinnati, Hamilton and Dayton, and the Little Miami Railroad Companies, which have been recently entered into, subject to your approval.

The Atlantic and Great Western Railway being represented by three companies, one in each of the States of Ohio, Pennsylvania and New York, some time since, agreements were entered into, so far uniting them as the laws of the different States would permit. In pursuance of these agreements and for the purpose of devising some plan for the benefit of all, the three boards met at Meadville, on the sixth day of March last. After mature deliberation the plan of creating a Central Board was adopted, consisting of two persons to represent the interests of the Board of each company, and T. W. Kennard, Esq., constituted an additional member, as being equally interested for each of the three. A Secretary and Treasurer was appointed by the Central Board, whose office was located at Meadville.

The Committee appointed to represent the Ohio Board were W. S. Streator and Marvin Kent. William Reynolds, Esq., was chosen President of the Central Board.

And now, having laid before you all the important transactions of the Directors during the past year, I invite those who wish further details to examine the records of the meetings of the Board and the mortgages and contracts referred to.

In conclusion, I will add, that a large force is now at work between Akron and Dayton, and it is expected that the track will be laid to the latter place before winter. A large quantity of iron has arrived in New York and we have advices that the balance, necessary to complete the road to Cleveland for the North Western, and to Cincinnati for the South Western connections is on its way across the Atlantic. There has not been sufficient time *necessary* to develop the resources and establish the connections of that part of the line now in operation, but the business thus far of the Atlantic and Great Western Railroad has been beyond the expectations of its friends and surprising to those who have heretofore regarded it with no personal interest, or who had formed unfavorable opinions respecting it.

Respectfully submitted,

MARVIN KENT, *President.*

Foreign Trade of the U. S. of Colombia.

We take the following interesting facts in relation to a portion of the Commerce of Colombia, (late New Grenada) from the reports of the American Consuls in that country, made to our Department of State.

In 1861, the foreign tonnage in the trade was as follows:

162 vessels arrived at Panama	120,264 tons.
64 American bottoms	83,665 "
35 British "	31,590 "
Value of American	$39,977,119
" British	$13,056,250

Under the Colombian, Equadorian and Peruvian flags there arrived 63 small vessels of 5,000 tons, doing a coasting and foreign trade valued at $450,000 for the coast and $400,000 for Europe. Imported under the flags of all nations for consumption $1,145,310; in transitu for the United States $50,146,545, all in American bottoms. Of this $36,959,119 were from California.

Cleared and exported in transitu to the

United States	$50,746,345
To Europe	13,056,250
Total	$63,202,595

The Consular reports are at the best however quite incomplete. The Quarterly returns are not fully furnished, but from those we have, we learn, that 158 vessels entered and cleared at Aspinwall, in the aggregate, of 106,136 tons.

At Sabanilla 18 vessels	22,000 tons.
Carthagena 10 "	875 "

This last statement is far below the fact. One house alone in this city dispatches two vessels per month to this, or the neighboring port.

The ports of export, import and warehousing on the Atlantic are Santa Marta, Carthagena, Sabanilla, Rio Hacha, Zespata, Auraca, Meta, Quibdo on the Atrato, Cuenta on the Venezuelan boundary, and Carlosan on the Equadorian.

The free ports are Buena Ventura, Tamaco, Iscuande on the Pacific, Caqueta in Cauca, San Andres in Bolivar, and Aspinwall on the Atlantic.

The chief hindrance to its active trade with this and other countries, is the tariff, which regulates everything by weight, no matter what its value. A piece of silk pays no more duty than a gunny bag, pound for pound. The consequence is, the importations consist of those articles chiefly, which pay the least duty by weight, and of course the variety of imports is limited. The following articles are free. Printed books, printing paper, hard coal, ice, vessels complete or in part, destined for interior navigation, live animals, foreign or legitimate coin. Export duties are charged on quinine and tobacco 2 centauros per kilo.

It is understood that a revision of the tariff is to take place, more in conformity with commercial usages. If this were done the trade would be much larger, and the revenue increased a hundred fold.

Another difficulty is found in the want of an independent line of mail steamers between New York and Carthagena, as it now takes sometimes a month or more to get a letter through to any point on the Magdalena, the time depending entirely on the British Steamers calling at Aspinwall.

A line of steamers is to be put on the Cauca river, as there is already on the Magdalena, and roads are to be opened up the valley of the former. Gold mines of great productiveness exist on the Atlantic coast, and in Antioquia, and cotton is beginning to be planted in large quantities.

Completion of the Atlantic and Great Western Railway to Cleveland.

Last evening—Tuesday, Nov. 3d—was an important era in the history of Cleveland. On that evening the closing link in the broad gauge line of the Atlantic and Great Western Railway was completed; Cleveland and New York were placed in direct and unbroken communication with each other, and for the first time, a train of cars made up on the Long Dock, opposite New York, came through direct to Cleveland. This, we think, is an event of no ordinary importance.

The train consisted of ten freight cars of the A. & G. W., and N. Y. & E. Railways, direct from Jersey City, and the elegant private car of T. W. Kennard, Esq., the general manager of the A. & G. W. Railway. It was drawn by the A. & G. W. locomotive "No. 2, James McHenry," being named after the contractor for the construction of the line. Thus the entire train was broad gauge. The locomotive was one of the first used on the line, and has been in use about three years.

The party who came in on the train comprised several of the leading officers of the road. Mr. T. W. Kennard, the general manager, and the man whose indomitable energy and shrewd management have overcome all obstacles, and succeeded in putting through to success one of the greatest works of the age, in an unprecedentedly short space of time, was on the train, as were Mr. Wm. Reynolds, President of the New York and Pennsylvania Division of the road; Mr. H. F. Sweetser, General Superintendent; Mr. C. W. Bradley, Superintendent of Telegraphs; Mr. J. H. R. Rose, Resident, Engineer; Mr. Frank Cummings, Superintendent of Locomotive and Car Department; Mr. C. Blakeslee, Private Secretary of Mr. Kennard, with Mr. C. L. Rhodes, Superintendent, Cleveland Branch, Mr. J. Dwight Palmer, General Freight Agent, Cleveland Branch, and Mr. R. M. N. Taylor, Manager of the Company's Hotel at Meadville.

The party occupied the private car of Mr. Kennard, a beautiful and convenient car, 48 feet long by 11 feet 3 inches wide, fitted up in the most complete manner. One end is furnished as a parlor, with lounges, centre table, curtained windows, and everything required in a luxurious room. A wide passage way connects this with a bedroom, fitted with four wide beds, marble washstands with waterworks attached, and other conveniences. The other end of the car is occupied by a kitchen, containing a cook stove, table, closets, ice chest, washing arrangements, cooking utensils, &c. In fact, this car is an elegant little dwelling house with everything needful for traveling a week or more if necessary. In this car Mr. Kennard travels on an average more than twelve hundred miles a week, overseeing the great amount of work constantly going on all over the line.

The train ran very smoothly, being as even in running as an old road, although the rails had never before been run on. On arriving at the shops, the train was run down over the new track to the new depot at the junction with the Cleveland and Toledo, and Cleveland, Columbus and Cincinnati Railroads. When the train stopped the locomotive set up a loud and continuous scream, which heralded the completion of the great enterprise.

The ten freight cars will to-day be run over a new freight track to Sholl's Slaughter House, and will there be loaded up. This afternoon they will start, loaded, and will be sent clear through without transhipment or detention, to Jersey City, being the first freight ever sent through without breaking bulk. That will be one of the most important trains that ever left this city.

The road, as we have heretofore noticed, is laid with the broad gauge rails outside or "straddling" the Mahoning track. This makes the running unusually safe, as the extra rails act as "guard rails" preventing either the broad or narrow gauge cars getting off the track. This plan, however, made the matter of frogs and switches a very difficult affair to manage, but the difficulty has been overcome by switches and frogs of ingenious yet simple pattern. In getting over this difficulty Mr. Kennard was greatly assisted by the practical knowledge and ingenuity of Frank W. Cummings, the Superintendent of Locomotive and Car Department.

It is a proof of the admirable arrangements and good calculation in respect to this matter, that the train ran the entire length of the road without the slightest difficulty at any of the switches.

The new depot of the A. & G. W. Railway at the junction with the Southern and Western roads, is nearly completed, and will be ready for opening in a week or two at farthest. The building is tastefully made, and conveniently arranged. The length of the building is 160 feet. It will contain the offices of the company at this place, and a fine refreshment room, where passengers changing to or from the Southern and Western roads will get their meals.

The regular trains between Cleveland and New York will not be run until the 16th inst., when the regular Winter time table goes into effect on all the railroads. Trains will then be made up on the broad gauge line to run direct between Cleveland and New York, starting from here at the same time with the other Eastern lines, and arriving in New York at the same time. Between Cleveland and Leavittsburgh the broad gauge passenger trains will run without stopping, the local business being done by narrow gauge trains.

The road will be formally opened on the 18th inst. A train of A. & G. W. cars will leave New York on the 17th inst., with a party of invited guests, arriving at Meadville in time to lunch on the 18th. At that place they will be met by a broad gauge train from Cleveland, filled with invited guests, who will also lunch at Meadville. The two trains will be united, and will come to Cleveland in the evening, in time for a grand dinner at the Angier House, followed by a ball.—*Cleveland Herald.*

Salvage Services Rendered in Harbors.—Steam Tugs.

VESSELS IN DANGER FROM ICE, DUTY OF STEAM TUGS TOWARDS SUCH VESSELS. THE LAW OF SALVAGE, FOR SERVICES RENDERED TO VESSELS IN DISTRESS AT SEA, INAPPLICABLE TO VESSELS IN HARBORS SO FAR AS CONCERNS TOW BOATS.

This was a libel filed in the United States District Court by the owners of the steam tug C. P. Smith, to recover a salvage compensation for services rendered to a schooner in the Harbor of New York. The libellants alleged that the schooner with a cargo of molasses on board, was lying at anchor in the North River, surrounded by heavy ice, by reason of which she was in great danger, and those on board of her hailed the steam tug, and agreed to give $1000 to be towed to a place of safety, which the tug succeeded in doing, sufferring great damage herself in the service, and they claimed to recover the sum of $1,000.

It was proved that the tug had been employed in towing other vessels which were near the El Dorado, on that morning; that she was engaged in the service only a few hours, and that the captain of the schooner was not on board, but the mate was, who, as the claimants alleged, could not make any binding agreement in the premises; that the customary compensation to tugs for aid of that description was $20 an hour, and no case was shown where more than $350 had been paid.

Upon this state of facts the U. S. Supreme Court now decides that:

Meritorious services rendered by a steam tug in harbors, in saving a vessel beset with ice, cannot be placed on a basis of salvage services in their proper acceptation. A branch of the employment of steam tugs, during the season of ice, is to aid vessels in moving their positions to all parts of the harbor.

A steam tug aiding a vessel thus beset, is not regarded in the character of a volunteer governed by impulses of humanity, leaving her own pursuits and devoting herself to the rescue of another, with no view to compensation, but upon the final success of her efforts. Her services stand essentially on different grounds. They impose no unauthorized or wrongful risks upon their owners. They may have a reward whether needed or not, and will not necessarily loose it because the services undertaken by them fail of being accomplished. They differ from salvors because they pursue and solicit the employment, and hold themselves prepared to fulfil a call to it, whenever made. They act notoriously as tow vessels; as such, bargains made by them to render, for a compensation, services which otherwise might be salvage services, will be upheld, unless the case is clear that the bargain is a means of coercing an exhorbitant price. In such case the court will not permit the fears or weakness or ignorance of a party to be made the occasion inequitable exactions from him.

The following opinion was rendered by the United States District Court at the decision of the case:

BETTS, J.—The recovery in the case cannot be justly placed on the basis of salvage services, in their proper acceptation in law, nor on the footing of a specific bargain by the person in command of the schooner, to pay $1000 for the towage undertaken to be performed on the part of the libellant.

The libellant's tug was employed in the towage business in the harbor, and out to and in return from the sea; and an essential branch of the employment of steam tugs on those grounds, during the season of ice, is to aid vessels in moving their positions to all parts of the Harbor, and from pier to pier along the docks on each face of the city.

The customary rate of compensation to these tugs, for aid of that description, is $20 per hour for the time they are engaged with a vessel and in going to her. The renumeration is enhanced in cases of great peril or extraordinary exertions, but no case was proved on the trial in which more than $350 had been received for this class of services rendered within the harbor.

Boats are built and equipped for this special business, and kept engaged in it at all periods of the year. The use of this kind of craft has grown to be one of the necessities of commerce and navigation in this port, and the demand for their services has brought into use a numerous flotilla of steamtugs, who, like the pilots, are always to be had to give vessels the advantages of their capacities, in every reason and under every circumstance in which they can be employed. The constancy of the demand guarantees also, in the average, a remunerative reward for the services they render, if it is not absolutely assured them in each individual case.

It has not as yet been attempted to measure that reward by an absolute scale of charges, it being probably found that the competition in business and the mutual interest of employers and employees will secure to this branch of industry an adequate compensation, and still restrain its exactions within reasonable limits.

A change so fundamental in inter-territorial and coast navigation, since the foundation of the principles of maratime jurisprudence, renders those rules defining the relation of helping vessels to those relieved by them in distress, in a great degree inapplicable. The new condition of things introduced by this modern agency, created for the convenience and relief of vessels, either found in want of assistance, or in apprehension of needing it, no longer places the relieving vessel in the character of a volunteer, governed by impulses of humanity, leaving her own pursuits, and devoting herself to the rescue of another in peril, with no view to compensation but upon the final success of her efforts, attended with the hazard of sacrificing herself or her voyage in the adventure.

The courts apply their powers earnestly to encourage and stimulate salvage services of that grade, by payments for them, not restricted to the amount of benefit actually conferred, but measured also with a view to the meritorious motive of the acts, and consideration of public policy.

Steam tugs stand essentially on different grounds. They impose no unauthorized or wrongful risks upon their owners. They may have a reward, whether needed or not, and will not necessarily lose it because the services undertaken by them fails of being accomplished; and what differs vitally their aid, from that of vessels casually coming upon one in distress, is, that the steam tugs pursue and solicit the employment, or hold themselves prepared to fulfill a call to it whenever made.

Those considerations no way detract from their claim to an adequate recompense, nor impair the importance of their services to the interests and safety of navigation; but they demonstrate that the new relationship with other vessels, introduced by the establishment of this class of vessels, no longer entitles them to claim the character of salvors in most instances where it might, by maritime courts, be readily attributed to vessels not devoted to this special pursuit, having become a kind of public calling.

They act notoriously as tow vessels. They seek that business, and undertake to assist vessels in that manner. When no other than towage service is performed, there can be no propriety, in respect to that craft, in characterizing and rendering it as a salvage. The courts possess ample authority to adapt the recompense for towage in extraordinary cases, to their exigencies, or it may, when not restrained by positive law, augment the ordinary amount of pilotage to meet the difficulties and merits of the service, without exalting it to a salvage compensation.

Parties, moreover, are free to bargain for themselves, and their agreements will be regarded as fair indicia of what might properly be claimed, when the case is clear of all overreaching or misapprehension, and will, as a common practice, decree in conformity with the agreement.

But they will not allow their powers to be used as a means of coercing the fulfillment of exhorbitant or unconscionable bargains, however they

may have been obtained. The court will be governed by the fact in proof, with a disposition always to uphold the agreement of parties, but with inflexible resolution not to permit the fears or weakness, or ignorance of a party to be made the occasion of inequitable exactions from him.

I do not go over, on this occasion, the evidence in the cause; but I am satisfied from it, that the demand of $1000 for the services rendered, whether placed upon the agreement of the master of the schooner or on the worth of the service, is unreasonably beyond what ought to be awarded the tug.

When the views of the court are fully expressed, it may be proper to notice the particulars of the transaction, and the reasons conducing to the adoption of the sum now decreed the libellant, differing so widely as it does from what the libellant contends he has proved a positive contract to pay him, and that which the claimants suppose they establish to be a full recompense for the service.

The decree will be, that the libellant recover against the schooner, her tackle, &c., (in this cause) $350, and his taxed costs. And it is further ordered, that the arrest and attachment of the cargo, on board the said schooner be discharged, with costs to the claimants to be taxed against the libellant.

Decree accordingly.

Improvement in Railway Cars.

Col. E. Miller, of Janesville, Wisconsin, after several years' study of the subject, has invented a method of saving the lives of railway passengers, in cases where the cars are liable to run into each other owing to the sudden concussion of a train. His invention consists in a new kind of coupling, and a change in the construction of the platforms. As now constructed, the line of draft, the "drawbar," and the line of resistance, "the bumpers," are placed below the line of the sills of the body of the cars, and in cases of collision the breaking of one or both of the platforms causes the elevation of one car above the other, which by its momentum is driven back into the other car with terrible force, crushing everything before it. By his invention new platforms are provided, which also constitute the bumper, entirely dispensing with the present bumper and bumper box, and the line of resistance is in line with the sills of the car body, and the crushing and destructive consequences which follow when the point of resistance is below the line of the sills, is obviated. The difference is aptly illustrated by attempting to drive a bound nail that is bent to an angle of about 15 or 20 degrees—the nail is crushed or broken under the blow of the hammer—whereas the straight nail, struck with the same or immensely greater force, remains perfect.

We have received a note from J. W. Conant, Esq., C. E., of Chicago, which has brought the subject to our attention, and he recommends it to public favor. He says, (after seeing the plans and models,) the platform cannot be broken from the car while the frame work of the car body holds together. The train cannot "telescope," and all the alterations can be readily made without changing any part of a car but the platform and couplings, the latter being as we understand, automatic in principle. Their appearance is also artistic and pleasing.

Railroad Improvement.

The railroads terminating in Philadelphia are exhibiting unusual activity in improving their public works. The Pennsylvania Railroad Company, who are having the old shops at West Philadelphia removed to give place to the Union Depot of the Philadelphia, Wilmington and Baltimore, Reading Railroad and the Pennsylvania Railroad, are now constructing new car shops at the Powelton Fair Grounds which will be second to none in the State. The main shop will be in the form of an L and will comprise, besides the car shop proper, an engine room, boiler room and a blacksmith shop. The dimensions will be 281 feet in length by 246 in width. At the lower end will be the paint shop, 133 feet long and 62 feet wide. These shops face the east, and will front on Bridgewater street. At the rear or west side there will be a long building, 242 feet long and 52 feet wide. This will be used for the office of the superintendent of the shop.

Boston Locomotive Works.

The Boston Locomotive Works were sold at auction on the 5th inst., by order of the Judge of the Court of Insolvency, the real estate fronting 160 feet on Harrison avenue and known as the Boston Locomotive Works. The estate extends back some 1100 feet of the Commissioners' line, and covers an area of about 162,000 feet, of which about 72,000 feet is solid made land, and the remainder flats. The buildings, included in the estate comprise a two story brick machine shop 302x65 feet, attached to which is a two story slated shop 100x44 feet. At the easterly end of this range, and connected therewith, are a two story brick building 38 feet square, a wooden building 88x32 feet, with slated roof, and a commodious two story brick counting house with two large fire proof vaults, together with a wooden stable and other wooden buildings for storage &c. The whole property was sold together to Edward Mott Robinson, Esq., for $71,000.

A Splendid Railroad Bridge.

The railroad bridge which is to be erected over the Ohio at Steubenville will be one of the most substantial structures in the country. The bridge will be entirely of iron. It will consist of eight spans—four of 225 feet, three of 210 feet, and one of 320 feet, making a total length of 1,890 feet. The channel span, which is the longest, will have an elevation of 90 feet above the water. The width of the bridge from edge to edge will be 16 feet 6 inches, while the height from the masonry to the top will be 23 feet. It is estimated that the weight of the bridge will be one ton and a half per foot, making an aggregate weight of 2,835 tons, or 5,670,000 pounds. The contractors are Messrs. Piper & Shiffler of Pittsburg, who are pushing the work forward as rapidly as possible. The work of erection will be commenced about the last of this month, and it is expected that the first span will be completed during the present season.

Troy Union Railroad.

At an election for directors of the Troy Union Railroad Company, recently held, the following gentlemen were chosen:

Directors—D. Thomas Vail, John L. Thomspon, Jonas C. Heartt. C. L. Tracy, Elias Plum, J. M. Warren, Geo. B. Warren, John A. Griswold, Geo. H. Cramer, Daniel Robinson, Jared S. Weed, J. H. Willard, W. L. Van Alstyne, Mayor, *ex-officio*.

Pittsburg, Maysville and Cincinnati R. R.

This company recently made application to the Cincinnati Common Council for the privilege of entrance for their track into the city and passage through to Central avenue and the river. We learn that they are now engaged in surveying a line from Hunt street across the mouth of the old tunnel through a gorge in Longworth's Garden of Eden; thence in nearly a straight line across the Madisonville turnpike to Duck Creek Valley. The line contemplated strikes through several of the river counties in Piketon, and thence on nearly an air line to Steubenville. The distance, it is claimed, by this route and the Panhandle Road to Pittsburg, is two hundred and eighty two miles. The project derives importance from the connection of the company with the coal trade, and the future supply of coal for the city. The friends of the company claim the necessity of an independent entrance on account of the overcrowded condition of existing routes, and that its passage from Hunt street down through the streets in the heart of the city to the river, will be of sufficient advantage to Cincinnati to warrant the granting of the facilities required.

Marietta and Cincinnati Railroad.

The receipts of this road for the three months ending Sept. 30, 1863, (being the first quarter of the present fiscal year), have been as follows:

From passengers	$92,597 44
" freight	84,547 94
" mail	5,234 37
" express	2,444 75
" telegraph	3,706 18
	$188,530 68

And the expenditures were:

Locomotive running	$14,775 28	
Locomotive repairs	7,404 94	
Repairs of passenger and baggage cars	1,357 30	
Repairs freight cars	4,209 48	
Repairs construction cars	275 49	
Repairs of roadway	15,170 26	
Stations, rents, repairs	1,107 79	
Traffic expenses	25,793 72	
Telegraph expenses	2,451 27	
General expenses	5,974 89	
		78,520 18
Balance, being net earnings		$110,010 50

Atlantic and Great Western Gas Works.

The Atlantic and Great Western Railway Company are about erecting a new gas works for the purpose of supplying their new depot and grounds at Cleveland with gas. The excavation for the gasometer has already commenced. The building will occupy a plot of ground of 150 feet, lying in the S. W. angle formed by the crossing of the C., C. & C., and C. & M. tracks. The work will be pushed through with the energy that characterizes all of Mr. Kennard's enterprises. The works are under the management of Mr. S. Stein.

☞ It is expected that the track will be laid and the cars running by the middle of this month on the road connecting the Indianapolis and Jeffersonville and the Louisville, New-Albany and Chicago Railroads. The work on the connection between the Louisville and Frankfort and the Louisville and Nashville Railroads is nearly completed, and it is expected that the cars will be running upon the road this week. The project of connecting the Louisville and Nashville and the Louisville, New Albany and Chicago Railroads, by a branch from Louisville to Portland, has, we learn, been abandoned.—*Cincinnati Gazette.*

The Public Debt.

The following is the latest statement made of the public debt. The average rate of interest on the whole debt is less than that paid by the British or French Governments, and shows clearly the estimation in which our public securities are held.

Public Debt of the United States, and Annual Rate and Amount of Interest thereon.

	September, 1863. Principal.	Rate of Interest.	Amount of Interest.
Old public debt	$67,281,591	5½	$3,700,487
Three year 7 3-10 bonds	139,996,950	7.30	10,219,777
Two year bonds	276,200	6	16,572
Twenty year bonds (1881)	50,000,000	6	3,000,000
Five twenty bonds	256,089,231	6	15,365,535
Certificates of indebtedness	158,436,437	6	9,506,186
Oregon war debt	450,870	6	27,052
Temporary loans	100,000,000	5	5,000,000
	$772,531,285		$46,835,610
United States notes	595,924,360		
Fractional currency	18,652,856		
Treasury notes past due	41,600		
Suspended requisit'ns, etc.	41,682,670		
Aggregate	$1,228,832,771		$46,835,610

Average rate of interest 3.81 per cent. on the whole debt.

Average rate of interest on funded debt alone 6.06 per cent.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Oct. 30, 1863, was as follows:

Passengers	$22,302 90
Freight and live stock	39,705 68
Mails and sundries	2,250 33
Total	$64,258 91
Corresponding week of 1862	63,222 71
Increase	$1,036 20

The earnings of the Grand Trunk Railway for the week ending October 24, 1863, were:

Passengers	$30,102 68
Freight and live stock	57,918 82
Mails and sundries	2,800 00
Total	$90,821 50
Corresponding week, 1862	96,655 50
Decrease	$5,834 00

The earnings of the Chicago and Rock Island Railroad for the 1st week of November, 1863, were $45,755 00

Do., 1862	41,584 00
Increase	$4,171 00

The earnings of the Cleveland and Toledo Railroad for the 1st week of November, 1863, were $32,829 00

Same week, 1862	25,779 00
Increase	$7,050 00

The earnings of the Dubuque and Sioux City City Railroad Company for the 4th week in Oct., 1863, have been $9,524 48

Same week, 1862	7,016 01
Increase	$2,508 47

The approximate earnings of the Marietta and Cincinnati Railroad, in the 4th week of October, 1863, were $30,478 68

Do., 1862	25,062 68
Increase	$5,416 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 4th week in Oct. have been $63,003 63

Same week, 1862	51,350 87
Increase	$11,652 76

PREFERRED, CANAL, ETC., STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	564,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	27
Catawissa (preferred)	1,150,000	7	—	30½
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarantied)	343,500	—	—	----
Cheshire (preferred)	2,017,525	7	—	50½
Chicago & Alton (preferred)	2,464,336	7	—	90
Chicago & Northwestern (pref.)	----------	7	—	56
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	833,000	6	—	----
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	----
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	55
Erie (preferred)	8,535,700	7	7	100½
Hannibal & St. Joseph (preferred)	5,309,728	7	—	41
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	830,000	7	—	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	70½
" " (2d preferred)	3,424,169	7	—	53
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	139
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	109
" " " (2d pref.)	1,014,000	7	7	87
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	111
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	90
Pittsfield & North Adams (guar.)	450,000	6	6	----
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	75
Toledo & Wabash (preferred)	926,200	7	—	85½
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1836	100
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	103
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	105½
Unsecured bonds	2,773,726	6	J. & J.	'63-'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	105
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	27
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	102
2d Mortgage	3,980,070	6	J. & J.	1882	90
Improvement	568,500	6	M. & N.	1876	90
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65
Preferred Interest b'ds.	227,569	6	" "	1878	25
Union, (Pa.):					
1st Mortgage	2,500,000	6	M. & N.	1883	25½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming:					
1st Mortgage	887,000	6	J. & J.	1878	101½

MINING STOCKS.

Companies.	Paid on Shares.	Number of Shares.	Dividends last year.	Yearly price paid.
Acton (copper)	2½	200,000	----	3½
Albany and Boston (copper)	11½	20,000	----	14
American Coal	100	10,000	----	92
American and Mexican Silver	----	----------	----	----
Angomah (copper)	----	20,000	----	2½
Arizona (copper)	100	10,000	----	----
Aztec (copper)	----	20,000	----	5
Baltimore & Cuba Copper Smelting	100	----------	----	125
Baltimore and N. Carolina (copper)	5	----------	----	----
Bay State (copper)	----	20,000	----	17½
Bedford (copper)	----	20,000	----	56c.
Black River (copper)	----	20,000	----	58c.
Bohemian (copper)	7½	20,000	----	8
Bucks County (lead)	----	----------	----	1½
Cambridge (copper)	5	20,000	----	----
Caledonia (copper)	----	20,000	----	----
Canada (copper)	----	20,000	----	1½
Carp Lake (copper)	----	20,000	----	4½
Central (copper)	5	20,000	----	56½
Chaudiere (copper)	5	20,000	----	50c.
Columbian (copper)	4½	20,000	----	7c.
Consolidated (copper)	5	20,000	----	----
Copake (iron)	----	50,000	----	11
Copper Falls (copper)	25½	20,000	----	25½
Cumberland [coal and iron]	100	50,000	----	----
Dacotah (copper)	----	20,000	----	6½
Dana (copper)	----	20,000	----	5½
Dudley (copper)	----	20,000	----	4½
Eagle River (copper)	----	20,000	----	8½
Everett (copper)	----	20,000	----	8½
Evergreen Bluff (copper)	----	20,000	----	9
Excelsior (gold)	----	----------	----	7½
Flint Steel River (copper)	----	20,000	----	7
Forest City (copper)	----	20,000	----	----
Fort Filmore (silver)	20	50,000	----	----
Franklin (copper)	8	20,000	----	11
French Creek (copper)	----	100,000	----	----
Gardner (copper)	5	20,000	----	----
George's Creek [coal]	----	10,000	----	95
Gold Mining of Colorado	----	----------	----	6½
Grand Portage (copper)	----	20,000	----	----
Great Western [copper]	----	20,000	----	4½
Guilford (copper)	5	20,000	----	----
Hamilton (copper)	----	20,000	----	4½
Hancock (copper)	4½	20,000	----	13½
Hanover (copper)	----	20,000	----	4½
Hazleton [coal]	50	----------	----	68
Highland (copper)	----	20,000	----	6½
Humboldt (copper)	----	20,000	----	7
Huron (copper)	7	20,000	----	31
Isle Royale (copper)	16½	20,000	----	20
Kickapoo (copper)	1	200,000	----	----
Knowlton (copper)	----	20,000	----	9
Madison (copper)	----	20,000	----	5½
Mandan (copper)	----	20,000	----	3½
Manhattan (copper)	----	20,000	----	5½
Mariposa (gold)	100	100,000	----	44
Mass (copper)	----	20,000	----	----
Mesnard (copper)	3½	20,000	----	13½
Metropolitan [coal]	100	----------	----	155
Minnesota (copper)	3½	20,000	----	60
Montana (gold)	50c.	100,000	----	1
Mount Hope (lead)	2½	80,000	----	----
National (copper)	5½	20,000	----	50
Native (copper)	----	20,000	----	4½
Naumkeag (copper)	----	20,000	----	7½
New Almaden (quicksilver)	----	----------	----	----
New England (copper)	----	20,000	----	3
New Jersey [zinc]	100	12,000	----	----
North Cliff (copper)	2½	20,000	----	7
North State (copper)	5	20,000	----	----
North Western (copper)	----	20,000	----	10
Norwich (copper)	----	20,000	----	6
Ogima (copper)	----	20,000	----	4½
Ontonagon (copper)	----	20,000	----	3½
Ottawa (copper)	----	102,000	----	45c.
Pennsylvania (copper)	----	20,000	----	2½
Pennsylvania [coal]	50	64,000	7	163
Petherick (copper)	1½	20,000	----	50
Pewabic (copper)	3½	20,000	----	61
Phœnix (copper)	10	20,000	----	24½
Pittsburg and Boston (copper)	5½	20,000	----	78
Placentia Bay (lead)	5	200,000	----	1½
Pontiac (copper)	2½	20,000	----	7½
Quartz Hill (gold)	----	----------	----	20c.
Quicksilver	100	----------	----	65½
Quincy [copper]	10	200,000	----	88½
Rockland [copper]	5	20,000	----	17½
St. Mary's [copper]	----	----------	----	10½
Santa Clara [quicksilver]	----	100,000	----	8½
Santa Rita [silver, copper, and lead]	100	10,000	----	----
Shawanguuk [lead]	5	110,000	----	----
Sonora Explor. & Mining [silv. & cop.]	100	20,000	----	----
South Side [copper]	1½	20,000	----	5
Springfield [copper]	5	20,000	----	2
Star [copper]	----	20,000	----	7½
Superior [copper]	4	20,000	----	11½
Toltec [copper]	19	20,000	----	3½
Tremont [copper]	----	20,000	----	4½
Trenton [iron]	----	----------	----	----
Union [lead]	----	----------	----	0½
Waterloo [copper]	----	20,000	----	1½
Wickham [copper]	----	20,000	----	75c.
Wickopee [copper]	5	100,000	----	4½
Winthrop [copper]	----	20,000	----	6½

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Length. Completed; equiv. valt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horse.	2 horse.	1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—			—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	----	48½
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	----	65
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	----	123½
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	----	----
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	----	----
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	----	----
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,600	7,800	7,932	—	—	—	----	46½
30 Nov. '62	12.43	—	125	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	----	----
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	----	24
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	----	----
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	----	82½
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	----	107½
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	----	----
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	----	----
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	----	----
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	----	----
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	----	----
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	----	----
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	----	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	----	----
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	----	----
30 Nov. '62	3.88	—	---	---	--	Worcester	60,000	----	---	---	---	---	---	----	----
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep. '62	----	---	---	---	--	Avenue D (New York City)	---	---	---	---	---	---	---	----	----
30 Sep. '62	10.76	---	---	---	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	----	----
30 Sep. '62	—	6.50	---	---	--	Brooklyn, Bath & Coney Isl'd	1,505	1,505	---	---	---	---	---	----	69
30 Sep. '62	24.01	---	---	---	69	Brooklyn Central & Jamaica	794,912	492,150	252,100	67,967	127,843	10,868	---	----	48
30 Sep. '62	56.18	1.90	---	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	----	150
30 Sep. '62	10.50	8.50	---	23	2	Brooklyn City and Newtown	267,625	346,000	146,000	8,000	50,944	2,759	—	----	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	55,500	---	---	---	---	---	----	----
30 Sep. '62	—	---	---	---	—	Buffalo Street	---	---	---	---	---	---	---	----	----
30 Sep. '62	—	---	---	---	—	Central City (Syracuse)	---	---	---	---	---	---	---	----	----
30 Sep. '62	—	---	---	---	—	Centr'l P'k,N.& E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	---	---	---	----	----
30 Sep. '62	17.25	---	---	---	--	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	----	69
30 Sep. '62	—	6.00	---	---	--	East & North River (N. Y.)	650	650	---	---	---	---	---	----	----
30 Sep. '62	12.67	3.67	---	---	--	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	----	----
30 Sep. '62	----	---	---	---	--	Fourteenth Street (N. Y.)	---	---	---	---	---	---	---	----	----
30 Sep. '62	4.52	---	---	---	--	Grand St. & Newtown (W'g)	---	---	---	---	---	---	8	----	----
30 Sep. '62	4.63	---	---	---	--	Harlem Br.,Moris'a & Ford'm	---	---	---	---	---	---	---	----	----
30 Sep. '62	—	---	---	---	—	Main & Ohio St. (Buffalo)	---	---	---	---	---	---	---	----	----
30 Sep. '62	—	---	---	---	—	Niagara Street (Buffalo)	---	---	---	---	---	---	---	----	----
30 Sep. '62	10.00	16.00	---	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	----	----
30 Sep. '62	—	---	---	---	—	N.Riv.& Wall st.Ferry(N.Y.)	---	---	---	---	---	---	---	----	----
30 Sep. '62	—	11.00	---	---	—	Port Morris & Westchester	1,200	1,200	---	---	---	---	---	----	----
30 Sep. '62	—	---	---	---	—	Rochester City & Brighton	---	1,700	---	---	---	---	---	----	----
30 Sep. '62	16.00	---	---	---	--	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	----	88
30 Sep. '62	----	---	---	---	--	Seventh Avenue (N. Y.)	---	---	---	---	---	---	---	----	185
30 Sep. '62	8.37	---	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	----	----
30 Sep. '62	—	---	---	---	—	Tenth Av & 32d st. (N. Y.)	---	---	---	---	---	---	---	----	----
30 Sep. '62	16.50	---	---	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	----	210
30 Sep. '62	—	---	---	---	—	Troy and Lansingburg	---	---	---	---	---	---	---	----	----
30 Sep. '62	—	---	---	---	—	Utica City	---	---	---	---	---	---	---	----	----
30 Sep. '62	—	1.00	---	---	—	V.Brunt st.& ErieBas. (Buff.)	298	1,430	---	---	---	---	---	----	----
						NEW JERSEY.		350							
31 Dec. '62	5.32	—	---	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	---	---	---	----	----
31 Dec. '62	5.05	2.50	---	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec. '62	10.47	—	---	---	--	Jersey City & Bergen Point	---	---	---	---	---	---	---	----	----
31 Dec. '62	4.20	—	---	---	--	Orange and Newark	---	---	---	---	---	---	---	----	----
31 Dec. '62	5.80	—	---	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	---	---	---	---	----	----
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	----	58
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	----	----
31 Oct. '62	4.12	—	16	6	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	----	----
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	----	268
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	----	57
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	----	60
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	----	27½
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,053	31,090	14½	----	46
31 Oct. '62	11.00	—	---	---	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	---	---	---	----	----
31 Oct. '62	—	—	---	---	—	Lombard & South st. (Phila.)	---	---	---	---	---	---	---	----	----
31 Oct. '62	11.17	—	---	---	—	North Philadelphia	300,000	200,000	100,000	—	---	---	---	----	----
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	----	----
31 Oct. '62	7.04	---	---	19	—	Pittsb.,Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	----	----
31 Oct. '62	4.51	—	63	9	--	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	----	----
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	----	----
31 Oct. '62	6.16	---	---	---	—	Race and Vine (Fairmount)	180,000	180,000	---	---	---	---	---	----	10
31 Oct. '62	5.29	---	---	---	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	---	---	---	---	----	----
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	----	----
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	----	85
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,060	38,919	24,322	1½	----	12
31 Oct. '62	8.35	---	---	17	5	Spruce & Pine (Phil.& Gr'nF.)	173,010	159,312	15,500	—	70,223	25,740	12½	----	14½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	----	47
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	----	28
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	----	69½
						MARYLAND.									
31 Dec. '62	21.00	---	340	50	—	Baltimore City	700,000	670,000	------	31,549	239,059	21,058	—	----	18½
						OHIO.									
31 Dec. '62	5.00	—	---	---	--	Cincinnati Street	151,913	150,000	------	------	------	------	------	----	----
31 Dec. '62	5.00	—	---	---	--	City (Cinc.) Passenger	111,412	100,000	------	------	------	------	------	----	----
31 Dec. '62	3.81	—	---	---	--	Passenger (Cinc.)	69,837	50,000	------	------	------	------	------	----	----
31 Dec. '62	3.63	—	---	---	--	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	------	------	------	------	------	----	----
						MISSOURI.									
30 Nov. '62	8.29	—	---	---	--	Citizens' (St. Louis)	117,437	100,000	------	------	------	------	------	----	----
30 Nov. '62	3.33	—	---	---	--	Missouri (St. Louis)	76,674	70,000	------	------	------	------	------	----	----
30 Nov. '62	4.48	—	---	---	--	People's (St. Louis)	83,875	70,000	------	------	------	------	------	----	----
30 Nov. '62	10.20	—	---	---	--	St. Louis	298,604	298,604	------	------	------	------	------	----	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	----
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	146,600	7	J. & J.	1872	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	------	------	----
Dorchester:					
Real Estate Mortgage	5,000	6	------	------	----
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	------	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	----
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	----
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-'72	----
1st Mortgage [equipment]	40,000	6	------	------	----
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	------	1870	----
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	------	------	----
Metropolitan:					
1st Mortgage	36,625	6	------	------	----
Real Estate Mortgage	------	6	------	------	----
Middlesex:					
Malden & Melrose bonds	60,000	6	------	1870	----
Real Estate	6,210	--	------	------	----
Ninth Avenue:					
1st Mortgage	22,000	7	------	------	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	----
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Second Avenue:					
1st Mortgage	150,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	----
2d Mortgage	50,800	7	J. & J.	1869	----
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	----
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	----
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	----
Real Estate bonds	60,000	--	------	------	----
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	----
" " " coupon		6	" "	1867	----
Loan of Dec. 31, 1848 registered	8,008,342	6	" "	1868	----
" " " coupon		6	" "	1868	97
Texas Indemnity, of Sep. 9, 1850 coupon	3,461,000	5	" "	1865	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	----
" " " coupon		5	" "	1874	100
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	96
" " " coupon		5	" "	1871	97
Oregon War Debt of June, 1861 coupon	1,026,600	6	" "	1881	105
" " " " coupon		6	Yearly.	1881	101
Loan of Feb. 8, 1861 registered	10,415,000	6	Jan. & July.	1881	108¼
" " " coupon		6	" "	1881	109
Loan of July 17, 1861 registered	59,042,800	6	" "	1881	----
" " " coupon		6	" "	1881	----
Loan of Feb. 25, 1862 (5-20s) registered	40,230,000	6	May & Nov.	1882	103
" " " (5-20s) coupon	350,000,000	6	" "	1882	99⅝
Treasury Notes of Feb. & Aug. 1861 coupon	52,931,000	7.3	Feb. & Aug.	1864	106
" " Apr. & Oct. 1861 coupon	86,989,500	7.3	April & Oct.	1864	106
Treasury Notes of 1863 (legal tender) coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
" "	70,814,639	5	" "	notice	----
Certificates of Indebtedness (coin)	157,093,241	6	" "	1 year	102
" " " (currency)		6	" "	1 year	98¼
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) coupon	899,000	6	No int'est paid for many y'rs	1868	----
" " (B'k of State) "	610,000	6		1868	----
" " " (" ") "	38,000	5		1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July	1878	123
" " 1860 "	108,500	7	" "	1880	----
" —War bonds "	610,004	7	" "	1872	----
Connecticut—War Fund bonds coupon	2,000,000	6	Jan. & July.	'71–'72	----
" " " " " "		6	" "	'81–'82	109⅜
" " " " " "	1,000,000	6	" "	1883	----
Florida—State bonds coupon	143,000	7			----
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) "	2,073,750	6	" "	'63–'89	----
" " " (R. R.) "	525,000	7	" "	'62–'72	----
Illinois—New Int. Impr. stock inscribed	1,970,967	6	Jan. & July.	1870	102
" " " bonds "	1,322,085	6	" "	1877	105
—Interest stock	737,222	6	" "	1860	105
—Refunded stock coupon	2,187,000	6	" "	'63–'80	104
—War bonds "	2,000,000	6	" "	1879	102
—Canal bonds (sterling) "	1,778,423	6	" "	1870	101
" " (dollar) "	1 969,397	6	" "	1870	100
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	81
" " " "	2,058,173	2½	" "	1886	----
" —State Int. Imp bonds (not adjusted)	391,000			d'm'd.	----
" —State War Loan bonds coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock "	4,079,500	5	Jan. & July.	----	----
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock "	1,243,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks coupon	200,000	7	Jan. & July.	1868	----
" " " (war loan) "	800,000	7	" "	'81–'82	----
" " bonds to School Fund "	122,296	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) coupon	146,000	7	Jan. & July.	1876	----
" " " " " "	54,000	7	May & Nov.	1878	----
" " " (domestic) "	65,000	6	July.	1883	----
Kentucky—State bonds coupon	4,800,000	5	Jan. & July.	'65–'75	----
" " " " "		5	" "	'81–'91	----
" " " " "		5	" "	'93–'96	----
" " " (bank) "	600,000	5	" "	1891	----
" " " (war loan) "	67,500	6	" "	'91–'96	104
Louisiana—State bonds (R. R. etc.) coupon	2,000,000	5	" "	1871	----
" " " (R. R. etc.) "	516,130	6		d'm'd.	----
" " " (banks) "	3,902,000	6		'67–'99	----
" " " (war loan) "	5,398,533	6			----
Maine—State bonds coupon	670,000	6			----
" " " (war loan) "	1,000,000	6	Mar. & Sept.	'63–'77	105
Maryland—State bonds (st'k'g) coupon	816,000	6	Jan. & July	'81–'83	107½
" " " (st'k'g conv.) "	200,376	5		1865	----
" " " (st'k'g) "	5,585,555	5		1865	----
" " " (st'k'g conv.) "	2,490,569	5		'89–'90	105
" " " (dollar) inscribed	600,000	5		'89–'90	108
" " " (") "	10 ,000	3		1899	----
" " " (") "	767,560	4½	Chiefly quarterly.	1888	----
" " " (") "	399,408	5		'42–'58	----
" " " (") "	148,711	5		1880	----
" " " (") "	133,689	6		'89–'90	----
" " " (") "	3,000,000	6		pleas.	----
" " " (") "	35,000	6		1870	111½
" " " (") "	603,333	6		1885	----
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'89–'90	113
" " " (T. & G. R. R.) "	508,380	6	" "	'68–'71	----
" " " (" ") dollar	416,500	6	" "	'88 '90	----
" " " (" ") "	300,000	5	" "	'90–'91	----
" " " (East'rn R. R.) "	500,000	6	Jan. & July.	1893	----
" " " (N. & W. R. R.) "	400,000	6	" "	'65–'71	----
" " " (Cons. St'k. sc.) "	150,000	6	" "	1870	----
" " " (Buildings sc.) "	200,000	6	June & Dec.	1870	----
" " " (" ") "	345,000	5	April & Oct.	'68–'77	----
" " " (" ") "	200,000	5	May & Nov.	'65–'74	----
" " " (" ") "	94,000	5	Jan. & July.	'65–'72	----
" " scrip	200,000	6	" "	1874	----
" " "	247,000	6	June & Dec.	'64–'66	----
" " "	53,000	5	" "	'68–'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71–'76	----
" " " " "	600,000	5	" "	'77–'78	117½
" —Bounty Fund Loan "	500,000	5	May & Nov.	1893	----
" —Coast Defence Loan "	1,000,000	5	" "	1883	----
" —Back Bay Loan "	168,000	5	" "	1880	----
Michigan—Renewal Loan coupon	216,000	6	Jan. & July.	1878	100½
" —Canal Loan (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan (" ") "	587,000	7	" "	1886	104
" —Redemption l'n (" ") "	2,000,000	6	" "	'68–'83	----
Minnesota—State bonds coupon	250,000	8	Jan. & July.	1867	----
" " " (Indian war) "	100,000	7	" "	1871	----
" " " (Railroads) "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) coupon	2,000,000	6		'41–'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" " " " "	199,000	6	" "	1863	----
" " " " "	100,000	6	April & Oct	1963	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. coupon	7,000,000	6	" "	'72–'88	65
" " " S.W. Branch "	4,500,000	6	" "	'87–'89	----
" " " H. & St. Joseph "	3,000,000	6	" "	'73–'87	83
" " " N. Missouri "	4,350,000	6	" "	'72–'87	----
" " " Iron Mountain "	3,501,000	6	" "	'73–'89	----
" " " C. & Fulton "	650,000	6	" "	'87–'89	----
" " " Platte Co. "	700,000	6	" "	1889	----
" —Revenue bonds "	431,000	9	June & Dec.	'64–'66	----
" —State Defense warrants	780,000				----
New Hampshire—State bonds coupon	535,100	6	Feb. & Aug.	1876	107½
" " —Notes "	200,000	6			----
New Jersey—State stock registered	96,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) coupon	531,820	6	" "	'65–'71	----
" " " (" ") "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " " " Deficiency Loans	348,107	5	" "	pleas.	----
" " " " " "	900,000	5	" "	1875	----
" " " " " "	442,961	5	May & Nov.	1868	----
" " " " " "	1,180,781	6	Jan. & July	pleas.	----
" " " " " "	1,700,000	6	" "	'88–'78	115
" " " " " "	700,000	7	" "	1870	----
" " " " Comptroller's b'nds	28,698	5		d'm'd	----
" " " " " "	11,000	5½		d'm'd.	----
" " " " " "	14,213	6		d'm'd.	----
" " " " " "	421,000	6	Jan. & July.	'65–'67	----
" " " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " " " " "	68,000	5	Feb. & Aug.	1876	----
" " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " " " " "	320,000	5½	Jan. & July.	1865	----
" " " " " "	100 000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	6	" "	'63–'74	----
" " " " " "	15,889,025	6	" "	'64–'76	----
" " " " " "	1,100,000	7	" "	1864	----
North Carolina—State bonds coupon	9,129,505	6	Various.	Var.	----
Ohio—State bonds (foreign debt) coupon	1,608,905	6	Jan. & July.	1860	61
" " " (" ") "	1,015,000	6	" "	1865	----
" " " (" ") "	379,566	6	" "	1868	----
" " " (" ") "	2,183,532	6	" "	1870	103½
" " " (" ") "	1,600,000	6	" "	1875	103½
" " " (" ") "	4,095,309	6	" "	1881	----
" " " (" ") "	2,400,000	6	" "	1886	108½
" " " (domestic debt)	275,385	6	" "	1863	103
" " " (war loan) coupon	290,704	6	" "	1866	----
" " " (" ") "	290,969	6	" "	1868	----
" —Irredneib'e debt (school funds, etc)	2,920,403	6	Yearly.		----
Oregon—State scrip	55,372				----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" " " "	10,730,095	5	Jan. & July.	due.	99
" " " "	3,886,000	5	Feb. & Aug.	due.	----
" " " "	3,690,614	5	Mar. & Sept.	due.	103½
" " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	103
" —State bonds coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1864	----
" " " "	675,029	5	Feb. & Aug.	1864	----
" " " "	1,045,629	5	June & Dec.	1864	----
" " " "	1,558,673	5	Jan. & July.	1865	----
" " " "	2,277,755	5	" "	1868	----
" " " "	1,766,214	5	" "	1870	----
" —State bonds coupon	4,860,000	5	Feb. & Aug.	1877	103
" " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5			----
" —Relief Notes in circulation	97,360				----
" —Military Loan bonds coupon	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1882	109
South Carolina—State bonds (stg) coupon	484,444	5		1868	----
" —Inscribed certificates	1,708,017	6		'68–'90	----
" —State b'ds (railroads) coupon	1,310,000	6		1877	----
Tennessee—State bonds (banks) coupon	1,125,000	6		1882	60½
" " " (railroads) "	2,063,666	5		Var.	----
" " " (capitol) "	12,799,000	6		Var.	----
" " " (Hermitage) "	608,000	5		1890	60
Texas—Had no debt in 1861	48,000	6		1890	----
Vermont—Inscribed certificates	175,000	6		'63–'64	----
" —State bonds (war loan) coupon	58,000	6		'62–'63	----
" " " (" ") "	751,000	6	Jan. & July.	1870	106½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" " " (railroad)	18,264,642	6	Jan. & July.	'83–'93	52
" —State bonds (railroad) coupon	12,634,600	6	" "	'85–'93	----
" " " (sterling) "	1,865,000	5	" "	1892	----
West Virginia—No information					----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'67–'68	----
" " " (war) "	200,000	6	Jan. & July.	1867	----
" " " (domestic) "	100,000	6	" "	1877	----
" " " (") "	1,100,000	6	" "	'78–'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,104	58,881	56,174	45,993	46,447	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,224	84,222	91,598	850,445
1863	100,183	81,150	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,909
1861	149,068	115,525	158,007	181,814	169,100	149,186	169,465	188,478	224,225	226,060	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	220,789	2,557,224
1863	242,729	204,537	260,269	396,697	329,900	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,704	55,123	74,690	63,995	80,211	76,426	81,453	103,035	94,928	107,758	73,751	64,937	936,641
1861	81,591	75,621	78,361	65,358	75,240	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,469	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	76,578	72,892	67,076	87,223	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,403	80,170	101,272	100,403	82,805	139,049	134,560	145,959	92,873	75,457	1,181,063
1861	83,030	63,975	77,007	76,609	107,163	90,621	88,410	130,542	154,084	152,797	120,349	118,783	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,547	117,986	146,268	161,563	138,705	105,595	1,423,488
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,965	209,891	208,659	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,821	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,560	49,571	80,819	108,787	73,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	56,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,515	95,540	71,306	104,094	124,787	108,956	80,991	994,677
1863	69,691	81,160	92,483	100,904	107,966	124,283	113,361	106,491	172,972	210,476	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,935	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,589	119,487	107,672	86,879	77,402	1,073,422
1861	73,913	67,610	83,302	95,081	96,435	89,028	82,690	106,555	120,793	135,050	140,561	164,916	1,256,604
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,173	180,063	1,716,940
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,269	76,032	65,907	55,085	50,786	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,283	935,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	146,869	165,780	121,278	100,225	100,085	91,368	102,130	132,130	140,013	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	476,366	384,379	383,322	389,573	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,519	359,114	455,235	465,959	536,668	411,764	4,661,049
1860	354,000	345,060	433,311	457,161	396,409	393,409	319,955	477,642	600,124	587,242	561,448	419,723	5,295,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	774,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	965,859	8,400,334
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,768	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,880	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,826	172,700	122,809	1,720,896
1862	109,807	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	261,566	281,614	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,093	1,933,494
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,286	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	141,894	149,592	139,102	161,612	246,829	245,302	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,384	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	200,246	269,282	261,079	352,786	414,543	410,936	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,663	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,819	112,485	171,053	116,936	69,276	1,070,522
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	65,675	137,157	164,809	122,863	63,771	1,095,046
1863	73,063	66,086	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,315	99,900	44,835	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,725	177,579	150,184	67,990	1,152,407
1862	85,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,165,734
1863	67,150	70,132	44,925	88,177	106,967	111,200	71,587	69,352	156,417	245,654	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,491	134,658	127,273	196,821	233,851	273,722	206,192	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	129,558	178,773	235,699	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	189,915	226,814	276,109	355,018	304,084	279,659	2,047,883
1863	248,784	230,508	254,208	267,693	263,961	237,982	188,141	235,512	300,822	371,361	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	109,203	150,366	210,587	226,077	181,617	132,940	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	309,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,843	307,393	242,089	200,131	2,124,814
1862	230,159	159,658	151,902	175,686	186,039	174,001	172,189	216,624	266,954	332,369	307,475	258,693	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	205,221	215,449	215,449	308,169	375,457	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,488	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,183	582,076	696,175	927,086	952,930	872,985	7,996,785
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,199	100,118	97,218	97,887	85,785	94,554	1,102,892
1860	97,016	95,666	88,598	90,463	89,577	92,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,019
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	220,377	248,802	241,695	264,622	283,646	288,619	245,977	2,725,285
1860	163,551	171,841	257,410	248,110	265,011	278,270	311,806	337,495	339,911	368,956	321,208	249,031	3,315,549
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,299	291,763	278,219	2,905,899
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,767	448,994	463,873	466,557	464,826	4,088,857
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,402	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,852	245,938	286,844	231,253	191,138	2,335,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,051	270,086	352,071	302,799	261,458	3,041,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,249	564,351	570,983	5,745,310
1863	337,350	366,598	461,322	464,257	418,739	383,314	348,083	404,898	467,321	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,690	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,755
1861	59,639	47,043	62,551	70,274	79,278	80,074	93,464	138,722	142,537	162,858	157,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,379	150,700	151,032	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt, and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	93½
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	104½
" " " 1860.	700,000	6	Jan. & July.	"	1880	106½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	109½
" " " 1854.	1,000,000	6	Ja. Ap Ju. Oc.	"	1867	103½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,900	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,600	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	109
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	109
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103¾
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅔ in '50, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'70	
Camden and Amboy:						
English debt (S. F.) £453,333	2,192,923	6	Semi annual.	London.	1880	
Converted Sterling Loan	795,200	5	"	"	1863	
American Loan	782,666	6	"	New York.	1864	106½
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $400,000	780,600	6	"	"	1870	104
" " $375,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	104
" " $2,500,000	861,000	6	"	"	1889	105½
Consolid. Mort. Loan $5,000,000			"	"		103⅝
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	112
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	104
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1875	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1879	42
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	121
" " " inconvertible	3,034,000	8	" "	" "	1883	121
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1861	
" " " 2d Mort.	85,000	8	May & Nov.	" "	1868	
" " " Plain	20,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	102
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	1,700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	107
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	104½
General 1st Mortgage	3,600,000	7	" "	" "	1885	90
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	70
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	106
4th Mort. (M. L.) or 3d Extension	1,058,028	6	" "	" "	1886	87½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,600	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	18-5	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	112
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,593,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	103
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	114
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1862	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan & July.	London.	1872	95
3d Mortgage (convertible)	672,500	6	Feb. & Aug.	Boston.	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	700,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (state)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When Payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	110
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	5,000,000	7	April & Oct.	" "	1881	83
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	--				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'62-'70	114½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	119
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	136
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	117
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	334,000	10	" "		------	110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			------	----
1st Mortgage	260,000	7			------	----
2d Mortgage (convertible)	1,000,000	7			------	----
3d Mortgage	600,000	7			------	----
Guaranteed by Covington	200,000	6			------	----
Cincinnati (exchanged)	100,000	6			------	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†			------	----
City of Keokuk, (special tax)	150,000	10†			------	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8			------	----
City of Keokuk	200,000	8			------	----
La Crosse, Viroqua & Mineral Pt. :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	109
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	993,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†			------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	------	44½
3d Mortgage (whole road)	1,700,000	†			------	----
Unsecured Bonds	1,785,000	†			------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102½
Extension Bonds	175,000	7	May & Nov.	" "	1890	107
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1861	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	569,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1853	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6			------	----
Mortgage	24,000	7			------	----
Mortgage	10,000	6			------	----
Marietta and Cincinnati :						
1st Mortgage Bonds	185,669	7	Feb. & Aug.	New York.	1891	99
1st Mortgage sterling	87,815	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,000,000	7			------	----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6			------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	■				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	117
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	120
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	108
2d General Mortgage	2,650,500	7	" "	" "	1877	102
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.	------	103
2d Mortgage	200,000	8	" "	" "	------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8			------	10
2d Mortgage	600,000	8			------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107½
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	------	1892	----
1st Mortgage	350,000	7	" "	------	1893	----
Mississippi Central :						
1st Mortgage	1,007,362	7			------	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6			------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.	------	----
2d Mortgage (S. F.)	400,000	8		" "	------	----
Oskaloosa Division	500,000	7		" "	------	----
1st Land Grant	2,000,000	7		" "	------	66
2d Land Grant	700,000	--		" "	------	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6			------	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6			------	----
Tennessee State Loan	674,860	6			------	----
Alabama State Loan	389,410	6			------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			------	----
Montgomery and West Point :						
Alabama State Loan	122,622	---			------	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1863	----
Muscogee :						
1st Mortgage	249,000	7			------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---			------	----
Chat. and Clev. Subsc. (endors.)	231,000	---			------	----
*New Albany and Salem :						
Crawfordsville	175,000	7			------	----
1st Mortgage	500,000	10			------	----
1st Mortgage	2,235,000	6			------	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1864	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey :						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63'4'8	----
1st Mortgage Coupon	2,685,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	■			------	----
New Orleans City Subscription	1,500,000	5			------	----
1st Mortgage (S. F.)	556,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	106
Funding (S. F.) Bonds	1,493,000	7	Feb. & Aug.	" "	1876	118
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	101
Real Estate Bonds	252,975	6	" "	" "	1883	101
Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1864	102½
New 20 year (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	930,000	7	Feb. & Aug.	" "	1876	134
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	130½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	111
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	104
5th Mortgage	1,781,500	7	June & Dec	" "	1888	109½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	106
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.	"	1867	103
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	103
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99⅝
2d Mortgage	3,077,000	7†	" "	" "	1861	25⅜
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93
Chattel Mortgage	360,000	10	" "	"	1887	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	105⅝
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'65-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1850	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	111⅛
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106⅛
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105⅝
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1840, "	3,084,600	6	April & Oct.	"	1870	107
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,200	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	125⅜
" 1856, "	1,470,000	7	" "	"	1888	126¼
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	125
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	107
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	63
2d Mortgage	937,500	7	" "	"	1863	19
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	90
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (D. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	86½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	97
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	19½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "	Richm'd & New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1972	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,960)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	107
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1890	111
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance to Profit and Loss, and all other assets and liabilities.	Earnings. Roads operated, incl. roads leased, etc.	Mileage run by locomotives with trains.	Gross	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	P. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,736	*	—	877,853	503,500	165,255	1,515,701	54.0	.....	101,102	37,886	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,565	30,991	—	335,010	109,500	21,032	518,986	30.5	.....	55,791	31,862	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,327	184,900	—	1,067,006	777,777	240,486	2,476,035	109.6	.....	207,626	111,252	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—					57.0	236,731	76,775	21,000	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	596,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—							1,402,858	695,370	—	....
29 Feb, '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,568,718	427,265	100,000	1,419,569	922,622	25,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	—	—	—	—	—	—	—	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	440,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
1 Feb. '60	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	367,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,256	302,511	—	1,936,740	2,037,500	211,574	4,445,584	122.4	229,08	291,402	126,918	—	....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,266	73.0	494,297	958,459	596,15	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,157	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,380	195,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	58,023	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	690,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,592	117.4	518,810	1,036,487	454,096	12	128
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,985	149,711	214,100	2,122,600	799,300	9,298	3,068,867	66.4	294,173	353,664	158,927	—	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,562,257	—	—	403,132	870,000	271,877	1,607,684	84.3	136,631	158,070	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	701,560	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,293	10,299	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	552,791	30,556	—	191,455	195,000	75,894	413,112	32.0	.....	7,857	3,505	—	....
.. .. '62	59.9	—	5.0	—	....	....	....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
.. .. '62	100.0	3.9	10.0	158.5	....	....	....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	120,000	—	1,597,389	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	120,500	—	.....	53.0	.....	108,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,172	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	150,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	291	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,243	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	261.0	976,381	1,225,601	457,794	—	82½
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	260.0	1,308,146	2,412,821	1,206,039	8	123
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,585	188,095	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	29.0	—	36	23	705	Chicago and Northwestern	12,325,859	510,983	—	3,731,316	8,335,000	226,641	13,147,130	242.0	.....	1,083,054	448,595	—	45
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,089	228.4	1,030,884	1,529,141	513,100	6	105½
10 Nov. '62	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	824,605	6	166½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,048,561	2,350,000	—	4,214,342	180.0	.....	* 742,097	377,476	—	65½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,071	*	—	18,824,380	15,000,500	—	30,971,030	703.3	2,561,192	5,446,827	1,870,725	4	117½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,588	*	—	1,750,295	3,202,405	—	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	—	.....	oper. by Chic. & R. Is.			125,000	—	....
.. .. ..	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	....
.. .. '62	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,552	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
.. .. ..	1.0	—	....	—	....	....	....	Rock Island Bridge	.....	.....	.....	.....	.....	—	.....	oper.	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	—	3,700,000	6,700,000	—	10,400,000	303.0	.....	1,117,693	568,020	—	64
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	—	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,001	1,219,100	51,772	2,282,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,093	274,061	26,641	611,056	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,511	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	315	Indianapolis and Cincinnati	2,497,962	540,045	25,689	1,889,900	1,363,284	140,689	3,453,108	110.0	.....	448,858	230,834	9	87
31 Dec. '62	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,649,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
— — '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,860,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Mar, '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,762	132.0	.....	285,974	104,951	—	100
— — '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	99½
.. .. '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	78.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,282	1,440,450	171,000	—	2,236,522	73.0	319,251	563,314	361,270	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	782,733	665,000	92,663	1,542,765	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,359,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	2,092,427	390,000	222,601	3,179,333	111.0	.....	223,560	122,931	—	....
.. .. ..	—	—	—	138.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,933	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,142	570,000	.....	.....	38.5	11 mo's.	458,821	21,366	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,316	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '62	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	4,193,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	97
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,924	—	1,582,169	2,930,000	357,502	4,375,995	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	894,021	*	—	sold, 1859,	for $26,000.	—	.....	20.0	.....	.....	.....	—	80
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	—	—	13	10	230	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	....	—				Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,665,886	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.9	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	3,293,200	198,785	9,840,067	269.0	374,907	822,998	508,591	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	565,434	—	....
1 Aug '60	53.7	—	....	136.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,862,091	*	—	1,283,015	248,969	108,424	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	3 Road in progress projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	—	—	6	4	71	Androscoggin	1,050,000	*	—	151,833	444,668	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,728	*	—	135,000	3,472,000	40,576	244,728	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,958	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,026	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	78,014	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '63	51.5	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,424,792	*	100,000	1,500,000	—	—	1,632,446	51.3	—	283,197	170,276	6	108½
31 May, '59	37.0	—	—	—	—	—	—	Somerset and Kennebec	783,763	*	—	189,200	556,600	—	—	37.0	.....	55,403	25,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,000,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,356	.....	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	205	124	3,272	Baltimore and Ohio	21,314,642	3,604,731	3,570,907	13,118,902	10,781,835	566,070	31,241,011	286.8	.....	3,922,203	2,505,788	6	63½
30 Sep. '60	30.0	—	.....	—	7	3	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	125
31 Dec. '62	168.0	4.0	16.1	—	91	28	1,547	Northern Central	7,635,098	774,565	468,182	2,260,000	5,150,000	402,054	9,858,021	155.0	940,558	1,920,641	927,341	—	45
					3			MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	600,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	25.7	1.6	45.0	—	211	37	692	Boston and Lowell	2,245,145	183,345	—	1,830,000	440,000	21,046	2,755,816	70.9	336,565	421,969	136,191	6	105
31 Mar. '63	74.3	8.8	51.1	—	83	72	484	Boston and Maine	3,380,350	490,463	496,903	4,076,974	—	—	5,026,336	118.3	630,340	945,980	450,302	8	122
30 Nov. '62	47.0	7.0	32.5	—	25	49	20	Boston and Providence	2,952,000	207,400	—	3,160,000	122,720	—	3,482,989	61.8	435,121	702,222	355,362	8	126
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,003,130	490,304	8	135½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,730	123,865	—	681,954	141,660	—	1,085,071	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	9	176	Connecticut River	1,614,586	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	104
30 Nov. '62	44.2	30.5	25.2	—	29	51	413	Eastern	3,912,207	315,165	264,102	2,852,400	1,912,660	30,000	4,760,000	89.0	452,168	685,629	315,734	—	98½
30 Nov. '62	19.9	1.5	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.8	42.5	74.5	—	23	38	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,890,341	93.4	342,542	580,680	251,146	6	115½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,926	64,100	5,946	289,772	26.4	35,736	38,558	4,619	6	105
30 Nov. '62	29.8	—	5.0	—	3	3	—	Hampshire and Hampden	577,932	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,253	—	—
30 Nov. '62	12.4	—	2.8	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.3	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,769	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	124,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,092	597,386	.....	oper. by	B & M. Co.	.....	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	233,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,683	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,608,445	354,503	—	3,015,100	550,500	134,058	4,187,740	102.1	388,585	580,150	312,631	6	146¾
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,480	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	103
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,402,980	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	180½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,476	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L.R.	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,635	150,000	1,456	531,715	11.5	22,218	64,425	20,454	—	17½
30 Nov. '62	21.5	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	—
30 Nov. '62	14.1	0.5	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	154,018	23,376	9	126
30 Nov. '62	0.1	—	—	36.6	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.5	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,809,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	37
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	162
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	82
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	847,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	124
31 Mar. '63	246.0	231.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	18,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,818,831	1,461,276	—	82½
-- -- --	—	—	—	59.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,060,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '58	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	—	—	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,360,702	1,022,501	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	43
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,775	501,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	—	—	—	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,470	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	15	219	*St. Louis and Iron Mountain*	5,531,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar 62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '63	93.5	—	5.0	—	14	10	222	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	49½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,389,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,824	293,056	104,643	—	50½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	61
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma ss.	—	4	100
31 Jan '62	20.5	—	1.0	25.8	3	2	27	Great Falls and Conway	433,494	40,887	—	166,748	200,000	66,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.5	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	*	—	1,000,000	12,200	20,904	.....	ope	r. by C'd	162,424	74,895	7	116½
30 Nov. '62	29.8	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,396	—	.....
30 Nov. '62	69.2	15.0	12.6	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	75
31 Mar. '62	24.7	—	2.2	—	5	2	56	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,266	—	—
								NEW JERSEY.													
31 Dec. '62	84.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	289,921	113,533	—	.....
31 Dec. '62	62.5	3.5	—	8.0	.....	.....	.....	Camden and Amboy	6,070,220	*	3,971,080	5,000,000	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	174½
31 Dec. '62	60.2	—	—	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,093	2,155,024	60.2	.....	144,386	65,128	—	13
31 Dec. '62	61.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,342	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	185½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,200	*	57,000	1,157,860	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	—
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583 951	397,378	1,397,974	4,397,500	678,000	400,017	5,695,704	33.8	512,340	1,111,087	652,124	10	—
31 Dec '61	21.3	—	.....	—	2	6	17	Northern New Jersey	422,287	*	.....	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec '62	15.0	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	.....	630,000	—	—	630,000	ope	r. by Er ie	R. R.	58,400	8	—
31 Dec '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er ie	R. R.	26,500	5½	—
31 Dec 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,208,553	1,250,000	142,609	2,597,161	—	[2 mos.	10,588	.....	—	25
31 May, '62	.....	.....	.....	.....	.....	.....	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Dec, '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Jan. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,822	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending..	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, (cash, bills and other assets and liabilities.)	Road operated, latest report issued, &c.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of share.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	9,500	1,100 075						
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	660,000	*	—	660,000	—	—	600,000	incl.	in Rens. & Sarat.			—	----
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	2,668	2,320,930	48.9	140,555	224,413	123,039	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper. by Tioga.			44 146	—	----
30 Sep. '62	5.4	—	4.4	—	—	28	—	Broadway (Brooklyn)	194,521	71,515	—	200,000	27,500	521	236,036	5.4	484,073	52,927	10,251	3	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	118,225	—	482,000	252,100	62,967	807,217	14.5	508,730	127,845	10,367	—	48
30 Sep. '62	28.3	—	28.9	1.9	—	169	—	Brooklyn City	1,020,570	312,136	—	1,000,000	170,000	10,000	1,332,566	28.3	2,631,216	491,628	118,300	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	20	—	Brooklyn City and Newtown	297,528	*	—	346,000	140,000	8,000	660,000	5.3	273,289	20,944	2,759	—	38
30 Sep. '62	142.0	—	13.6	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	155,047	3,682,852	176.0	609,076	823,425	275,186	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	899	Buffalo and State Line	2,277,888	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	457,622	1,307,921	630,670	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,125	64,237	—	800,000	—	27,000	93,362	6.3	2,458,019	369,955	137 563	12	----
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	i c. in Erie			80,000	6	----
30 Sep. '62	446.0	19.0	290.0	—	226	101	5,279	Erie	39,935,792	*	—	19,973,200	19,931,600	480,665	40,285,366	433.0	4,582,352	7,868,973	2,998,842	—	114
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,865	1,263,931	—	3,758,468	9,363,750	286,424	13,429,636	148.0	1,152,545	2,627,529	1,269,364	—	127
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,597,102	361,312	—	1,802,710	732,492	15,215	2,928,474	106.5	223,11	293,457	109,457	2	60
30 Sep. '62	297.8	258.1	361.8	—	229	231	3,395	New York Central	26,207,149	5,257,077	782,580	24,000,000	14,279,533	—	31,866,825	384.9	5,586,772	9,356,528	3,749,077	6	1
30 Sep. '62	130.7	2.1	29.0	—	52	77	441	New York and Harlem	9,365,749	650,804	—	5,717,100	5,925,061	69,136	11,781,297	103.0	507,373	1,154,003	456,958	—	96
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central		60,000	6	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	551,177	23,600	—	795,350	22,000	—	875,774	5.0	779,880	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,577,900	1,194,900	—	6,066,800	121.8	341,704	492,433	176,750	—	0.25
30 Sep. '62	35.2	—	2.2	—	6	10	54	Oswego and Syracuse	698,93	110,626	—	396,340	208,500	16,375	815,161	38.1	75,023	140,634	77, 50	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,025	27.2	.....	276,276	0,,,,5	6	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	558	Rome, Water'n & Ogdensb'g	3,092,378	565,305	—	1,499,100	1,923,000	64,222	3,486,322	159.6	309,922	458,512	230,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	499 681	—	—	300,000	65,000	—	480,684	incl.	in Rens. & Sar.			—	----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,822	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,257	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	566,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,403	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,684	209,623	—	750,000	25,000	—	1,089,517	4.0	1,891,960	388,000	88,285	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,105	36,448	—	65,102	193,681	70,919	327,703	13.0	80,277	57,010	.....	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,044	2,654	—	1,200,130	1,640,757	103,570	2,944 457	88.6	229,424	260,871	172,787	—	----
30 Sep. '62	8.0	—	8.5	—	—	—	112	Third Avenue (New York)	1,052,709	194,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,058	—	----
30 Sep. '62	18.6	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	492 500	.....	oper. by	Vt. Co.			----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	72,000	—	—	30,000	630,000	—	752,000	.....	oper. by	the 4	Comp's	—	----
30 Sep. '62	34.0	—	2.0	51.4	4	6	39	Utica and Black River	862,080	*	—	811,350	—	—	862,080	34.0	61,344	71,899	6,58	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	----	Atlantic and North Carolina	2,157,609	*	—	1,545,225	400,000	278,372	2,419,401	94.9	.....	103,955	35,572	—	----
-- -- '58	223.0	—	----	—	—	—	----	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	----
-- -- '59	97.0	—	----	—	—	—	----	Raleigh and Gaston	1,240,241	*	—	973,300	123,200	—	.....	97.0	.....	206,917	103,541	—	----
30 Sep. '60	161.5	15.0	----	—	25	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045,000	51,300	2,934,500	171.9	.....	469 458	219,688	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,389,223	*	167,000	1,340,213	791,055	102,391	3,114,934	171.0	323,009	477,594	255,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,009,000	*	4,700	290,212	—	70,880	364,072	—	.....	.....	.....	—	----
								OHIO.													
-- -- '58	—	—	----	—	—	—	----	Atlantic and Great Western	613,231	*	—	836,929	—	77,254	.....	182.0	.....	.....	.....	—	----
31 Dec. '62	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	1,126	3,876,256	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	----	—	41	39	608	Central Ohio	5,572,503	922,670	108,135	1,923,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,718	230,561	—	----
31 Mar. '62	60.3	—	----	—	22	26	432	Cinc., Hamilton and Dayton	2,383,738	431,083	91,947	2,155,800	1,334,000	—	3,988,180	193.3	.....	877,404	464,415	10	120
31 Dec. '60	30.0	—	----	60.1	—	—	----	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,811	*	—	2,441.176	3,032,000	228,973	.....	131.8	304,165	190,745	19,180	—	----
31 Dec. '62	135.4	55.8	----	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 150	191.2	926,028	1,724,911	1,033,037	20	155
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,558,162	298,788	23,340	1,936,035	1,752,400	128,857	2,917,322	67.0	248,887	575 209	226,651	—	45
1 Dec. '62	95.6	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,145	590,344	—	3,300,000	1,500,000	—	.....	96.7	484,197	1,551,628	9,5,928	33	185
30 Nov. '62	101	102.5	----	—	45	30	896	Cleveland and Pittsburg	7,833,091	*	—	3,892,712	4,321,645	94,329	8,251,646	208.5	.....	1,346,917	552,900	—	104
31 May '63	100.4	79.4	----	—	32	49	495	Cleveland and Toledo	6,700,493	530,727	55,625	3,529,800	3,667,595	—	7,510,595	188.6	665,71	1,0 1,3	447,562	—	115
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,966	*	—	830,075	575,250	682,486	.....	61.5	76,329	66,128	19,763	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,000,000	205,000	.....	72.0	144,000	84,000	17,700	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,559	246,565	541,249	1,450,000	282,900	—	2,078,502	ope r. w. L.R.	Miami.	229,886	—	15	----
31 Mar. '63	144.0	—	7.9	—	15	8	373	Dayton and Michigan	5,451,748	339,553	5,500	2,452,217	2,601,190	810,424	6,369,820	144.0	414,779	1 65,705	51 540	—	----
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	989,178	104,912	—	807,246	716,000	80,845	.....	36.6	.....	62,925	2,966	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	407,888	422,658	—	1,101,088	16.0	40,064	61,000	25,000	—	----
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	72,022	62,639	439,762	328,583	152,094	.....	45.0	.....	125,170	35,172	—	----
-- -- '59	36.0	—	----	84.0	—	—	----	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,268,367	.....	.....	.....	.....	—	----
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,35	.....	—	----
30 Nov. '58	18.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,805	50,000	3,965	.....	13.0	21,000	31,129	16,400	—	----
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,1 8	492,970	442,283	2,981,267	1,490,000	—	4,879,806	138.0	846,182	1,352,458	682,948	15	138
30 Jun. '63	173.8	30.6	18.1	—	37	24	486	Marietta & Cincinnati, re-org.	10,722,322	—	—	10,879,554	373,487	52,095	11,164,820	226.6	445,147	620,025	299,636	—	----
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,370,000	4,348,042	20,542,425	192.3	.....	529,852	113,052	—	14
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	468,215	.....	120.0	.....	.....	.....	—	----
30 Jun. '63	153.9	52.0	----	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,080	2,488,825	7,800	5,401,088	205.9	413,228	559,880	115,260	—	----
31 Dec. '62	116.9	9.0	----	—	10	10	237	Sandusky, Mansfield & New'k	2,309,418	*	—	845,770	1,313,800	165,016	2,608,237	125.0	214,404	289,395	82,988	—	----
30 Nov. '58	55.6	—	----	74.0	7	8	64	Scioto and Hocking Valley	1,103,973	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	----	23.6	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C.	C. & C.	.....	.....	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,050,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	----
31 Dec. '62	242.4	—	----	—	42	18	753	Toledo & Wabash (16 months)	8,547,16	*	14,038	2,355,550	6,241,618	195,590	8,785,373	250.0	1,614,932	1,938,202	950,402	—	60
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	68.0	—	----	—	—	—	—	Atlantic and Great Western	5,500,000	—	—	2,000,000	3,500,000	—	5,500,000	58.6	.....	.....	.....	—	----
31 Oct. '62	24.5	—	23.8	—	18	8	1,203	Beaver Meadow	1,042,642	317,329	—	1,316,150	1,500	—	1,817,650	24.5	191,545	365,486	210,817	3	75
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,684,000	*	—	3,360,000	284,000	115,752	3,749,752	140.0	540,045	279,880	.....	—	104
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	950,000	270,500	56 545	1,384,456	74.5	.....	255,500	105,427	5	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,332	*	—	5,596,200	4,629,000	637,114	10,562,314	202.0	1,107,603	1,595,282	753,468	6	185
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,130	588,500	27,478	1,118,168	36.9	130,602	173,395	98,650	—	----
31 Oct. '62	78.0	—	8.6	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	247,088	347,882	133,499	—	39
31 Oct. '62	13.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	83,826	16	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882 550	55.5	oper. by	Penn.	R.R.Co.	7	72
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,016,560	41,940	—	1,209,565	500,000	100,000	2,409,565	32.0	23,475	49,796	5,078	—	----
31 Oct. '62	31.8	19.2	3.8	—	11	1	105	Huntingdon and Broad Top	1,425,181	*	—	570,961	1,106,030	289,153	2,026,144	50.5	150,984	156,084	164,133	—	120
31 Oct. '62	80.0	—	14.0	—	12	7	667	Lackawanna and Bloomsburg	2,624,513	*	—	710,000	1,747,833	265,060	2,662,835	80.6	242,400	307,589	169,056	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	387,230	822,921	466,516	5	82
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	460,000	72,600	3,288,700	38.8	62,155	126,316	68,801	—	5
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 206	*	—	3,250,000	—	—	3,252,285	130.0	— —	491,915	174,435	84	62
30 Nov. '62	55.6	18.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,286	280,000	6,447.780	66.4	283 534	397,196	218,980	—	2
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,647	3,582,304	—	13,274.160	3,52 .40.	— —	8,32 ,218	114	.....	10,304,291	4,572,215	8	76
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norristn	1,521,520	226,283	—	1,243,900	437,900	—	1,852 396	24.0	229,956	262,338	129,742	6	66
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129 857	*	—	4,822,459	6,93 ,00	157,789	12,124,867	15 10	218,574	413,474	80,901	—	30
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,7e2,300	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,162	334.0	2,988,166	3,971,880	2,095,776	—	61
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	21 ,500	595 >>,	5,922	920 ,2	1.0	8,21	3,416	20,561	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.2	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250.000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.0	—	24.8	—	37	110	630	Phila., Wilmington and Balt.	6,9 9 924	744,426	3 1,129	5,620,500	2,579.000	—	9,508,406	200.5	58,616	2,250,862	1,080,995	9	67½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036 181	109,202	—	1.763,122	1,500,000	110,417	3,601,853	72.0	194.000	129,918	50,379	—	8¼
31 Dec. '62	468.2	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 309	19,451,676	468.3	2,694,467	3,745,311	1,802,*95	—	83
31 Oct. '62	54.0	1.1	5.5	—	7	4	68	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & Reading.		5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,925	159,534	99,060	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,309	—	*7,560	396,600	65,826	797,913	29.6	81,934	134,788	97,862	9	*8
31 Dec. '62	26.4	—	3.0	—	5	11	2?	Westchester and Philadelphia	1,387,074	*	—	682,401	953,20s	8,000	1,644,639	26.4	105,800	141,101	79,544	—	9½
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,900	—	----------	62.0	297,700	415,309	199,155	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,239	—	4.7, 17	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	5	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,283	151,536	6	----
—, — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	—	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.6	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,239	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,493	*	—	400.000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,952	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,043,333	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	26.1	—	----	41.9	—	—	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	595,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,559,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	312,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	—	—	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	—	—	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '55	25.0	—	----	110 0	—	—	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	760 0	—	—	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----------	----------	90.7	92,639	208,867	----------	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	859	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679.677	713,418	191,466	—	1
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----------	4	165
30 Jun. '62	23.7	—	0.9	—	3	6	89	Vermont Valley	1,212,274	89,012	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '58	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,000,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	12
30 Sep. '60	88.2	68.4	10 0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,663,655	2,517,500	590,056	----------	167.7	270,346	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,508	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,352	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	843,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	25	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,848	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,459	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '62	191.9	42.5	28.5	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,811	234.4	----------	1,163,734	414,741	—	59
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	384,331	314,769	83,839	—	----
— — '58	10.6	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.6	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,933,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,464,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
30 Jun. '63	1,09	137.0	----	78.0	208	130	2,389	Grand Trunk	77,210,346	*	—	15,123,436	54,750,510	7,336,405	77,210,346	1,096	----------	4,368,510	1,154,855	—	----
31 July, '63	229.0	115.5	63.0	—	42	12	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	1½	----
— — '62	24.6	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.0	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.5	12.0	—	14	18	271	European & North American	4,569,416	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	----	—	20	18	180	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	..	----
								NEW GRANADA.													
1 Dec '62	48.5	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,728	48.5	----------	1,743,291	1,013,444	13	188

New York Stock Exchange.

Actual Sale Prices for the week ending November 11.

	Th 5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
Buffalo & State Line	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	109	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	34½	33½	34½	34	32½	32½
Central Am. Transit	31	40	41½	41	39½	41½
Chicago & Alton	90	90	88½	87	83	81
" " pref.	97	97	96½	93	93	90
" " 1 M.	105	----	----	----	----	----
" " Inc.b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	123	----	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	46½	46½	46½	45½	43½	42½
" " pref.	----	----	----	----	----	----
" " 1st M.	92½	----	92½	92	----	----
" " 2d M.	77	76½	----	----	72	70
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	95	----
" "Ap.Ext'n.	----	----	----	----	----	----
" " G.B.Ext.	----	----	----	----	----	----
Chicago & Rock Isl.	109½	108½	109½	107½	104	103½
" " 1st M.'70.	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	157	----	155
Clev. and Pittsburg	110½	110½	110	108	102½	103
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	101	----	----	----	----	----
" " 4 M.	87½	----	----	----	----	----
Clev. and Toledo	118½	117½	116	115	115	----
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	38	39½	34½	39	37½	38½
Del. & Hudson Canal	181	----	182	180	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M.8p.c.'71-5.	----	----	----	----	----	----
" " 2M.8p.c.'81	----	----	----	----	----	----
Erie	108½	108½	108½	107½	103	101½
" pref.	105	104½	104½	104½	101½	100½
" 1 M. 7 p.c. '67.	110½	----	----	----	----	----
" 2 M. 7 p.c. '79.	----	----	----	----	----	----
" 3 M. 7 p.c. '83.	----	111½	----	----	----	111
" 4 M. 7 p.c. '80.	108½	----	----	----	----	----
" 5 M. 7 p.c. '88.	109½	----	----	----	----	----
Galena and Chicago	111½	111	109½	106½	105	----
" 1M.7p.c.'63	----	----	----	----	----	----
" 2M.7p.c.'75	----	----	----	----	----	----
" 1M. Ex.'82	----	----	----	----	----	----
Hann. & St. Jo. pref.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Hudson River	132	133½	134	131½	126½	125
" 1M.7p.c.'69	----	----	----	----	114½	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c.'75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	123	123½	123	121½	117½	116
" full stock	----	----	----	114	112	----
" Can.bd.sc.	----	----	----	----	----	----
" bonds	----	117	----	----	----	----
Marietta & Cin 1st pref.	70	72½	73½	----	----	70½
" " 2d "	53	----	----	----	----	----
Michigan Central	126½	127½	126½	126	121½	123
" SF.8pc.'82	----	----	----	----	----	----
" conv.8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	86½	86	85½	84½	81½	82½
" " guar'd	----	151	150	144½	140	139
" " 1M.S.F.100	----	----	108½	----	108	----
" " 2 M.	----	----	----	103	103	102
Mil. and P. du Chien	69	68½	67½	67	63	59
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	87	----	----
" " 1st M.	----	----	----	----	107½	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	44	42	40	38	37
" L.G.bonds.	68	67	----	66½	----	----
Missouri 6s	66	66½	66	6-½	66½	65
" iss. to H.&St.J.R.	83½	----	85	----	83	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	137½	137½	138	137	132	131½
" " 7s, 1864	----	----	----	----	----	102½
" "7s,S.F.'76.	----	----	----	----	----	----
" "7s,conv.'76.	----	----	----	----	----	----
" "6s, S.F.'83.	106	106	----	----	----	----
N. York & Harlem	101	98½	95	96	90	95
" ""pref."	----	----	----	----	----	111
" "1M.7p.c.'73	----	----	----	----	----	----
" "2M.7p.c.'64	----	----	----	100	----	----
" "3M.7p.c.'67	----	----	----	----	----	----
Norwich & Worcester	----	95	----	----	----	----
Ohio & Miss. cer.	----	37	36	39	----	----
Pacific Mail S.S. Co.	233½	229	230	226	225	s216
Panama	----	----	----	----	----	----
Penn'a Coal Co.	163	----	----	----	----	----
Phila. and Reading	126½	125½	125½	125	121½	122
Pitts. Ft. W. & Chicago	89	88½	88½	87	81½	80½
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	104½	104	----
" " 3M.	----	----	90	----	----	----
Quicksilver	64½	65½	65½	65	63	61
St. L., Alton & T. H.	65	63½	64	63	58	56
" " pref.	----	----	77	79	76	75
" " 1M.	----	----	----	103½	----	----
" " 2M. pref.	94	----	----	----	----	----
" " Inc.b'ds.	----	----	----	----	----	----
Tennessee 6s.1890.	----	60½	60½	60½	59½	60½
Toledo & Wabash	60	60	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	90½	----	----	----	----
" " Int.b'ds.	----	----	----	----	----	----
Virginia 6s	----	55	55	----	----	52

New York Stock Exchange.

Actual Sale Prices for the week ending November 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	----	----	----	96½	96½	96
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	100	100	----	----	----	----
U. S. 5s, 1865	----	----	----	97	----	----
U. S. 6s, 1881, reg.	108½	----	108½	108½	108½	----
U. S. 6s, 1881, coup.	110	110½	110	109	----	----
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	101½	----	102	----	----	----
U. S. 6s, " new	98½	99	98½	98½	98½	----
U. S. 6s, 5-20s, coupon	99½	----	100	100	99½	99½
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	107	106
" " Ap'l & Oct.	107	----	107½	----	106½	106
American Gold	146½	148	146½	145½	145	145⅝

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending November 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Beaver Meadow	----	78	78	----	----	----
Cattawissa	10½	10½	----	----	----	----
" preferred	32	32	31½	32	31½	30½
Camden & Amboy	177	174½	----	----	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	103	----	----	----	----	102½
" " 6s,'83-10	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	38	----	----	----	----	----
" " pref.	55	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	71½	72	----	----
Lehigh Navigation	61½	----	----	----	----	61½
" " 6s	105½	----	----	----	----	----
" " scrip	50⅜	----	----	----	50	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	53	----	----	----	52½	51½
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	40
" " 6s	----	----	----	----	----	----
Minehill	62½	62½	----	----	62	----
Morris Canal	----	----	----	73½	----	73
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	26½	25½	25	26	25½	----
" " 6s	96½	96	----	----	----	95
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	72	72½	72	----	----	70½
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	106½	----
Penn. State, 5s	99½	100½	99½	100½	99	----
" " 5s, coupon	----	----	----	----	----	103½
" " 6s, "	----	----	----	----	----	108
Philadelphia City, 6s	103	103	----	103	----	102
" " new	108½	108½	108½	108½	108½	108
Philad., Germ. & Nor.	61	----	----	----	60½	60½
Phila. & Reading	63½	63	63	63	62½	61
" " 6s, '86	127	----	125½	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	31½	31½	31½	----	31	30
" " 6s	104½	----	----	----	----	----
Philad. & Sunbury, 7s	109	----	----	----	----	----
Schuylkill Navigation	19	19	19½	19½	19½	19
" " pref.	34½	34	34½	35½	34	32½
" " 6s '82	91½	92	91½	91½	----	90
" " 6s '76	90	90	----	----	----	----
" " 6s '72	101	----	102	----	----	----
Sunbury and Erie, 7s	----	----	----	----	111	----
Susq. Canal	17	16½	17	17½	17½	16½
" " 6s '78	----	65½	65	65	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	5½	5	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Canal	79	----	----	----	----	----
Arch street, (Horse)	----	----	----	26½	26	26½
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	15	----	----	15	----	14½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending November 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Baltimore City 6s, 1875	----	108	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	106½	----
" " 1890	----	----	109	109	109½	109½
Balt. and Ohio	----	94½	----	94½	----	93½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	106½	----	106½	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	104½	106½	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	103	----	----	----	----	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending November 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
Boston and Lowell	106	----	----	106	----	----
Boston and Maine	130	----	128	----	----	----
Boston and Providence	136	----	----	----	----	----
Boston and Worcest	136	137	135½	----	----	----
Cheshire, pref.	50	50½	----	----	----	----
Concord	----	----	----	61	61	----
Connecticut River	----	----	----	----	104	----
Eastern, Mass.	100½	100½	100	99½	98½	93½
Eastern, N. H.	100	----	----	----	----	----
Fitchburg	----	----	116	115½	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	125	126	----	----	----	----
Northern, N. H.	73	----	73	----	----	----
Old Colony and Fall R.	147	----	147	----	147	146½
Ph., Wil. & Baltimore	67½	68	68	67½	66½	67½
Portl'd, Saco & Ports.	----	----	----	108½	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	39	35½	39½	----	37½	37
Western	----	----	----	----	152	----
Broadway (Horse)	65	----	----	----	----	----
Cambridge "	----	----	----	124	125½	----
Metropolitan "	----	82	----	82½	----	----
Middlesex "	----	----	----	----	----	107½
Central Mining Co.	56	56½	----	----	----	----
Franklin "	----	52½	52	52½	51	51
Isle Royale "	----	----	----	28½	28½	29
National "	----	----	----	----	----	30
Minnesota "	----	----	----	----	----	69
Pewabic "	63	63	----	----	----	61
Pittsburg "	80	----	----	78	----	----
Quincy "	87½	----	87½	----	----	86½
Rockland "	18½	18½	18	18	17½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 26th October:

Maryland 5s	73	to	76
United States 6s, 1881	65	"	70
Do. 5s, 1874	55	"	60
Virginia State 5s	45	"	50
Do. 6 per cent.	38	"	40
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	75	"	77
Do., Pennsylvania do. do.	74	"	76
Erie shares, $100 (all paid)	66	"	68
Do., 7s, preference	62	"	66
Do., 7s, 1st mort., 1867	65	"	70
Do., 7s, 2d mort., 1859	68	"	72
Do., 7s, 3d mort., 1883	65	"	68
Do., 7s, 4th mort.	64	"	68
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	73	"	75
Do. do. $100 shares, $90 paid, dis.	20	"	18
Do. do. $100 shares, all paid	73	"	75
Marietta and Cincinnati Railroad Bonds	70	"	72
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82.x. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	65	"	70
Do do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	80	"	85
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	85	"	87
Do. $50 shares	38	"	43
Philadelphia and Reading, $50 shares	33	"	38

American Railroad Journal.

Saturday, November 14, 1863.

Stock Exchange and Money Market.

There has been an extraordinary state of things in the New York Money Market the last week. It is stated in a daily paper, whose money articles are inspired by a powerful interest in the street and are written somewhat in hostility to the Government, that some of our City Banks were a few days since unable to honor the checks of their customers drawn against actual balances. In other words, the institutions referred to have made a double stoppage, first on specie, and next on legal tenders. One would think in this day of paper money, there could be but little difficulty in paying a check in some sort of funds. A sale of some of the specie on hand at 46, would have been the policy of conscientious debtors, but as Corporations are understood to have no souls, of course they cannot have much conscience.

The cause of this predicament in which they

found themselves, is said to be easy of explanation. If any individual holds the money of another, and when called on for payment is unable to respond, it is usually considered a failure. If the money called for was left for safe keeping, the refusal to return it is considered a breach of trust. If these institutions have any excuse it must in the admission of over trading, viz., lending not only their own money but that of their customers, on securities not instantly available. And this has undoubtedly been done to a class of persons in particular on a large scale; those who are engaged in stock speculations, and whose operations are founded on the feeling of the moment, on rumors of battles, foreign complications, domestic difficulties and private understandings with the managers of companies.

Fortunes of mushroom growth are particularly sought for at the present day. To be a fool for luck, is thought better than to earn bread by the sweat of the brow. Of this class of adventurers the Banks have been special friends. A small business note with them is an impertinence; but a loan on Harlem or Erie, or Southern is irresistible. We therefore impute the late and present scarcity of currency to illegitimate banking, and this is sure to break in the end, all those institutions who lend money on property that may depreciate in an hour 20 or 30 per cent. from a momentary advance. If this condition of things continues for a week or two longer, it must carry down many houses if not the Banks themselves. When such a stock as the Harlem is held as good security, which pays no dividends, and is intrinsically worth not half of what it is selling for, and the price is kept up by combinations of a purely speculative character, it is evident the advance is wholly unjustifiable, loans upon it with almost any margin are unsafe, and it would be contrary to reason and experience, if it could long maintain its inflated reputation. This instance is cited, because it has been of previous occurrence, years ago, with disastrous results to those who then played with its fire.

We do not consider the Government in any way responsible for the condition of the money market at this moment. Its disbursements are large and frequent. The amount of currency is on the increase, and must be while the war lasts. Money ought to be easy, and it is so with all who have anything substantial or valuable to dispose of. The community at large do not care a jot whether a railroad security sells at 100 or 150, for they have nothing to gain or to lose by the fluctuation. But they have an immediate and direct interest in the stability of the public funds, for these are the strength of the Government, and we see they stand firmly amidst all these derangements. We look upon the present flurry, therefore, as being but a transient disturbance, which may upset the light ballasted craft that have ventured too far from shore, but is powerless against the ship of state. We hope the Banks will take a more conservative course hereafter, and we warn them against engaging through their friends or officers in any operations which endanger their capital, change the character of their business, or cause them to suspend on their engagements.

Gold stands where it did about this period the last year. There has been no doubt a real demand for it, owing to the extent of our importations. These keep up enormously. Any one who was at the late fete in honor of the Russians, must have perceived the extravagance of costume and ornament which are now the rage. It would be the part of prudence to curtail expenditure in these directions. We are dealing with nations who practically clog our commerce with hindrances, and will have gold rather than our products. If any one will look over the accounts of sales which are rendered to American shippers to the port of Liverpool, they will see that beyond the real duties, there are nearly a dozen other charges made up of Town dues, dock dues, carriage, examinations and charges of a similar nature on which all such British ports thrive to our loss. A barrel of flour whose price is fixed in the market there, has not only to pay the revenue charge or duty, but eight or ten more, such as we are not known in the port of New York. Nothing but an actual scarcity abroad, can enable our shippers to realise any decent profit on our cereals or our other products and staples.

We perceive that supplies of cotton are on the increase at New Orleans, and should Alabama through the occupation of Mobile, and a feeling of security, send its cotton abroad, it is the only staple on which we might count upon a profit, and a fall of exchange. It is a curious circumstance not to be overlooked in any notice of the money market, that legal tender notes bore during last week ¼ per cent. premium. It is the opinion of many persons that the three hundred and fifty millions now issued, are entirely inadequate to the business wants of the country. It is thought that a large amount of these is hoarded, and thus withdrawn from from circulation, and that this has happened to a considerable extent even in the confederacy. If so, the necessity of a further issue of treasury notes will be unavoidable. The City Banks however, are represented to hold about twenty four millions of this tender currency, and twenty eight millions of gold, the latter being of no possible use to them at present, but in fact assisting the high price of it in the street.

It is in agitation to establish a system of Home leagues throughout the loyal states, for the purpose of discouraging the purchase of all foreign articles of *luxe* until the war is over. Some very influential parties are seriously entertaining the idea, believing that it is absolutely necessary to secure a safe return to specie payments, and to check the price of gold. It is said it is favorably received by a large body of capitalists, ship owners and manufacturers. It is certain we could do with much less of foreign finery, and costly goods, than are now sought for and disposed of in the loyal states. Every article of real necessity can be had of American manufacture. On the other hand, this system would deprive the Government of much of its customs revenue, unless it was made up in the income from increased sales of our domestic manufactures under the Internal revenue act.

In conclusion we have to remark that the opinions of the commercial press of this city seem to be harmonious as to the cause of the recent scarcity of money, attributing it chiefly to the mismanagement of the Banks in the way we have already stated.

J. H. Taylor, Esq., late with Messrs. Francis T. Walker & Bro., has established himself in the Stock Exchange business at 34 Pine street.

Messrs. Edward Taylor and Q. C. DeGrove have commenced business as Stock and Exchange Brokers at No. 53 Beaver street, under the firm of Tayor & De Grove.

Mr. L. G. Quigley, of the Stock Exchange, and late with Messrs. Lockwood & Co., and Mr. J. O. Quigley, late with Messrs. A. W. Greenleaf & Co., have formed a Stock Commission firm at No. 19 Broad street, under the style of Quigley Brothers.

Mr. John Bonner, for five years past in charge of the commercial and financial column of the New York *Herald*, has resigned his position on the Press for Stock Exchange business, in which he has established himself at No. 53 Exchange place.

By telegraph from San Francisco, to Ross, Dempster & Co., dated the 10th inst., silver mining stocks were quoted: Ophir, $1,500 per foot last sales; Gould & Curry, $4,650 per foot last sales; Savage, $2,800 per foot last sales; Potosi, $1,500 per foot last sales; Yellow Jacket, $940 per foot last sales; Overman, $480 asked, $310 offered; Sierra Nevada, $90 asked; Crown Point, $1,000 asked, $800 offered; California, $1,200 asked, $900 offered; Central $2,100 asked; Best & Belcher, $660 asked, $500 offered; Grass Valley, $75. In consequence of Ophir declaring a dividend of $24 per foot for October, instead of $48, and Gould & Curry $100, instead of $150, as heretofore, and lenders increasing their margins, has caused large amounts of mining stocks to change hands.

The Grand street and Newtown Railroad Company will pay, 14th instant, a semi-annual dividend of 4 per cent.

The Pennsylvania Railroad Company have declared a semi-annual dividend of five per cent. on the capital stock of the company, clear of National and State taxes, payable on and after November 16, 1863.

The Pacific Mail Steamship Company have declared a dividend of five per cent. out of the net earnings of the last three months, payable at the office of the company on the 11th inst.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Albany and Salem R. R., 36½; do., Trustees' Certificate, 5½; McGregor Western 1st mort., 91; Hudson River R. R., scrip, 94½; Cincinnati, Hamilton and Dayton, 120; N. Y. Central real estate bonds, 1883, 101; Illinois coupon 6s, 1870, 102; do., 1879, 105; Illinois War Loan, 102; North Carolina 6s, 61; Ohio 6s, 1870, 103½; do., 1875, 103¾; Kentucky 6s, 104; Indiana 5s, 81; N. Y. City 6s, 1887, 110; Am. Coal Co., 100@92; Mariposa Mining Co., 49¾@44; Bucks Co. Lead, 1⅞; Metropolitan Gas, 134; Manhattan Gas, 240@245; do., scrip, 215; N. Y. Society Library, 81; Butchers' and Drovers' Bank, 128; Am. Ex. Bank, 109; Bank of Republic, 107; Continental Bank, 100; Bank of Commerce, 106½; Mer. Ex. Bank, 100; National Bank, 106; Ocean Bank, 95; Phœnix Bank, 110; Merchants Bank, 106½@107½; Bank of Manhattan Co., 140; Union Bank, 115; Mercantile Bank, 142; Gebhard Fire Ins., 99.

Philadelphia.—Camden and Atlantic 1st mort., 100; Camden and Amboy 6s of 1864, 107½@106½; Huntington and Broad Top 1st mort., 102; Delaware R. R. 6s, 103; West Chester, 9⅛; do., 7s, 107¾; Chester Valley 2; Alleghany Co., 6s, 87; North Penn. mort., scrip, 90; Girard Col-

lege Passenger R. R., 27½; West Philadelphia, 69; 17th and 19th streets, 12; Union Canal, 2; New Creek, 1; Hazleton coal, 68; Penn Mining 2¼; Mechanics Bank, 28½; Consolidation Bank, 33½; Philadelphia Bank, 119; Union Bank, 41; City Bank, 52; Farmers and Mechanics Bank, 60. The latest quotations are: City 6s, 103@103½; do., new, 108@108½; State 5s, 99½@100; Reading, 60¾@60⅞; do., 6s, 1843–'80, 108@111; do., 1870, 106; do., 1886, 120@124; Camden and Amboy, 173@174; Pennsylvania R. R. 70@70¼; do., 1st mort., 109@110½; do., 2d mort., 106@107; Little Schuylkill R. R., 51½@52; Morris Canal, 78@74; do., pref., 136@140; Susquehanna Canal, 16⅜@16½; do., 6s, 65@65¼; Sch. Nav., 18½@19; do., pref., 33¼@33½; do., 6s, 1882, 89¾@90¼; Union Canal bonds, 25½@26; Delaware Div. Canal, 39½@40; do., bonds, 103; Elmira and Williamsport, 37@37½; do., pref., 54@55; do., 7s, 1873, 110@110½; Beaver Meadow, 77@78; Harrisburg, 70@72¼; Long Island R. R., 40@40¼; Lehigh Coal and Navigation, 61¼@61½; do., scrip, 50@50½; North Pennsylvania, 24¾@25¼; do., 6s, 95@96; do., 10s, 123; Philadelphia and Erie, 30@30½; do., 6s, 104⅛@104½; Minehill, 61¾@62; Catawissa, 8@9¾; do., pref., 30⅜@30½; Lehigh Valley, 82½; do., bonds, 109; Frankfort and Southwark (horse,) 57@60; Second and Third, 85; Race and Vine, 10; West Philadelphia, 69½; Spruce and Pine, 14¾@15; Green and Coates, 46@47; Chestnut and Walnut, 58; Arch, 26@26¼; Thirteenth and Fifteenth, 28@35; Seventeenth and Nineteenth, 11¾@12; Girard College, 27@27¼; Tenth and Eleventh, 47; Philadelphia, Germantown and Norristown, 60.

Boston.—Vermont Central, 1; do., 1st mort., 75; do., 2d mort., 19½; New York and Boston Air Line, 20; do., 6s, 65½; Northern (Ogdensburg), 25c; do., 2d mort., 25⅜; Rutland and Burlington 1st mort., 66; do., 2d mort., 19; South Shore, 17¾; Southern Midland bonds, 105; Boston and Providence R. R., 135; Manchester and Lawrence R. R., 116¼; Old Colony and Newport R. R., 148; Eastern R. R. 6s, 1874, 104; Old Colony and Fall River R. R. 6s, 1867, 101¼; Mad River and Lake Erie R. R. 7s, 1866, 60¼; Connecticut River R. R. 6s, 1878, 106¼; Grand Junction 1st mort., 70¼; Connecticut and Passumpsic Rivers R. R. 6s, 101½; Essex R. R. 6s, 93¾; Vermont and Massachusetts 6s, extended, 101@103; Cheshire, R. R. 6s, 103; Western R. R 6s, 1875, 107; Chelsea, (passenger,) R. R., 48¾; Dorcester and Roxbury, 46½; Boston, Newport and New York Steamboat Co., 1060@1067½; Maine State 6s, 1871, 105; do., 1881, 107½; Connecticut 6s, 1882, 109⅜; Portland City 6s, 1871, 106½; Chicago 7s, 1874, 113; do., Water Loan, 1882, 111; Albany 6s, 1870, 105¾; Bangor 6s, 1874, 105¼; Augusta 6s, 1870, 104¼; Chelsea, 5½s, 1882, 100½; do., Gas Co., 100; Brooklyn 7s, 1865, 101¾; South Boston Gas, 100; Malden and Melrose Gas, 73; Boston Gas, 50; National Insurance Co., 39; American Ins., Co., 201½; Franklin Ins., Co., 85; Equitable Ins. scrip, 42; Hide and Leather Bank, 103@105¼; Maverick Bank, 93; Shawmut Bank, 97; Washington Bank, 103; Globe Bank, 129¼; Columbian Bank, 110; Granite Bank, 113; Boston Bank, 68¼; Merchants' Bank, 98¼; State Bank, 68; Bank of Commerce, 101¾; North Bank, 98⅝; Exchange Bank, 116½; Asiatic Bank, Salem, 27; Mt. Vernon Bank, 97¼; Eliot Bank, 101; Howard Bank, 100¾; Traders Bank, 89; Boston Water Power Co., 42⅛; Cary Imp. Co., 9¼; Franklin Coal Co., 111½@112¼; Salem Aqueduct, 127½; Hampton Mining and Smelting Co., 2; Acton Vale Mining Co., 1¼; Acton Mining Co., 3¾; Albany and Boston, 14; Algomah, 2¾; Bedford, 56c.; Black River, 58c.; Bay State, 17⅞; Copper Falls, 25½; Columbian, 7¾; Canada, 1⅛; Dacotah, 5¼; Dana, 5⅛; Dudley, 4¾; Eagle River, 8⅜; Great Western, 4¼; Hanover, 4½; Hancock, 12⅜; Huron, 31; Humboldt, 7; Highland, 6½; Hamilton, 4⅛; Mandan, 3⅛; Manhattan, 5½; Mesnard, 13¼; Madison, 5⅝; North Cliff, 7; Norwich, 6; Naumkeag, 7¾; New England, 3; North Western, 10; Ottawa, 45c.; Phœnix, 24¾; Pontiac, 7¼; Petherick, 30; Superior, 11½; Star, 7¼; South Side, 5; St. Mary's, 10¾; Toltec, 3⅞; Tremont, 4⅜; Winthrop, 6¼; Wickham, 75c.; Waterloo, 1½; Flint Steel, 7.

Baltimore.—City Passenger Railway, 18½; W. Maryland bonds 82½; N. W. Va. 2d mort., 102½; do., 3d mort., 24¾; Santa Clara Mining Co., 8⅛; Maryland Mining Co., 85; Springfield Mining Co., 2.10; Marine Bank, 30; Citizens' Bank, 10¾. The latest quotations are: Balt. and Ohio, 93@94½; do., 6s, 1867, 103½; do., 1875, 106¾; do., 1880, 106½@106¾; do., 1885, 104½; Northern Central, 43½@44½; do., bonds, 1885, 103; N. W. Va., 12; do., 1st mort., 105¼; do., 2d mort., 102½; do., 3d mort., 25; do., do., guar., 103; Central Ohio 2d mort., 104; do., 3d mort., 75; do., 4th mort., 42@50; do., income 1857–'60, 28; Western Md. bonds, 82; do., guar., 106½; Maryland 6s, coupon, 1870, 111½@112¼; do., Ins., 112; do., 1890, 113; Baltimore 6s, 1870, 107; do., 1875, 107½@108; do., 1886, 106; do., 1890, 109@109½; do., coupon, 108@109; do., 5s, 1838–'70, 100; City Passenger R. R., 18½@18¾.

Cleveland and Mahoning Railroad.

The Cleveland and Mahoning Railroad has passed into the hands of the Atlantic and Great Western Railroad Company, and will hereafter be controlled by it, and run as a branch of that road. The name has been shortened, and it is now known as the Mahoning Railroad, thus preserving a distinctive designation and character. The management will still be in the hands of Mr. C. L. Rhodes, the former superintendent, who takes the title of general manager, and the conductors and working force of the road will remain without change. Under the new arrangement, a train of both broad and narrow cars will be made up at Cleveland and drawn by one engine to Leavittsburg, where the broad cars will be switched off on the Atlantic and Great Western road, to go on to New York, and the remainder of the train run on to Youngstown. This will be done with both passenger and freight cars, going both ways. The new passenger depot of the road at Cleveland is nearly completed. It is located just below where the Mahoning road now crosses the Cleveland Columbus and Cincinnati and Cleveland and Toledo tracks, and direct connection will be made with both these roads, their tracks running on one side of the new building and the Mahoning on the other. The Atlantic and Great Western managers expect to complete their line to Cincinnati in January, and thus to perfect the broad gauge connection by way of the Erie, Atlantic and Great Western, and Ohio and Mississippi railroads between New York and St. Louis.

Atlantic and Great Western Railway.

The first through train from New York reached Cleveland on the 3d inst., via the Erie, Atlantic and Great Western and Cleveland and Mahoning roads. We learn from the Cleveland *Herald* that extensive preparations are being made by the citizens of that place for the formal opening of the line on the 18th inst. For this purpose a large meeting of business men was recently held at the Angier House, in that city. The meeting was organized by appointing J. F. Warner, Esq., Chairman and A. Townsend, Esq., and C. Blakesley, Esq., Secretaries. The immense influence the opening of the broad gauge line to Cleveland is destined to have on the prosperity of that city was commented on, and it was agreed that the opening of the road should not be passed over without the citizens making their sense of the importance of the occasion.

The Chairman was directed to appoint a Committee of twenty-five, whose duty it should be to make arrangements for a suitable reception to be given to the first excursion train which will arrive there on the 18th inst., with the invited guests on board. It was also directed that invitations be issued to the Governors of Ohio, New York, New Jersey, Pennsylvania, Indiana, Michigan, Illinois and Missouri—those being the States directly interested in the broad gauge line—and that they be requested to attend the celebration in that city.

Important to Railway Travelers.

A decision upon the law of common carriers has just been decided in the United States Circuit Court, before Judge Nelson, in the suit of William Grosvenor *vs.* the New Jersey Railroad and Transportation Co. The suit was brought to recover $10,000 damages. The case has been tried twice before the same court, the jury disagreeing. Plaintiff with a party of friends, left in defendants' cars for Newark, in September, 1860, in the ten P. M. train. He, with one friend, got out of the car at Centre street station, when he was informed by his friends in the car that he was to go to the next station. His friends succeeded in getting on the train; but plaintiff, in attempting the same while the car was in motion, was thrown to the ground, and his ankle injured, probably for life. The evidence was conflicting, plaintiff's witnesses swearing that the cars did not stop at all at Centre street station, while defendants' witnesses all testify the cars did stop and that some fifty to seventy-five passengers there got out. The former also swore that only "Newark" station was called out, the latter that "Centre street" station was announced by the conductor.

Plaintiff's counsel maintained, first, that the company is chargeable with extreme care; second, that the passengers are chargeable only with ordinary care, and drew from the evidence the conclusion that the company was liable.

The counsel for the defendants insisted, first, that if the plaintiff contributed in any way to the accident he could not recover, even if the company was careless; second, that the evidence showed that the company was not careless, but that the plaintiff was, in attempting to get on the car after it was in motion.

The Judge, in charging the jury, repeated the points of defendants' counsel, and left to the jury the question of fact—did plaintiff attempt to get on while the car was in motion?

After a few minutes' deliberation the jury brought in a verdict for defendants.

Hannibal and St. Joseph Railroad.

Statement of Earnings for 1862 and 1863 of the Hannibal and St. Joseph Railroad Company:

	1862.	1863.
January	$32,831 13	$74,126 38
February	45,950 85	45,167 40
March	49,724 51	88,096 89
April	51,773 92	125,853 01
May	54,465 35	113,291 54
June	54,897 04	104,173 82
July	54,408 09	89,045 65
August	67,005 68	98,392 92
September	70,702 18	133,728 38
Total	$481,758 75	$870,875 99
Increase		$389,117 24

The largely increased earnings insure the prompt payment, at maturity, of the coupons on the new bonds of the Company, issued in exchange for the old bonds retired, and warrant the expectation of a dividend on the preferred stock at an early day.

North Pennsylvania Railroad.

The following is an extract from the minutes of a meeting of the Board of Managers of the Delaware, Lackawanna and Western Railroad Company, held Oct. 30:

Resolved, That this Board regard the proposed extension of the North Pennsylvania Railroad by the Lehigh and Delaware Water Gap Railroad Company to Easton, and thence (which in their judgment would soon follow) to a connection with the railroad of this Company, as a valuable public improvement, opening as it would the most direct communication between the City of Philadelphia and the Lackawanna and Wyoming Valleys, and Northern and Western New York and the Canadas.

West Philadelphia Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: John S. Morton, John F. Gross, Daniel Stone, Herman J. Lombaert, John C. Davis, Samuel Baugh, Joseph Warner Johnson, Benjamin Griffith, William M. Wright. John S. Morton was subsequently elected president of the board.

SAFEST AND CHEAPEST SYSTEM OF INSURANCE.

Scrip Dividend for 1861 .....60 per cent.
Scrip Dividend for 1862 .....60 per cent.

Washington Insurance Co.,

172 Broadway, cor. Maiden Lane.

Assets Feb. 1, 1863	$528,521 51
Contingent Liabilities	5,000 00
Cash Capital and Surplus	$523,521 51

INSURES Buildings, Merchandise, Furniture, Rents, Leases, Cargoes and other Insurable property, against loss or damage by Fire, and **INLAND MARINE RISKS, on the Lakes, Rivers and Canals.**

Three-fourths of the Profits divided annually to the insured without their incurring any liability whatever.

GEORGE C. SATTERLEE, Pres't.
HENRY WESTON, Vice-Pres't.
WM. K. LOTHROP, Secretary.

SCHUCHARDT & GEBHARD,
Bankers, No. 21 Nassau st., offer for sale:

ATLANTIC & GREAT WESTERN 7 per cent First Mortgage Bonds (Ohio section), due 1876.
SACRAMENTO VALLEY R. R. Co. First Mortgage 10 per ct Bonds; this Company pays the Coupons in Gold.
CHICAGO & MILWAUKEE RAILROAD CO. First Mortgage 7 per cent Bonds, due 1898. 4t44

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THE undersigned will buy and sell on commission, through their San Francisco House, all Stocks pertaining to the Pacific Coast. Orders promptly filled.
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ROSS, DEMPSTER & CO.,
6m44 **No. 24 Liberty st., New York.**

NEW ENGLAND
MUTUAL LIFE INSURANCE CO.

CASH ACCUMULATION, $2,500,000.
Clear Surplus, $1,250,000.

WILLARD PHILLIPS, Pres. B. F. STEVENS, Sec.

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Thomas A. Dexter, Geo. H. Folger,
Marshall P. Wilder, Francis C. Lowell,
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The Mercantile Mutual INSURANCE COMPANY,

No. 35 WALL ST., NEW YORK.

INCORPORATED, APRIL, 1842.

ASSETS OVER $1,250,000.

MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.
Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.
Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.
The risk of war covered at the lowest current rates.

ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

OFFICE OF THE
COLUMBIAN (MARINE) INSURANCE COMPANY,

Corner of WALL and NASSAU Streets.

CASH CAPITAL.....$1,000,000

Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.

LOSSES PAID IN GOLD
Upon RISKS on which the PREMIUM is paid in like Currency

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.
2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.
3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

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THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

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ROOFING CEMENT-PAINT
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Railway & Steamboat Co's,
BUILDERS and BUILDINGS generally.

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The ingredients in its composition are **all** of a preserving and protective nature. This Paint is now extensively used by Railway Companies and pronounced much **cheaper,** more **durable** and satisfactory than what was previously used. It is 2.5ths heavier in body than any other Paint.
Give this Paint a trial, and if not found as represented no charge will be made for it.
Send for descriptive circular and references.

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A CATECHISM OF THE
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ITS VARIOUS APPLICATIONS TO
MINES, MILLS, STEAM NAVIGATION, RAILWAYS AND AGRICULTURE,
WITH PRACTICAL INSTRUCTIONS
FOR THE
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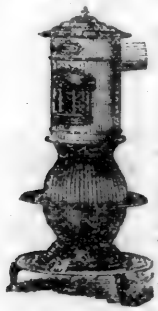
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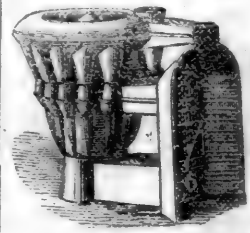
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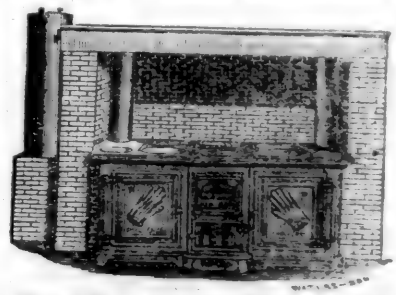
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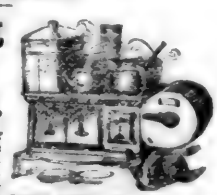
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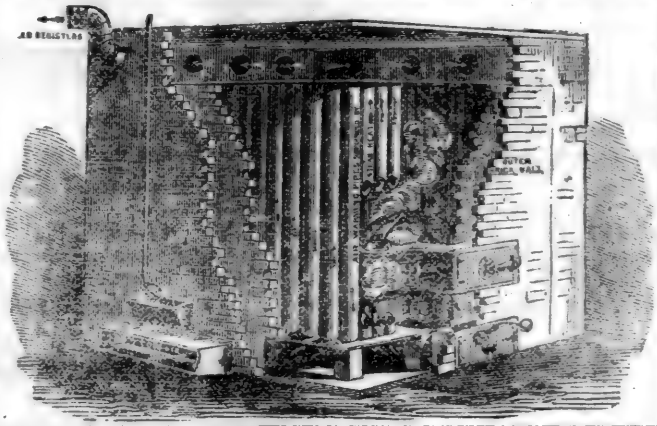
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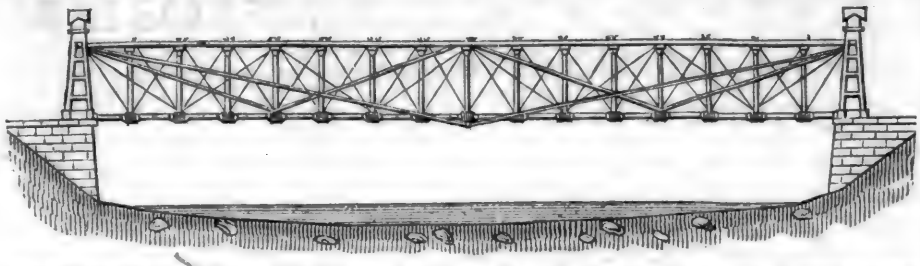
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Central Transportation Co.

THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of

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AND OTHER PATENTS FOR
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would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their

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The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, **No. 1347 Brown st., PHILADELPHIA**, will receive immediate attention.

Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above,

O. W. CHILDS, President.

KING'S NOTES ON STEAM. LESSONS AND Practical Notes on Steam. The Steam Engine, Propellers, etc., etc., for young Marine Engineers, Students, and others. By the late W. R King, U. S. N. Revised by Chief Engineer J. W. King, U. S. Navy. Fourth Edition, enlarged and improved.

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"This is one of the best, because eminently plain and practical treatises on the Steam Engine ever published."—[Philadelphia Press.

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Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS**, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **31 Nassau st.**, or by addressing

CHAS. W. WELSH,
Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 21, 1863.

The Future Population of the United States.

The situation of our country at the period of its settlement was such as to secure for it an energetic population. It was separated by three thousand miles of ocean from the civilization of Europe, and although offering many inducements to emigration, it yielded them, only at the price great perils and hardships. A voyage across the then comparatively unknown waters of the Atlantic, required much enterprise and perseverance as well as courage, on the part of those who would undertake its hazards. Nor was the voyage the only obstacle. The wilderness itself required to be explored, its dangers met and overcome, before an object worthy of the venture could be realized. There was no metropolis to receive adventurers, no state or government to protect them. There was nothing but solitude, wild beasts and Indians. Yet these were the very conditions which have secured for our country many advantages in the character of its inhabitants and its civilization.

Still other and important facts have tended to the same result. In Western Europe were settled the races of mankind who by their Governments and their institutions, by their power and success in the accumulation and production of material wealth, had already proved their immense superiority over the effete nationalites of the East. By these races our hills and valleys have been peopled; and from them we have gleaned those who by their powers of physical endurance, energy and intelligence, have been especially fitted to encounter successfully the dangers and hardships always attendant upon a settlement in a new and undeveloped country. The early settlement of every portion of America furnishes examples of powers of endurance, of mental ability, and of heroism, unsurpassed in the history of any nationality or race of men.

According to the Preliminary Report of the Eighth Census, the aggregate population of the United States is 31,749,281. This includes foreigners, slaves, free colored persons, and Indians. The number of slaves at the taking of the census was 3,953,760; the number of free colored persons was 487,996; the number of Indians was 336,662; the total white population was 29,966,662. To arrive at a just estimate of our present American population, we must deduct from this latter number our foreign population. The Preliminary Census Report gives no definite figures of the number of foreigners residing within the jurisdiction of the United States. It has, however, a complete table of emigration to this country, and from this we may form an approximate estimate of the number and the nationalities of our foreign citizens. The emigration to this country has been as follows:

In the 10	years ending	Sept. 30, 1829..	128,502
In the 10¼	years ending	Dec. 31, 1839..	538,381
In the 9¼	do.	Sept. 30, 1849..	1,427,337
In the 11¼	do.	Dec. 31, 1860..	2,968,194
During the whole forty-one years			5,062,414

The total number arriving from the United Kingdom of Great Britain and Ireland, is stated to be 2,750,874. But a recent statement from British official sources gives the number emigrating to the United States in the years 1815–'60, as 3,048,206. This difference will be explained partly, by hose who emigrated in the interval 1815–'19, before our registry commenced, being about 55,000; and chiefly by the more numerous class who entered the United States by way of Canada. In the same period of forty-six years, it is also stated, that 1,196,521 persons emigrated from the United Kingdom to the British Colonies in North America. A large portion of these are known to have eventually settled in the United States. Thus it is safe to assume that since 1814, about three and a quarter millions of the natives of Great Britain and Ireland, have emigrated to this country.

The migration from Germany is the next in magnitude, amounting to 1,196,521 persons; the next is that of France, amounting to 208,063 persons. Supposing our present foreign population to be five million, or a number just equal to the whole number of emigrants, we would have a white American population of twenty-two million of souls.

It is this American population to which we must look for the development of the resources of our country. An American citizen is an individual as really distinct in personal characteristics as an Englishman, Frenchman, or Russian. Both our nationality and individuality is new and unlike anything in the old world. It is for Americans to work out their own destiny. They constitute two-thirds of the population of the United States. They furnish the brains and the energy which culminates in substantial progress. Foreign emigrants come to our shores to be helped along in the current of our own success. In a few years they all become Americanized; and the dying emigrant leaves to his children but the memory of a fatherland, too far beyond the sea to be anything but faintly remembered.

One of the favorable peculiarities of our popnlation, is the preponderance of males over females. While in the United States there is an excess of about 730,000 males, in more than 31,000,000 of people, the females of the United Kingdom of Great Britain and Ireland outnumber the males some 877,000, in a population of little more than 29,000,000. This is the result of causes already enumerated; and to the large demand of men in the prime of life, for military and naval service, from which our country heretofore has happily been freed. The proportion of our self-sustaining

or producing classes, is thus much larger than that of England.

With regard to the Indians, their story is soon told. There are now but about 300,000 Indians within the limits of the United States. The light of civilization is pressing them closer and closer, and not many years will have elapsed e'er the last Indian will have ceased to exist.

With the African, the census show that free colored persons do not maintain their own numbers; and while colored persons held in slavery increase in numbers, still it is at a rate by no means in proportion with the whites. While the whites from 1850 to 1860 gained 38 per cent., the slaves and free colored increased somewhat less than 22 per cent., and the total increase of the free colored and slaves for 70 years, was but 485 per cent., against 757 per cent. for the whites. The following tables, together with the observations immediately following them, are from the census of 1860; and they exhibit the numbers of the colored race and their rates of increase during the last seventy years, together with the probable future population of the United States:

Census of Slaves and Free Colored.

	Free colored.	Increase per cent.	Slaves.	Increase per cent.	Free colored and slaves.	Increase per cent.
1790	59,466	....	697,897	....	757,363	....
1800	108,395	82.28	893,041	27.97	1,001,436	32.23
1810	186,466	72.00	1,191,364	33.40	1,337,810	37.58
1820	233,524	25.23	1,538,038	28.79	1,771,562	28.58
1830	319,599	36.87	2,009,043	30.61	2,328,642	31.44
1840	386,303	20.87	2,487,455	23.81	2,873,758	23.41
1850	434,449	12.46	3,204,313	28.82	3,638,762	26.62
1860	482,122	10.97	3,953,587	23.38	4,435,709	21.90

"Here the rate of increase will be seen at a glance to have been gradually diminishing, especially during the last thirty years. The greater apparent increase among slaves from 1840 to 1850, is connected with the admission of Texas in 1845. For the future the rate will probably continue to diminish; and to apply unchanged the rate of the last ten years, must give results exceeding rather than falling short of the truth. The following estimates therefore, have been computed on the assumption that the rate of the last ten years 21.9 shall continue twenty years longer, or until 1880, after which the rate is diminished to 20.0 until the close of the present century for the colored population. And to facilitate comparison, the next column exhibits the aggregate of whites, free colored and slaves, based on the well-known and very correct assumption of a mean annual increase of three per cent.:"

Probable Future Population of the United States.

Years.	Free colored and slaves.	Aggregate of whites & color'd.	Per cent. of color'd.
1870	5,407,130	42,328,432	12.77
1880	6,591,292	56,450,241	11.68
1890	7,909,550	77,266,989	10.24
1900	9,491,459	100,355,802	9.46

"Thus according to the best estimates, the total population of the United States, at the close of the present century will be about a hundred millions. All observing persons will perceive that the relative increase of the whites exceeds that of the colored, and that the disparity is gradually becoming more and more favorable to this part of our population. Leaving the issue of the present civil war for a time to determine, it should be observed, if large numbers of slaves shall be hereafter emancipated, so many will be transferred from a faster to a slower rate of increase. In this case, nine millions of the colored, in the year 1900, appears a large estimate. Of these a great portion will be of mixed descent; since in 1850 one-ninth part of the whole colored class were returned as mulatoes. In regard to emigration, the number colonized by the American Colonization Society and its auxiliaries during the past ten years, has averaged about 400 per annum, besides the Africans captured on several slave ships. The total number of colored emigrants sent to Liberia from 1820 to 1856, inclusive, is stated at 9,502, of whom 3,676 were free born."

It is thus evident that the future population of the United States will be homogeneous and American. The weak emigrants, whether merely individuals, or including classes, or nationalities, as in times past, will continue to die out and give place to men of stronger constitution and greater energy. This is a universal law applicable to all forms of existence. In its utterance we are governed by no selfish or interested motive. We acknowledge it as a fact, and ourselves bow to its sway, for it is applicable to ourselves as well as to all others. The badges of peculiar nationalities will all disappear. St. Patrick's day will be forgotten, its very date will have to be fixed by a recurrence to some ancient almanac. German singing clubs will have a brief existence; their lives will be shorter than their chorals.

In the places of all these remnants of institutions which have their origin in the old world, there will be one American nationality, filled with American aspirations, and glorifying in American deeds of valor and renown.

In conclusion, it is hardly necessary for us to draw the attention of the reader to the bearing which these facts have upon the future financial resources of this country. Prosperity is always the reward of intelligence, vigor and industry. And where every one is prosperous, where there are few weak and incompetent individuals, the Treasury of the nation which is but a combination of the individual treasuries of the people, must be proportionably strong.

North Pennsylvania Railroad.

The Town Council of Easton, Penn., at a recent meeting, took up the subject of the extension of the North Pennsylvania Railroad to that place. The following resolutions were passed:

Resolved, 1. That the citizens of Easton earnestly desire that the proposed railroad from Easton to Freemansburg, connecting with the North Pennsylvania Railroad, may be speedily constructed, and an easy and convenient communication be thus opened to Philadelphia.

2. That we regard the proposed connection by this route as a matter of great public interest to the entire community, and that in our opinion the opening of this road will be of great pecuniary advantage not merely to our own citizens, but also to the North Pennsylvania Railroad in largely increased earnings, from passengers and freight, and to the merchants and citizens of Philadelphia by the additional trade which will thus be established with that city.

3. That our present route of travel to and from Philadelphia by way of the Lehigh Valley Road to Bethlehem, is extremely inconvenient, and attended with much delay and annoyance, and the route by way of the Belvidere Delaware Railroad greatly circuitous and more distant and expensive than would be the case upon the completion of the proposed route by way of Freemansburg.

4. That owing to the greatly superior facilities of travel and transportation to and from New York, a large and valuable traffic is now directed to that city which would in our opinion be restored to Philadelphia upon the establishment of a direct communication by way of Freemansburg.

National Mining Company.

We have received the report of the Directors of this company, including reports of Wm. Webb, Agent, and John Chynoweth, Captain of the mine, and abstracts of the books of the treasurer. They embrace the ascertained results of the business of the year ending November 1, 1862, and the subsequent approximate state of the affairs of the company to September 1, 1863. The directors regret that the year 1862 should exhibit so important a decline in the yield of the mine, as compared with the two preceding years; and that the average results of the current year thus far afford no evidence of substantial improvement in this respect, but on the contrary, show a still further decrease. The product in copper prepared for shipment for the first nine months, or say from 1st November, 1862, to 1st August 1863, was 549,798 lbs., or about 30½ tons per month, against an average monthly product for the preceding year of 49½ tons. The mines, however, appear to be improving, the product for the last month exceeding, by 25 per cent., the average yield of the eight preceding months of the year.

The product of the mine in rough copper, prepared for shipment, for the year 1862, was 1,192,100 lbs., or 596 tons, composed of the following descriptions, viz:

	Per cent.	Lbs.
474 masses	40.40	481,638
423 bbls. kiln or barrel work	31.06	370,218
317 " stamp and covert work	28.54	340,244
Total		1,192,100

making an average monthly product of 49½ tons. It will strike attention at once, that the decline in the product of the mine is principally in mass copper, which shows a falling off, compared with 1861, of 364 tons, while the kiln or barrel work is about 60 tons less. The stamp work, on the contrary, for 1862, exceeds that of 1861 about 33 tons.

The comparative per centage of each description of mineral for these two years was as follows, viz:

	Per cent.		Per cent.
Mass copper, 1861	59	1862	40.40
Kiln " "	26¼	"	31.06
Stamp " "	14¼	"	28.54

It will be noticed that the actual shipment for the year exceeds the product for the same time, 9,058 lbs., making the shipment of 1862 amount 600½ tons. This discrepancy arises from the fact that all the mineral obtained from 1st of November to the close of navigation, is sent forward, and enters into the avails of the current year's business.

The whole amount of crude ore shipped was, as stated, 1,201,158 lbs., which, being smelted, yielded in refined copper 865,752 lbs., or 72.09 per cent. This was sold, and produced after deducting freight and charges from Cleveland to New York, $209,280 56, being a fraction over 24.17 cents per lb. This does not include smelting or any antecedent charges.

The expenses before shipment from Ontonagon, as shown by monthly returns, and which may fairly be deemed the cost of production, including all labor, fuel, transportation, timber and salaries

of officers, amounted for the year to $139,926 13, an average of $11,660 51 per month, or 194 02 per ton of mineral obtained.

The whole expenditure for the year 1862, exclusive of supplies, which are always absorbed in wages, is as follows, viz:

Mine expenses, as before stated	$139,926 13
Smelting charges on product, 1862	11,511 61
Machinery	9,456 69
General expenses	6,191 10
Taxes to State	691 88
Freight and insurance	8,236 58
	$176,013 99

The profits of 1862, estimated upon this data, will amount to $33,216 57. By the same estimate it appears that the cost of mineral for the year is 14.63 cents per lb., and of refined copper 20.33 cents per lb.

The item of machinery has probably increased the cost of refined copper 1 cent per lb., and should be considered as not all fairly chargeable to a single year's operations.

The following table exhibits the entire receipts of the National Mining Company for capital stock paid in, and sales of silver and copper to date of the balance sheet annexed:

Capital stock paid in	$110,025 00
Aggregate sales of copper and silver to November 1st, 1861	789,794 57
Sales of copper from November 1st, 1861, to November 1st, 1862	285,121 63
Sales of silver, product of 1861	547 82
Sales of silver, product of 1862, sold in December	1,020 38
Total	$1,186,509 40

showing sales of copper and silver, $1,076,484 40.

The expenses of every description, including purchase of supplies, actually incurred and paid during the year, were as per balance sheet, $169,210 53, or $14,100 88 per month.

Of the product of the mine for the current year, or say since the close of navigation in 1862, there has been sold to the date of this report, 343,435 lbs. refined copper, for the sum of $101,710 04, being an average net price of 29.62 cents per lb.

The assets, Nov. 1, 1862, amounted to $145,965 89; and the liabilities to $80,787 81. The receipts and expenditures to that date have been as follows:

RECEIPTS.

Capital stock paid in	$110,025 00
Aggregate sales of copper to 1st Nov. 1861	678,992 61
Aggregate sales of silver to do.	776 96
Sales of copper from Nov. 1st, 1861, to Nov. 1st, 1862	285,121 63
Sales of silver for same period	547 82
Accounts payable	11,042 75
	$1,086,506 77

EXPENDITURES.

Aggregate expenditures for all purposes to November 1st, 1861	$724,572 82
Expenditures from Nov. 1st, 1861, to Nov. 1, 1862	169,210 53
Dividends	158,915 88
Accounts receivable	11,176 21
Cash on hand	22,631 33
	$1,086,506 77

The management of the company's works appear to be of the best kind, and to be carefully and scientifically conducted. The general business office of the company is at Pittsburgh, Pennsylvania, and the transfer office in Boston, with J. W. Clark & Co., Milk street.

Directors.—Thomas M. Howe, C. G. Hussey, John D. M'Cord, James M. Cooper, Pittsburgh, Pa.; Charles Richmond, Detroit, Michigan.

President.—THOMAS M. HOWE.

Secretary and Treasurer.—JAMES M. COOPER.

Baltimore and Ohio Railroad.

PROPOSITION TO AID THE PITTSBURG AND CONNELLSVILLE RAILROAD.

The regular monthly meeting of the directors of the Baltimore and Ohio Railroad Company was held in Baltimore on the 11th inst., J. W. Garrett, Esq., President in the chair. The Committee of Transportation recommended the adoption of a resolution ordering the construction of two hundred three-pot iron hopper coal cars, as additional equipment to meet the demands of the coal trade. After explanations by the President, that for a long period past the demand for coal has been uniformly in excess of the Company's ability to supply, and as the prospect was favorable for a permanently increased demand, the Board unanimously adopted the resolution. The cost of this additional equipment is estimated at $120,000.

The President submitted for the action of the Board documents connected with proceedings to maintain the rights of the Baltimore and Ohio Railroad Company in connection with its interests in the Pittsburg and Connellsville Railroad Company, and also the following communication, which had been addressed by him to the President of that Company, presenting his views regarding the proper policy to be pursued for the interests of the State of Maryland and the city of Baltimore, and to insure satisfactory relations with and the early completion of that road, viz:

BALTIMORE AND OHIO RAILROAD.
President's Office, Balt., Nov. 10, 1863.

Dear Sir,—I much regret that many important engagements of the most urgent character, connected with the affairs of the Company and the operations of the Road at this particular period, prevent me from attending the called meeting of the Stockholders of your Company on the 12th instant. I would make it a point to be present on that occasion were it in my power, not only as the representative of the Baltimore and Ohio Company, but for the purpose of removing impressions in regard to the course and policy of this Company which you inform me exist, and which are, as far as I understand them, most unjust.

I regard the completion of the Pittsburg and Connellsville Road to Cumberland not only as a local but as a national work of the first magnitude. I am prepared as soon as a suitable contract for its construction can be made, to recommend to the Baltimore and Ohio Railroad Company to aid it to the extent of one million of dollars; and I am altogether satisfied that the regulations of the two Companies, looking to their successful workings as a through route, can be placed upon such a basis as will produce the most beneficial results, and which must prove mutually satisfactory.

The committees of Pittsburg, Cumberland and Baltimore, as well as the populations of the large portion of the territories of Pennsylvania and Maryland with which the line is identified, cannot fail to be greatly and permanently benefitted by its construction. With the aid the Baltimore and Ohio Company can extend, and the legislation that the city of Baltimore will in all probability grant, or which may be obtained under the operations of its existing ordinances, and with the practical co-operation of the great interests connected with the route, there should be no question that the through connection between Baltimore and Pittsburg can be established within a brief period, or indeed as rapidly as the labor can be procured for its construction.

I should have been happy to have had an opportunity of presenting these views to the stockholders of your Company in person, but shall certainly take an early occasion to confer with them.

In the meantime the proxy of this Company will be presented by Colonel J. Spear Nicholas, who is accompanied by Messrs. Abbott and Beall, Directors of our Company, who will, I am sure, confirm the assurances now made.

I am with great respect, your obedient servant,
J. W. GARRETT, President.

B. H. Latrobe, Esq., President Pittsburg and Connellsville Railroad Company.

This interesting subject was very fully discussed, and the great importance of cordial and earnest co-operation with the parties interested in the line to accomplish the desired result was generally urged. After full presentation of views by different members of the Board, the proceedings referred to, and the communication as stated, were approved and adopted by a nearly unanimous vote.

The President stated that the adjustment of the accounts of the Company had sufficiently progressed to enable the Board to present the annual report for 1861, which was then submitted and unanimously approved.

After the transaction of some further routine business, the Board adjourned.

Utica and Black River Railroad.

At the Annual Meeting of this company held in Utica on the 11th inst., the following gentlemen were chosen directors for the ensuing year: John Thorn, Robert L. Kennedy, Josiah W. Baker, John Butterfield, Martin Hart, James Sayre, Charles Miller, Edmund A. Graham, Russel Wheeler, Abijah J. Williams, Thomas Foster, Isaac Maynard, Silas D. Childs.

At a subsequent meeting of the directors, John Thorn was elected President, James Sayre, Vice President; Isaac Maynard, Treasurer; and Martin Hart, Secretary.

The earnings of the road for the year ending September 30, 1863, were:

From passengers	$45,341 89
From freight	36,896 30
From mail transportation	1,750 00
From all other sources	1,507 85
	$85,496 04

And the expenses were:

Operating the road	$40,760 58	
Improvements, etc.	34,670 84	
		75,431 42
Net profits		$10,064 62

Reading and Columbia Railroad.

This road, which is now in course of construction, is fast growing towards completion. The Columbia *Spy* says: "Breese and Merrill's section, No. 24, is about completed. Section 25 will in a few days be ready for the rails, which will open the road some ten miles beyond Ephrata where the heaviest and only grading is yet to be done, which we are told will be finished by the latter part of November. The grand opening of the road is set down for the first of January, 1864."

This road fills the gap between New York and Washington, outside of Philadelphia, and is designed to form a through route between these cities, *via* Easton, Reading, Columbia and Baltimore.

Minneapolis, Faribault & Cedar Valley R. R.

This Company—sometimes known as the Minnesota Central Railroad Company—has recently been reorganized, and a large amount of new capital contributed for the construction of the road, chiefly by the present owners of the Milwaukee and St. Paul Railroad, of which latter road the former is an extension. The road is now under contract from Minneapolis to Onatoria, about sixty-five miles, at which point it will connect with the Winona and St. Peters Railroad, now in process of construction from Winona to Onatoria, about eighty miles. There are at this time from two to three hundred workmen actively employed in its construction; the road bed is nearly prepared for the iron, which has all been purchased, partly in England, and is to be delivered at the opening of navigation next spring. The locomotives, cars and full equipments are all under contract, to be delivered early in the spring. It is the intention of the present owners of the road to have the whole line in operation by midsummer of 1864, at which time it is expected that travellers can go and return all the way by rail from New York to St. Paul and the Falls of St. Anthony.—*New York Herald.*

St. Croix and Superior Railroad.

The Hudson *Times* thinks the prospects of the completion of the Hudson and Superior Railroad are very flattering. It has the most substantial assurances that the road will be built at an early day. Leading railroad men from the East have secured possession of the land grant, and organized a company known as the "St. Croix and Superior Railroad Company." It says:

Most of those interested in the road live in the East, but it is necessary that the company should organize in this State, and a meeting of the stockholders was held in this city a few days ago, for the election of directors, when the following gentlemen were chosen:

Ezra Clark, of the City of New York.
W. W. Marsh, of Schooley's Mountain, N. J.
D. A. Baldwin, of New York City.
Edwin McNeil, of Kingston, Pa.
Levi Hubbell, of Milwaukee.
John Comstock, Solon H. Clough, H. S. Clapp, and Lucian P. Weatherby, of Hudson, Wisconsin.
A. P. Berthued, of Washington, D. C.
Henry M. Rice, of St. Paul, Minn.

Mr. Berthued is President of the company.

It is contemplated by the stockholders to immediately begin work on the road. Mr. Berthued, President, has now gone East on business for the company, but will return in a few days and spend the winter here, in conducting a more detailed survey, getting out ties, timber for bridges, &c. The indications are unmistakable that the important work of connecting the Mississippi with the great lakes, by railroad, is to be pushed vigorously forward.

Ashtabula and New Lisbon Railroad.

A continued and persistent effort is being made to put things in a proper shape for a completion of this road. One thing must be borne in mind, and that is, it cannot be built without the aid of foreign capitalists. If the owners of the coal veins along the route will grant leases to the capitalists, the road will be built, and at the prices offered them they will realize fortunes. If, however, they choose to act the policy of "the dog in the manger," and neither contribute toward the enterprise themselves, nor grant leases of their coal veins to those that will, the prospect of finishing the road is gone. Their coal, without the road, is nothing to them; with the road, and the prices they are offered per ton to lease, they will realize from three to four hundred dollars per acre. They must be prompt in making their decision, or the parties who would make the road will abandon the enterprise and turn their attention to the coal veins of Mercer County, Pennsylvania.—*New Lisbon, Ohio, Register.*

Pennsylvania Railroad Car Shops.

The statement made by us last week concerning the new car shops now constructing at West Philadelphia for the Pennsylvania Railroad Company, was incorrect in many particulars. The company desire the ground occupied as the present site of the car shops for the erection of the new Union Depot of the Pennsylvania, Philadelphia and Baltimore, and the Reading Railroads. The new shops are now being built upon the Powelton Fair Grounds. They will be in the form of a U, not of an L, as before stated, and will face on Race street, with one wing facing Bridgewater and the other the Pennsylvania Railroad.

The main building will be 346 feet long, and the two wings 200 feet each. Between these wings will be an engine house and boiler room, and a shop for wood machinery. In one wing will be a paint shop, and in the other the machine shop. These will be 62 feet wide. In the wood machinery shop will be huge planers for planing timbers one hundred feet in length.

A transfer table will be placed in the middle of Race street. It will extend the whole length of the structure, and will be provided with tracks, upon which the table is placed to move cars from one track to the other. At the north side of Race street there will be a two-story office, and a large locomotive round house, and locomotive machine shops will be built on the north side of Race street, immediately above the car shops.

The car shops at Altoona are the largest in the State. The greater portion of the cars used upon the Pennsylvania Railroad are constructed there. When the new shops are erected they will be second only to those in Altoona.

United States Mail vs. Express Companies.

The new postal regulations, which went into operation on the 30th of June last, materially affect the business of Express companies, so far as the transportation of small packages is concerned. All the articles specified below may be sent in the mails, in packages not weighing over four pounds for any distance in the United States, at the rate of two cents for each additional four ounces or fraction thereof, meaning that seven and seven eights ounces may be sent for four cents, &c., that is to say:—Pamphlets, occasional publications, book manuscript and proof sheets, whether corrected or not, maps, prints, engravings, blanks, flexible patterns, sample cards, photographic paper, letter envelopes, postal envelopes or wrappers, cards, paper, plain or ornamental, photographic representations of all typse, cuttings, bulbs, roots, and scions, and all other matter which may by law be hereafter declared mailable. Bound books are taken at double the above specified rate. Any book weighing less than four ounces may be sent for four cents, the postage to be prepaid by stamps. Thus, a package considered mailable weighing a single grain less than a pound may be sent any distance in the United States for sixteen cents, while the express companies would probably charge a dollar for the same service, according to the distance. One great matter to be taken into consideration, however, is whether a valuable package is not safer in the hands of an express company than when entrusted to the mail. So far as trifling packages are concerned the latter is safe enough, and is a great saving to the parties.

New York and Harlem Railroad.

The directors of this company have issued the following notice to the stockholders:

The increasing business of the Company and anticipated connections with other Railroads render it expedient forthwith to extend the double track from its present terminus at Williams Bridge to Chatham Four Corners, and to complete the road from that place through to Albany.

For the purpose of meeting the necessary outlays attending such constructions, and to defray the expenses incident to the extensions of the City Railroad already authorized, the Board of Directors have resolved that it is expedient to increase the Capital Stock to such amount, not exceeding the limitation of the Charters, as may be sanctioned by the requisite vote of the Stockholders, and to issue the increased stock from time to time as may be required for the purposes of completing such double track and extensions and procuring the necessary additional rolling stock.

The amount of the Capital Stock, as limited by the charter and amendatory acts, and including both the Common and Preferred Stock, is eight millions of dollars, of which $2,139,950 remains unissued.

The Board of Directors propose that the Capital Stock be increased to its full amount.

A meeting of the Stockholders for the purpose of acting upon such resolution of the Board of Directors and of concurring in the increase of the Capital Stock to the full amount, authorized by the Charter and the several acts of the Legislature, amendatory, thereof, will be held at the Office of the Company, at the corner of 27th street, and 4th avenue, on the first day of December next, at 12 o'clock noon of that day.

Passenger Railway Securities.

Passenger railway securities are dull in consequence of the greatly increased expense in running them. But horses and horses feed have greatly increased in price; as has also, indeed, the pay of drivers and conductors, while the fare remains stationary. All these causes tell against the profits of *horse*-railways; but there is said to be no evil without some return of good, and so we hope it may prove in this case. There is a remedy in the substitution of the quiet, cheap, smoke-consuming dummy engines for horse power, by which the public will be greatly convenienced, and the expenses of the Companies materially lessened. Dummy engines, or an increase of fares, is a certain consequence of the present steady advance of all prices. For convenience, cheapness and safety to persons and property, we say dummy engines. —*Philad. Ledger.*

The Bradford Railroad.

We have the satisfaction of announcing that the railroad which is now finished to Bradford Township in this county, has been purchased by gentlemen who are largely connected with the New York and Erie Railroad, and is to be completed, without delay, to the coal beds in Lafayette and Keating townships. One object the company has, who have purchased this road, is to procure coal for use on the New York and Erie Railroad, and another is to make a connection with the Philadelphia and Erie road. This is done by reaching the summit, at the head waters of the Kenzua creek, about five miles west of the borough of Smethport. From that point to Kane's Summit on the Philadelphia and Erie, the distance is less than fifteen miles. By following the dividing ridge between the Marvin creek and Kenzua waters, a road can be built to the P. & E. at a slight grade and consequently at a low figure.—*McKean Miner.*

Railroad Earnings—Weekly.

The traffic of the Great Western Railroad for the week ending Nov. 6, 1863, was as follows:

Passengers	$23,149 15
Freight and live stock	38,836 58
Mails and sundries	1,532 91
Total	$63,518 64
Corresponding week of 1862	63,411 50
Increase	$107 14

The earnings of the Grand Trunk Railway for the week ending October 31, 1863, were:

Passengers	$28,995 08
Freight and live stock	59,020 71
Mails and sundries	2,800 00
Total	$90,815 74
Corresponding week, 1862	96,216 56
Decrease	$5,400 82

The earnings of the Galena and Chicago Union Railroad for the 1st week of Nov., 1863, were:

Freight	$35,416 72
Passengers	13,601 40
Mails	1,300 00
Total	$50,318 12
Same week, 1862	47,784 06
Increase	$2,534 06

The earnings of the Chicago and Alton Railroad for the 1st week of November, 1863, were:

Passengers	$13,968 89
Freight	20,074 93
Sundries	1,459 23
Total	$35,502 85
Same week last year	31,454 73
Increase	$4,048 12

The earnings of the Chicago and Northwestern Railway for the 1st week in November, 1863, were $41,545 00
Do., 1862 29,368 00
Increase $12,177 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in Nov. have been $31,617 35
Same week, 1862 35,332 85
Decrease $3,715 50
Total from January 1, 1863 $1,027,610 36
" " 1862 1,015,959 80
Increase $11,650 56

The earnings of the Toledo and Wabash Railroad Company for the 1st week of November, 1863, were $35,866 13
Same week, 1862 37,691 97
Decrease $1,825 54

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of Nov., 1863, were $81,210 96
Do., 1862 71,315 66
Increase $9,895 30

The earnings of the Michigan Central Railroad for the 1st week of Nov., 1863, were $81,653 80
Same period, 1862 71,677 59
Increase $9,976 21

New Castle and Beaver Valley Railroad.

The New Castle and Beaver Valley Railroad, which connects with the Pittsburg, Fort Wayne and Chicago Railway, at Homewood Station, and runs to New Castle, in Lawrence county, Pa., was opened on the 28th ult.

Commerce of New York.

Value of imports at New York from foreign ports for the month of October:

	1861.	1863	1862.
Entered for consumption	$3,638,580	$11,886,566	$8,462,554
Withdrawn from warehouse	2,518,060	4,868,512	3,109,388
Free goods	1,004,670	741,883	1,004,870
Specie and bullion	256,676	78,053	2,163,452
Total entered at the port	$6,959,440	$17,564,022	$12,833,488
Entered for warehouse	2,082,381	4,189,457	3,689,806

Value of imports at New York from foreign ports, for ten months from January 1st:

	1861.	1863.	1862.
Entered for consumption	$15,296,493	$93,551,924	$91,087,726
Withdrawn from warehouse	34,007,746	43,052,690	38,365,863
Free goods	25,815,026	10,067,719	19,814,625
Specie and bullion	1,202,253	1,306,174	10,826,058
Total entered at the port	$141,005,323	$147,978,507	$150,470,467
Entered for warehouse	36,575,280	49,516,697	39,165,697

Duties received at New York for ten months ending with October:

	1861.	1863.	1862.
9 mos. ending Sept. 30	$15,586,132.35	$12,323,075.69	$12,276,832.80
In October	1,672,616.84	6,238,943.46	4,309,419.87
Total 10 months	$17,528,749.19	$18,562,019.15	$16,586,252.67

Value of exports from New York to foreign ports for October:

	1861.	1863.	1862.
Domestic produce	$12,904,350	$14,513,454	$19,476,947
Foreign merchandise (free)	60,968	145,326	179,205
Foreign do. (dutiable)	192,196	350,614	434,365
Specie and bullion	15,038	6,210,156	6,707,519
Total exports	$13,172,452	$21,219,549	$26,797,936
Total exclusive of specie	13,157,414	15,009,393	20,090,417

Value of exports from New York to foreign ports for the ten months from January 1st:

	1861.	1863.	1862.
Domestic produce	$103,464,788	$139,999,435	$120,314,139
Foreign merchandise (free)	2,037,500	923,123	2,699,821
Foreign do. (dutiable)	4,332,275	4,592,056	4,263,668
Specie and bullion	3,294,852	39,056,650	49,550,638
Total exports	$113,129,415	$184,553,264	$176,828,286
Exclusive of specie	109,834,563	145,496,614	127,277,628

Exports from New York to Foreign Ports of Certain Leading Articles of Domestic Produce for the first ten months of the year:

	1861.	1862.	1863.
Ashes—Pots, bbls.	12,038	8,073	8,599
" Pearls, bbls.	2,830	1,463	1,115
Beeswax, lb.	205,516	106,760	147,129
Breadstuffs—			
Wheat flour, bbls.	2,312,136	2,546,946	2,170,405
Rye flour, bbls.	9,561	7,168	5,055
Corn meal, bbls.	92,503	117,368	122,783
Wheat, bush.	20,412,031	21,462,823	10,664,989
Rye, bush.	604,937	1,076,101	416,249
Oats, bush.	148,419	139,235	119,974
Barley, bush.	1,000	22,183	52,439
Peas, bush.	103,556	99,164	86,499
Corn, bus.	9,935,474	9,937,674	7,4 5,102
Candles, boxes	70,569	114,901	101,192
Coal, tons	25,849	73,199	42,716
Cotton, bales	151,542	18,918	12,639
Hay, bales	13,813	31,566	17,668
Hops, bales	23,565	13,673	21,562
Naval Stores—			
Crude Turpentine, bbls.	21,565	15	4
Spirits Turpentine	18,747	487	837
Rosin	193,363	14,061	4,152
Tar	25,945	8,010	1,242
Pitch	2,609	769	1,242
Oil, Whale, gallons	774,062	1,447,737	262,456
Oil, Sperm, "	685,035	934,658	496,094
Oil, Lard "	96,735	618,572	793,548
Oil, Linseed, "	32,575	27,329	14,884
Provisions—			
Pork, bbls.	91,068	155,514	161,368
Beef	24,368	25,071	33,818
Beef, tcs.	24,755	36,083	35,473
Cut meats, lb.	42,200,775	135,612,810	170,573,369
Butter, lb.	15,671,115	22,617,046	13,143,125
Cheese	26,564,971	30,610,956	32,100,933
Lard	37,404,561	110,550,431	107,663,994
Rice, tcs.	15,711	673	168
Rice, bbls.	14,980	8,572	9,266
Tallow, lb.	20,134,151	34,800,975	35,241,801
Tobacco, Crude, pkgs.	94,842	91,008	88,385
Tobacco, Manufactured, lb.	2,993,395	1,171,145	2,595,864
Whalebone	787,584	1,086,397	151,160

Foreign Dry Goods Trade.

Imports of foreign dry-goods at New York in October for three years:

ENTERED FOR CONSUMPTION.

	1861.	1862.	1863.
Manufactures of wool	$1,032,369	$1,620,931	$2,938,498
" cotton	126,168	283,315	392,404
" silk	315,563	790,901	1,180,792
" flax	207,344	599,143	637,208
Miscellaneous dry-goods	41,209	139,783	257,110
Total entered for consumpt'n	$1,721,673	$3,425,073	$5,406,002

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1861.	1862.	1863.
Manufactures of wool	$516,040	$229,990	$439,912
" cotton	130,439	65,500	109,863
" silk	200,169	66,619	77,944
" flax	99,037	71,142	288,831
Miscellaneous dry-goods	21,514	12,719	28,467
Total withd'n from warehouse	$956,199	$444,870	$945,017
Add entered for consumption	1,721,673	3,425,073	5,406,002
Total thrown on the market	$2,677,872	$3,869,943	$6,351,019

ENTERED FOR WAREHOUSING.

	1861.	1862.	1863.
Manufactures of wool	$58,071	$184,747	$374,744
" cotton	75,734	98,785	98,842
" silk	74,601	61,697	280,437
" flax	37,323	55,211	329,755
Miscellaneous dry-goods	4,139	50,365	33,003
Total warehouse entries	$249,868	$440,725	$1,103,781
Add consumption entries	1,721,673	3,425,073	5,406,002
Total entered at the port	$1,971,541	$3,865,798	$6,509,783

The following will show the value of the different descriptions of dry-goods imported at New York, for ten months of three calendar years:

	1861.	1862.	1863.
Manufactures of wool	$13,904,000	$23,946,300	$24,685,700
" cotton	6,776,100	7,441,400	6,557,300
" silk	12,672,600	10,348,200	13,130,500
" flax	3,121,100	5,931,700	8,463,200
Miscellaneous dry-goods	2,650,900	2,276,300	2,986,600
Total	$39,124,900	$48,943,900	$55,812,300

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	27
Catawissa (preferred)	1,150,000	7	—	31
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarantied)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	49½
Chicago & Alton (preferred)	2,464,336	7	—	93⅜
Chicago & Northwestern (pref.)	----------	7	—	56
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " (preferred)	833,000	6	—	51
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	----
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	54
Erie (preferred)	8,535,700	7	7	102½
Hannibal & St. Joseph (preferred)	5,309,528	7	—	41
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	830,000	7	—	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	71
" " (2d preferred)	3,424,169	7	—	51
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	142
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	109
" " " (2d pref.)	1,014,000	7	7	86
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	111
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	90
Pittsfield & North Adams (guar.)	450,000	6	6	----
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	80
Toledo & Wabash (preferred)	926,200	7	—	85⅛
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1856	109
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	103
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	----------	----
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	106
Unsecured bonds	2,773,726	6	J. & J.	'63-'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	105
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	102
2d Mortgage	3,980,670	6	J. & J.	1882	90½
Improvement	568,500	6	M. & N.	1876	89
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,589	6	" "	1878	25
Union, (Pa.):					
1st Mortgage	2,600,000	6	M. & N.	1883	26½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	101½

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price p.sh.
Acton (copper)	----	2½	200,000	----	3⅞
Adventure (copper)	----	----	----------	----	----
Albany and Boston (copper)	----	11½	20,000	----	14
American and Mexican Silver	----	----	----------	----	----
Algomah (copper)	----	----	20,000	----	2½
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	----	20,000	----	5
Balt. and N. Carolina (copper)	----	5	----------	----	20
Bay State (copper)	----	----	20,000	----	19½
Bedford (copper)	----	----	20,000	----	90c
Black River (copper)	----	----	20,000	----	60c
Bohemian (copper)	----	7½	20,000	----	8½
Bucks County (lead)	----	----	----------	----	1½
Cambridge (copper)	----	5	20,000	----	----
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	----	----	20,000	----	1¼
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----------	----	----
Central (copper)	----	5	20,000	----	56¼
Chaudiere (copper)	----	5	20,000	----	57½
Columbian (copper)	----	4½	20,000	----	1⅜
Consolidated (copper)	----	5	20,000	----	----
Copake (iron)	----	----	50,000	----	11
Copper Falls (copper)	----	25½	20,000	----	32½
Dacotah (copper)	----	----	20,000	----	5½
Dana (copper)	----	----	20,000	----	5½
Doylestown (copper)	----	----	----------	----	----
Dudley (copper)	----	----	20,000	----	4½
Eagle River (copper)	----	----	20,000	----	7½
Everett (copper)	----	----	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	----	----------	----	7½
Flint Steel River (copper)	----	----	20,000	----	7½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	8	20,000	----	52
French Creek (copper)	----	----	100,000	----	----
Gardner (copper)	5	5	20,000	----	1
Grand Portage (copper)	----	----	20,000	----	----
Great Western (copper)	----	----	20,000	----	4½
Guilford (copper)	----	5	20,000	----	----
Hamilton (copper)	----	----	20,000	----	4½
Hancock (copper)	----	4½	20,000	----	14
Hanover (copper)	----	----	20,000	----	5½
Highland (copper)	----	----	20,000	----	6
Hilton (copper)	----	----	----------	----	----
Humboldt (copper)	----	----	20,000	----	7
Huron (copper)	----	7	20,000	----	35
Indiana (copper)	----	----	----------	----	----
Isle Royale (copper)	----	16½	20,000	----	28½
Jefferson (copper)	----	----	----------	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	----	20,000	----	9
Madison (copper)	----	----	20,000	----	7½
Mandan (copper)	----	----	20,000	----	8¼
Manhattan (copper)	----	----	20,000	----	5½
Mass (copper)	----	----	20,000	----	44
Mesnard (copper)	----	3½	20,000	----	14½
Minnesota (copper)	----	3½	20,000	----	70
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	30
Native (copper)	----	----	20,000	----	4½
Naumkeag (copper)	----	----	20,000	----	7
New England (copper)	----	----	20,000	----	3
North Cliff (copper)	----	2½	20,000	----	6¼
North State (copper)	----	5	20,000	----	----
North Western (copper)	----	----	20,000	----	10½
Norwich (copper)	----	----	20,000	----	7
Nova Scotia (gold)	----	----	----------	----	----
Ogima (copper)	----	----	20,000	----	3½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	----	102,000	----	48c.
Pennsylvania (copper)	----	----	20,000	----	3½
Petherick (copper)	----	1½	20,000	----	6½
Pewabic (copper)	----	3½	20,000	----	62½
Phœnix (copper)	----	10	20,000	----	27
Pittsburg and Boston (copper)	----	5½	20,000	----	80
Placentia Bay (lead)	----	5	200,000	----	21½
Pontiac (copper)	----	2½	20,000	----	8
Prince of Wales (copper)	----	----	----------	----	----
Providence (copper)	----	----	----------	----	----
Quartz Hill (gold)	----	----	----------	----	20½
Quincy (copper)	----	10	200,000	----	89½
Rockland (copper)	----	5	20,000	----	15
Saginaw (saline and mineral)	----	----	----------	----	----
St. Mary's (copper)	----	----	----------	----	11½
Shawangunk (lead)	----	5	110,000	----	----
Sheldon (copper)	----	----	----------	----	----
Silver Hill	----	5	----------	----	----
Silver Valley	----	5	----------	----	----
South Side (copper)	----	1½	20,000	----	6½
Springfield (copper)	----	5	20,000	----	2½
Star (copper)	----	----	20,000	----	7⅛
Superior (copper)	----	4	20,000	----	11½
Toltec (copper)	----	19	20,000	----	4½
Tremont (copper)	----	----	20,000	----	5½
Union (lead)	----	----	----------	----	50c.
Vermont (copper)	----	----	----------	----	----
Waterloo (copper)	----	----	20,000	----	1½
Wickham (copper)	----	----	20,000	----	87c.
Wickopee (copper)	----	5	100,000	----	4½
Winthrop (copper)	----	----	20,000	----	6½
Wyandotte (copper)	----	----	----------	----	----

MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
	$	$	p c.	$
Canal and Navigation Stocks:				
Chesapeake and Delaware	100	1,243,563	—	----
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	40
Delaware and Hudson	100	7,500,000	7	176
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	2,500,000	6	61½
" " (scrip)	50	1,803,000	6	50½
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	73
" (preferred)	100	1,175,000	10	139
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	19⅞
" " (preferred)	50	2,722,607	—	35
Susquehanna and Tide Water	50	2,048,260	—	17
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	----
Wyoming Valley	100	500,000	6	80
Steamship and Transit:				
Central American Transit	----	----------	----	30½
Nicaragua Transit	----	----------	----	----
Pacific Mail Steamship	100	4,000,000	----	215
Union Steamship (Boston)	----	----------	----	150
Union (N. York & Brooklyn) Ferry	----	----------	----	----
Express:				
Adams'	100	2,000,000	----	----
American	100	1,000,000	----	----
National	100	250,000	----	----
Overland Mail	100	500,000	----	----
United States	100	800,000	----	----
Wells, Fargo & Co.	100	1,000,000	----	----
Telegraph:				
American	100	1,000,000	----	----
Atlantic	----	----------	----	----
Insurance Stocks:				
Columbian (Marine)	100	500,000	----	----
Mercantile Mutual	100	600,000	----	----
New England Mutual (Life)	----	----------	----	----
Washington	100	173,000	----	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	----	----
New York Life Insurance & Trust	100	1,000,000	----	----
United States Trust	100	1,000,000	----	----
Land and Improvement:				
Boston Water Power	----	----------	----	45½
Boston and Roxbury Mill	----	----------	----	----
Canton (Baltimore)	100	5,000,000	----	33½
Cary Improvement	5	300,000	----	10½
East Boston	----	----------	----	13⅜
Essex (Boston)	100	1,000,000	----	83½
Waverly (Boston)	----	----------	----	2½
Gas-Light:				
Baltimore	100	----------	----	----
Boston	500	1,000,000	----	848½
Brooklyn	25	2,000,000	----	----
Cincinnati	----	----------	----	----
City (Brooklyn)	----	----------	----	----
Citizens' (Brooklyn)	----	----------	----	128
Hartford	----	----------	----	----
Jersey City and Hoboken	----	----------	----	----
Manhattan, N. Y. (stock)	50	4,000,000	----	272
" " (scrip)	----	----------	----	239
Maryland (Baltimore)	25	----------	----	----
Metropolitan, N. Y.	----	----------	----	----
New Haven	----	----------	----	----
New York	50	750,000	----	----
Philadelphia	----	----------	----	----
Pittsburg	----	----------	----	----
St. Louis	----	----------	----	----
Southwark (Philadelphia)	----	----------	----	----
Williamsburg	50	----------	----	----
Unclassified:				
American Coal	25	1,500,000	----	96
American West India	100	1,000,000	----	----
Baltimore Coal	100	----------	----	----
Baltimore and Cuba Smelting	100	----------	----	----
Central Transportation	----	----------	----	----
Cherry Run Petroleum	----	----------	----	9
Cumberland Coal (preferred)	100	5,000,000	----	38⅝
George's Creek Coal and Iron	100	1,000,000	----	70
Gold Mining of Colorado	----	----------	----	----
Hazleton Coal	50	----------	----	----
Hudson River Bridge	100	----------	----	----
Mariposa (gold)	100	10,000,000	----	43
Metropolitan Coal	100	----------	----	----
New Almaden (quicksilver)	----	----------	----	----
New Jersey Zinc	100	1,200,000	----	----
Pennsylvania Coal	50	3,200,000	----	165
Quicksilver	----	----------	----	64½
Santa Clara (quicksilver)	----	----------	----	7½
Santa Rita (silver, copper, and lead)	----	----------	----	----
Sonora Expl. & Mining (silv. & cop.)	----	----------	----	----
West India Cotton	100	100,000	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—				Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	48½
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	65
30 Nov. '62	8.21	—			--	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	125
30 Nov. '62	6.99	—			--	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—			--	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—			--	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—			--	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	....
30 Nov. '62	3.51	—			--	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—			--	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	80½
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	108
30 Nov. '62	2.87	—			--	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—			--	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—			--	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	....
30 Nov. '62	2.50	—		2	--	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—			--	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—			--	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—			--	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—			--	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	—			--	Avenue D (New York City)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.76	—			28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50			--	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	....	69
30 Sep. '62	24.01	—		69	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90		140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	....	150
30 Sep. '62	10.50	8.50		23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50			--	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—			--	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—			--	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—			--	Centr'l P'k,N.&E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—			--	Coney Island and Brooklyn	601,364	493,800	7,000	2,717	21,457	6,874	—	....	69
30 Sep. '62	—	6.00			--	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67			--	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	....	....
30 Sep. '62	....	....			--	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	4.52	—			--	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '62	4.63	—			--	Harlem Br.,Moris'a & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—			--	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—			--	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.00	16.00		42	--	Ninth Avenue (N. Y.)	413,948	705,360	22,000	—	89,498	19,430	—	....	....
30 Sep. '62	—	—			--	N. Riv.& Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	11.00			--	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—			--	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—			--	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	....	88
30 Sep. '62	—	—			--	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	....	....
30 Sep. '62	—	—			--	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—		109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	....	240
30 Sep. '62	—	—			--	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—			--	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00			--	V.Brunt st.& ErieBas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.82	—		7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50		8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—			--	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—			--	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—		6	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	58
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	29½
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	58
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	59
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	27
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,658	31,990	14½	....	45½
31 Oct. '62	11.00	—			--	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—			--	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—			--	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	10.67	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—		19	—	Pittsb.,Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	--	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—			--	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	15½
31 Oct. '62	5.20	—			--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	....
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	84½
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	11½
31 Oct. '62	8.35	—	—	17	5	Spruce & Pine (Phil.&Gr'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	14½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	47
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	30
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,583	189,100	100,000	4,000	128,177	28,881	9	....	69½
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	17½
						OHIO.									
31 Dec. '62	5.00	—	....	....	--	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	5.00	—	....	....	--	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.81	—	....	....	--	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.63	—	....	....	--	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	....	....	....
						MISSOURI.									
30 Nov. '62	8.20	—	....	....	--	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	....	....	....
30 Nov. '62	3.83	—	....	....	--	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	....	....	....
30 Nov. '62	4.48	—	....	....	--	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	....	....	....
30 Nov. '62	10.20	—	....	....	--	St. Louis	298,604	298,604	.....	.....	.....	.....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Years.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica: 1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River: 1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]: 1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	.....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury: 1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	....
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	82,000	7	J. & J.	1870	....
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71–'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose: 1st Mortgage guarantied	60,000	6	.....	1870	....
Medford and Charlestown: 1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan: 1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex: Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	..	.....	.....	....
Ninth Avenue: 1st Mortgage	22,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry: 1st Mortgage	16,600	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester: 1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	100,000	7	J. & J.	1871	....
Quincy: Plain bonds	20,000	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue: 1st Mortgage	150,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	50,000	7	J. & J.	1869	....
Sixth Avenue: 1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk: 1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue: 1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union: Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest Rate.	Interest Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	----
" " " .....coupon		6	" "	1867	----
Loan of Dec. 31, 1848.....registered	8,908,342	6	" "	1868	----
" " " .....coupon		6	" "	1868	97
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	98
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	100½
" " " .....coupon		5	" "	1874	100
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " .....coupon		5	" "	1871	97
Oregon War Debt of June, 1861.....coupon	1,026,600	6	" "	1881	104
" " " .....coupon		6	Yearly.	1881	101
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	108½
" " " .....coupon		6	" "	1881	110
Loan of July 17, 1861.....registered	59,042,800	6	" "	1881	----
" " " .....coupon		6	" "	1881	----
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	103
" " " (5-20s).....coupon	350,000,000	6	" "	1882	99½
Treasury Notes of Feb. & Aug. 1861..coupon	52,931,000	7.3	Feb. & Aug.	1864	107
" " Apr. & Oct. 1861..coupon	86,989,500	7.3	April & Oct.	1864	106½
Treasury Notes of 1863 (legal tender),coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	---	----------	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
"	70,814,630	5	" "	notice	----
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	101⅛
" " .....(currency)		6	" "	1 year	98½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State).. "	610,000	6	paid for	1868	----
" — " " (" ").. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	120½
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,001	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " ----- "		6	" "	'81-'82	109½
" — " " ----- "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7	----------	----------	----
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	71
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	102
" — " " " bonds ..... "	1,322,085	6	" "	1877	105
—Interest stock.....	737,222	6	" "	1860	105
—Refunded stock ----- .....coupon	2,187,000	6	" "	'63-'80	104
—War bonds..... "	2,000,000	6	" "	1879	102
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	101
" — " " (dollar)..... "	1 969,397	6	" "	1870	100
Indiana—State stock.....registered	5,525,500	5	Jan. & July.	1886	81
" — " " ----- "	2,058,173	2½	" "	1886	----
" —State Int. Imp bonds (not adjusted)	391,000	---	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	----------	----
" — " special stock "	1,216,737	5	" "	----------	----
" — " Deferred stock..... "	1,243,000	5	" "	----------	----
" — " special stock "	479,545	5	" "	----------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1868	----
" — " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	----
" — " " " -- "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ----- "		5	" "	'81-'91	----
" — " " ----- "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ----- "	67,500	6	" "	'91-'96	104
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	----------	d'm'd.	----
" — " " (R. R. etc.)... "	3,902,000	6	----------	'67-'90	----
" — " " (banks)..... "	5,398,533	6	----------	----------	----
" — " " (war loan)... "	670,000	6	----------	----------	----
Maine—State bonds.....coupon	----------	6	Mar. & Sept.	'63-'77	105
" — " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	106½
Maryland—State bonds (st'l'g).....coupon	816,000	5	Chiefly quarterly.	1865	----
" — " " (st'l'g conv.)... "	200,376	5		1865	----
" — " " (st'l'g)..... "	5,586,555	5		'89-'90	105
" — " " (st'l'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	100,000	4½		1888	----
" — " " (")..... "	767,560	5		'42-'58	----
" — " " (")..... "	399,408	5		1880	----
" — " " (")..... "	148,711	5		'89-'90	----
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	110½
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	115
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88 '90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	----
" — " " (" ")..	300,000	5	" "	1893	----
" — " " (East'rn R. R) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R.R) "	400,000	6	" "	1870	----
" — " " (Cons. Stat. ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	----
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " " -----	247,000	6	June & Dec.	'68-'72	----
" — " " -----	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest Rate.	Interest Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	----
" — " " " ----- "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	----
" —Coast Defence Loan... "	1,000,000	5	" "	1883	----
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100½
" —Canal Loan.....(sink'g Fd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	587,000	7	" "	1886	104
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	----
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	----
" — " " " " -----	199,000	6	" "	1863	----
" — " " " " -----	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	65
" — " " S. W. Branch.. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	83½
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	760,000	---	----------	----------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	107½
" —Notes	200,000	6	----------	----------	----
New Jersey—State stock .....registered	96,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)..coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1868	----
" " — " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " "	1,200,000	6	" "	'68-'78	115
" " — " " " "	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd.	----
" " — " " " "	11,030	5½	----------	d'm'd.	----
" " — " " " "	14,213	6	----------	d'm'd.	----
" " — " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans.....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " -----	68,000	5	Feb. & Aug.	1876	----
" " — " " " " -----	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " -----	320,000	5½	Jan. & July.	1865	----
" " — " " " " -----	100 000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	6	" "	'63-'74	----
" " — " " " " -----	15,889,025	6	" "	'64-'76	----
" " — " " " " -----	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	59
Ohio—State bonds (foreign debt) .....coupon	1,608,905	6	Jan. & July.	1860	----
" — " " (" ") ----- "	1,015,000	6	" "	1865	----
" — " " (" ") ----- "	379,866	6	" "	1868	----
" — " " (" ") ----- "	2,183,532	6	" "	1870	103½
" — " " (" ") ----- "	1,600,000	6	" "	1875	103½
" — " " (" ") ----- "	4,095,309	6	" "	1881	108½
" — " " (" ") ----- "	2,400,000	6	" "	1886	108½
" — " " (domestic debt).....	276,385	6	" "	1863	108
" — " " (war loan) .....coupon	299,704	6	" "	1866	----
" — " " (" ") ..... "	280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc)....	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	---	----------	----------	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " " -----	10,730,095	5	Jan. & July.	due.	99½
" — " " " -----	3,888,070	5	Feb. & Aug.	due.	----
" — " " " -----	3,690,614	5	Mar. & Sept.	due.	103½
" — " " " -----	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " " -----	675,029	5	Feb. & Aug.	1864	----
" — " " " -----	1,045,629	5	June & Dec.	1864	----
" — " " " -----	1,558,673	5	Jan. & July.	1865	----
" — " " " -----	2,277,755	5	" "	1868	----
" — " " " -----	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	103
" — " " -----	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----------	----------	----
" —Relief Notes in circulation....	97,360	---	----------	----------	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	108
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	60
" — " " (intern. impr.) "	2,063,666	5	----------	Var.	----
" — " " (railroads) .... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	608,000	5	----------	1890	60
" — " " (Hermitage) . "	48,000	6	----------	1890	----
Texas—Had no debt in 1861	----------	---	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July.	1870	106½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83-'93	54
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	---	----------	----------	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war)	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'78-'88	----

Ottawa Canal.

There is no project at present entertained in the Canadas, which better deserves the good will of the Northern and Western States, than that of the Ottawa Canal. We have before us a Report of a Montreal Committee, (consisting of Messrs. H. L. Routh, Chairman, Hon. Geo. Moffatt, John Esdaile, Ira Gould, W. P. McLaren, Walter Shanly, J. H. Joseph, John Grant, A. Cowan, and Thos. Ryan,) nominated on 19th March, 1863, to the Committee of the Montreal Board of Trade appointed for the reception of the Delegates from Illinois and Wisconsin.

This report considers the question of an improved navigable communication between Lakes Michigan and Huron, and the St. Lawrence river as an outlet to the Ocean and recommends as the most eligible route to be adopted, that surveyed in 1856–'7 by Walter Shanly, Civil Engineer, and in 1858–'9 by T. C. Clarke, Civil Engineer; namely, from the mouths of the French River, on the Georgian Bay, by way of Lake Nippisingue and the Matawan and Ottawa Rivers to Montreal.

The relative distances between the furthest west Lake-port, Chicago, and Montreal, by the existing (Welland Canal) route, and by the proposed new line of communication by the Ottawa, are thus stated:

1st. *Welland Route.*

	Miles.
Lake Navigation	1,145
River "	132
Canal "	71
Total distance to Montreal	1,348

2nd. *Ottawa Route.*

	Miles.
Lake Navigation (including Nippisingue)	575
River "	347
Canal "	58
Total distance Chicago to Montreal	980
Difference in favor of Ottawa Route	368

And carrying our comparisons a step further we have, from Chicago to New York.

3rd. *The Erie Canal Route.*

		Miles.
Lake navigation	Chicago to Buffalo	1000
Canal "	Buffalo to Troy	350
River "	Troy to New York	150
Total distance Chicago to New York		1500
" Chicago to Montreal by the Ottawa		980
Difference of distance in favor of Montreal		520

Trans-Atlantic distances also compare favorably for us:

	Miles.
New York to Liverpool	2980
Montreal to Liverpool	2740
Quebec to Liverpool	2580
Difference in favor of Montreal	240
and in favor of Quebec	400
Chicago to Liverpool by Lake Erie and New York	4480
Chicago to Liverpool by Ottawa and Gulf of St. Lawrence	3720
Difference in favor of Ottawa and Gulf Route	760

The leading advantages to be secured by such a line of interior navigation as it is proposed to open, are classed under the following heads:

1st. *Time Saved.*—Because by this route grain could be taken from all ports on Lake Michigan and delivered to sea-going vessels in Montreal two days sooner than by the Welland route, or than by any other route that can be constructed: and in full eight days less time than is required to lay down in the harbor of New York a cargo loaded in Chicago or Milwaukee. Also the better condition for final transfer to ocean vessels in which the grain will come to hand after the shorter, as compared with the longer inland voyage, and more circuitous routes between Lake Michigan and tide-water.

2nd. *Expenses saved.*—In the item of Freight-charges alone, the Montreal or Quebec merchant purchasing grain in Chicago or Milwaukee, can effect an average saving of fully four cents, after allowing a liberal estimate for tolls, on each bushel as compared with what it now costs him to bring it round by way of the Welland Canal; while that which now goes from the same points to New York, by way of Lake Erie and the Hudson, at a cost, taking the average of the last eight years, of twenty-seven cents per bushel, can be delivered at the ship's side in Montreal for 15 cents, or in Quebec for eighteen cents per bushel, in superior shipping order, not only on account of the shorter time it has been afloat, but also owing to the more favorable atmospheric conditions to which it has been subjected, in its passage through the cooling waters of the Ottawa.

As an index to what the saving in freight would amount to, even now, at the above differences in rates we subjoin the following statement of grain, and flour reduced to grain, forwarded last year from Chicago, and received, by water only, at Montreal in 1862 and at New York in 1861.

Forwarded from Chicago by Lake and Railroad, 56,477,104 bushels.

Total Receipts at Montreal by Canal only, 15,227,878 bush.

Total Receipts at New York from Canals only, 55,905,344 bush.

Mr Shanly recommends a navigation of the size represented by Locks of 250 feet in length by 50 feet in width,—capable of passing vessels drawing 10 feet of water.

Mr. Clarke proposes Locks of similar length, but considers 45 feet as sufficient width, while he would provide for 12 feet draught of water.

Experience in the Grain-carrying trade goes to show that transhipment at the foot of Lake navigation from large steam and sailing vessels into river-craft, is not only not found to be an inconvenience, but is adopted by choice as the cheapest, most facile, and safest mode of delivering the grain in our harbor. Vessels loading on the Upper Lakes now rarely come below Kingston, there transfering their cargoes to barges; the largest class of which now used in the trade measure 150 feet in length by 30 in width, draw nine feet of water, and carry some 22,000 bushels of wheat. Increasing their length to 160 feet and their beam to 33 feet, their draught could be lightened to eight feet and their load capacity still preserved; and by further increase in length and beam, within the limits of the largest sized lock proposed, their capacity could be increased to 35,000 bushels without adding to the reduced (8 feet) draught of water.

Mr. Shanly estimated the cost of completing his scheme of navigation at $24,000,000.

Mr. Clarke, not however taking into account the enlarging of the Lachine canal, or the removal in Lake St. Louis of the obstruction to a 12 ft., or even to a 10 feet navigation, makes a very much lower estimate; resorting largely to the plan of damming up the Ottawa and Matawan Rivers to avoid expensive excavations. His estimate is a little over $12,000,000.

It is deemed prudent, for the present, to place the question of cost in its least favorable light by assuming the highest estimate, and having requested Mr. Shanly to ascertain what the probable difference in cost between an eight feet and a ten feet navigation would be, his answer (given in full in appendix C.) may be briefly stated thus:

"Leaving the locks of the dimensions as to length, width, and depth contemplated in his original estimate, but providing throughout, elsewhere, for eight feet draught only, would reduce the cost of the undertaking to $16,000,000.

And if the locks were to be reduced in size to, say, 160 x 33 x 8 feet depth, a further reduction in cost to the extent of about $2,000,000 might be effected, bringing the entire outlay within the limit of $14,000,000.

The deepening of a navigation, even where most practicable, is necessarily an expensive undertaking. To obtain the largest desirable carrying capacity, therefore, for river and canal craft, without recourse being had to great draught of water, the means, of giving them increased length and width, with the increasing demands of trade, should be kept in view. The Sub-Committee are accordingly of opinion, that the size of lock designed by Mr. Shanly, 250 feet long by 50 feet wide, is that best adapted for the "French River and Ottawa navigation," and with a view to the future adaptation of the route to ten feet available depth throughout, it is recommended that in the construction of the locks the full depth of ten feet be also adhered to, and so obviate the necessity for the pulling down and sacrificing the original cost of such expensive structure, when further improvements come, as doubtless they will come, to be developed.

For the general depth between locks, throughout the canal and river portions of the navigation, the Sub-Committee believe that, for the present, it will be amply sufficient to provide for floating vessels of eight feet loaded draught.

They urge that the grain trade of Michigan, the development of immense manufacturing resources along the route, the opening of new lumber markets, especially at Chicago and the reduced cost of supplies to the lumber men, also the great value of the mineral deposits are all considerations of the highest import, and conclusive as to the advantage of opening this route.

The Committee refer to the fact that a select committee of the House of Assembly has recently been struck, expressly to "investigate the subject of a navigable communication between Montreal and Lake Huron by way of the Rivers Ottawa and Matawan, Lake Nippisingue and the French River;" and recommend that the Board of Trade and citizens of Montreal generally should take measures for urging upon their representatives in Parliament, and through them upon the select committee of the House, the importance of the question at issue; a question in which are bound up not alone the interests of certain localities immediately contiguous to the chain of navigation, but, it may be asserted, one in which every patriotic Canadian, from the extreme east to the extreme west, is equally concerned; embracing as it does the momentous problem of whether the teeming products of the western and northwestern States, are to find their safest, shortest and cheapest outlet to the ocean, through Canadian waters, or are for ever "to pass by on the other side"—through channels almost wholly artificial;—owing their very existence to that spirit of enterprise, patriotism and perseverance which must be greivously wanting in us, if we continue to leave unimproved and unused the superb chain of inland waters with which nature has so munificently endowed our country.

It is further urged that the Canadian Government, should emulate the conduct of the Americans in giving aid to projects of this character, in the shape of a low rate of guaranteed interest, if nothing more, and maintain that there would be a large return in revenue. This very reasonable expectation is founded on the following statements.

In 1854 Chicago sent out in grain of all kinds (including flour reduced to grain)	12,863,912 bush.
In 1862 her exports had increased to	56,477,104 "

Showing a steady progression of twenty per cent. per annum.

The other ports on the west coast of Lake Michigan have been increasing their commerce—in other words, the whole country lying between it and the Mississippi has been growing, in equal ratio; and the total shipment of cereals last year from the two largest cities of the Lake, Chicago

and Milwaukee, amounted to over 75,000,000 bushels.

Adopting half the above rate of progression, 10 per cent., for the next eight years (seeing that very large quantities are not to be counted on to increase in as rapid ratio as much lesser ones) the grain trade from these ports should in 1870, amount to upwards of 160,000,000 bus.

It is worthy of note that, notwithstanding the many Railway outlets sea-ward from Lake Michigan, the Grain and Flour is nearly all forwarded by water. Of the 56,477,104 bushels sent from Chicago last year, 51,765,862 bushels took the lake route.

This statement refers to the shipments of grain, by the lake route from two lake ports only. The following gives the quantity received from the West, by way of the Erie Canal, at the principal Atlantic seaport, New York, in the season of 1861. The Committee regret that they have not been able to obtain a return of the Tonnage on the New York Canals for 1862:—

Wheat (including Flour)	33,561,165 bush.
Corn.....	22,344,179 "
Total Wheat and Corn reaching New York by Canal.....	55,905,344 "
And the total tonnage of all Agricultural products from the Western States reaching tide-water by way of Erie Canal in same year amounted to.....	2,158,425 tons.

Yielding to the State a Revenue of $2,682,969.

In estimating the revenue derivable from the Ottawa and Lake Huron navigation, the time within which, not it alone, but also the connection with the Hudson by Lake Champlain can be completed, should be taken into account, a period of eight years being calculated as sufficient for that purpose; by which time, as calculated above, the grain trade of Chicago and Milwaukee alone, will have reached the annual amount of 160,000,000 of bushels, our interest in which will not be confined only to what we can ship in Ocean vessels at Montreal and Quebec, but our canal forwarders will also be busily occupied in carrying for Boston and New York. To assume then, that in 1870, we can send out 50,000,000 bushels by the Gulf of St. Lawrence and forward 30,000,000 bushels more, (about half what N. York alone now takes of wheat and Indian corn,) southward, to Lake Champlain, would not seem to be an extravagant estimate in view of the irrepressible expansion of western commerce.

The toll on a bushel of wheat passing through the Erie Canal in 1861, amounted to a little over 5 cents; at half which rate our revenue from western grown grain only, predicated on the quantities estimated above would be.

On 50,000,000 bushels, going out by the Gulf, 2½ cents.....	$1,250,000
On 30,000,000 bush., sent South, at 2½ cents	750,000
Total revenue from Western grain.....	$2,000,000

Thus showing, that after deducting all expenses incident to collection and maintenance, a revenue of 5 per cent per annum, could be fairly expected on an outlay of $20,000,000.

The committee viewing the subject from the stand-point of the relations with the old world, find that from Quebec to Liverpool is 400 miles less distance than from New York to Liverpool. From Chicago to Liverpool by way of the Ottawa and the gulf is 740 miles less, than by way of Lake Erie and the Hudson; thus bringing Great Britain so much nearer to the granaries whence she draws her chief supplies of breadstuffs. The manufacturing opportunities already referred to would in time provide employment for thousands of her operatives and mechanics, and the lands, homes for her surplus agricultural population. Finally, in creating this new highway, *from* the west we would also be opening the way to that vast western British territory, stretching from Lake Superior to the Pacific, and the problem of annexing parts of which to Canada, the Ottawa navigation project would go far to solve. Fort William on British waters at the head of Lake Superior, is equi-distant from Montreal, with Chicago, at the foot of Lake Michigan:—each about 980 miles by way of the Ottawa. At the former point we attain the foot of another chain of waters, leading to the settlement of Red River, at the foot of Lake Winnipeg, into which at its western extremity, 300 miles beyond Red River, the Great Saskatchewan, after a nearly due east course of fully 1,000 miles, through boundless plains and prairies, pours her fertilizing waters. A continuous navigation from tide-water in the Gulf of St. Lawrence, to the foot of the Rocky Mountains, is not an impossibility in the future of British America.

Nor need New York or the Eastern States view the project under discussion with jealousy or disfavor. Its completion would force into existence the long talked of connection with Lake Champlain, simultaneously with the construction of which, New York would enlarge her Champlain Canal to proportions corresponding to it, and to the Ottawa (proportions to which her Erie Canal can never attain,) thereby reducing the navigable water distance between the mouth of the Hudson River and Lake Michigan, 150 miles below what it now is, or ever can be, by any other route. The good will of Boston, too, should be secured to our enterprise by the fact, that through it the breadstuffs of the west, of which she is so large a buyer, can be laid down in Lake Champlain at less cost, more speedily, and in better condition, than they can by any other way be brought to touch the borders of New England.

This enlightened and well prepared report finds able support in England. The *London Daily News* of September 17, advocates the project in the following large and liberal way:

In the year 1861 we imported nearly seven million quarters of wheat, and upwards of six million hundred weights of wheat meal. Of this immense supply, the United States (that is those of them which are corn-producing —Michigan, Wisconsin, Illinois, Indiana, and Ohio,) furnished two and a half million quarters of wheat, and three and three-quarter million hundredweights of wheat meal. Thus one-third of the wheat, and more than one half of the wheat meal, imported by us from all parts, came from the Western States of America. It is true that 1861, on account of the failure of previous harvests, was an exceptional year. Yet, on average of the last nine years, we have imported four million quarters of wheat, and nearly four million hundredweights of wheat meal from all parts every year. Nor did this enormous importation overtask the producing power of the States named. We learn that only one-tenth of the arable surface of those States is under cultivation. Their entire area is larger than that of France and more than double that of the British Isles. Their fertility is unrivalled; their development has been rapid beyond all precedent; and all that is wanting to ensure their permanent prosperity, and to secure us from all fear of famine, is a direct water communication with Liverpool. The route now traveled by the corn in its transit is so circuitous, so impeded by obstacles necessitating transhipment, that the freight amounts to 150 per cent. of the cost of the corn at its point of departure. In other words, every hundred pounds' worth of corn, shipped at Chicago costs 150*l.* to bring it to Liverpool. In this way, of the twelve and a half millions paid in 1861 by England for American corn and meal, seven and a half millions were paid for carriage. Nor is this wonderful when we consider the present route. The vessel starts from Chicago (Illinois) which is situated almost at the lowest extremity of Lake Michigan, and is twelve degrees below the parallel of Liverpool. It first ascends due north, through five degrees of latitude, the entire length of Lake Michigan; then describing a circuit of one hundred miles, it descends due south through the same five degrees of latitude. Afterwards running in a north-easterly direction for 200 miles, it passes through the Erie Canal to the River Hudson, and then turning south for the last time, it descends to New York. During this circuitous journey of 1,300 miles it has twice traveled north, twice south, twice east, and has been twice transhipped. The corn is intended for British consumption, and for 900 miles it has passed along British coasts; it then turns off into the territory of the United States, and is shipped for England in the port of New York. It is from these causes that the freight of wheat amounts to one-half its price; of flour to one-third; and of Indian corn to seven eighths. Such are the difficulties of the present route.

The advantages of the Ottawa route are thus clearly estimated:

"A cursory glance at the map will show that if a passage could be found from the upper part of Lake Huron into the St. Lawrence near Montreal we should get rid of the tedious and dangerous voyage through Lakes Huron, Erie, and Ontario. In fact, a straight line from the north of Lake Huron to Montreal would form the chord of the arc which runs through the lakes; the chord being about six hundred miles in length, and the arc one thousand miles. This chord represents the line of the proposed canal. But it is by no means necessary to excavate all this distance. The hand of man is required on a very small portion of it; nature has prepared the rest. If, leaving Montreal, we attempt to reach Lake Huron by the proposed route, we find that the River Ottawa is navigable for full four hundred miles. Quitting the Ottawa by the River Mattawan, we are brought to the Lake Nipissing, and thence by French River to the Georgian Bay in Lake Huron. It is estimated that not more than 23 miles of "close" canal will be required throughout the whole distance. The estimated cost of digging such a canal, 10 feet deep, and also deepening the rivers where it may be necessary, is four millions sterling. The district through which the canal would pass is said to be covered with an enormous pine forest, which would yield immense amounts of lumber for export. A great check on the lake traffic arises from the inability of vessels from the upper lake ports to procure a return cargo. But if the proposed route were opened, the demand for lumber in the Chicago market alone would ensure a return cargo. There is abundance of water-power along the line of navigation; and manufactories, expanding into towns and cities, would quickly occupy the district now abandoned to the wild beast and the hunter. The engineering difficulties are said to be very trifling. We are assured that the cost of transportation would be reduced 10s. per quarter. Instead of our paying seven and a half millions for freight in 1861, we should only have had to pay two millions if this canal had been constructed; the difference during that one year would have paid all the expenses."

The article quoted from the *News* is from the pen of Alfred Smith, and states the interesting fact that the town of Sheffield has made a movement in favor of the project. We earnestly hope that our Canadian friends will persevere in their efforts to carry out their views. The Erie Canal met at the first, more indifference, and subsequently more opposition than this generation have any idea of, and the friends of the Ottawa Canal must expect to surmount the same obstacles. But the day is not far distant when both the Ottawa and the Champlain Canals will be crowded with stately steamers and barges, filled with the precious freights of our Western granaries. The joint interests of the Canadas and the Northern United States cannot be long overlooked, and the conviction is already forced on the public mind, that both these admirable works will be undertaken and completed within an early period.

Legal Tender Notes.--Another Decision Declaring the Law Constitutional.

THE TREASURY NOTE BILL OF FEBRUARY 25TH, 1862, DECLARED CONSTITUTIONAL BY THE COURT OF COMMON PLEAS OF BUTLER COUNTY, PENNSYLVANIA.

The Court of Appeals of the State of New York, recently decided the act passed by Congress on the 25th of February, 1862, legalizing the issue of the present legal tender currency, to be constitutional. If this decision was final, we should not incumber our pages with a further reference to the matter; but the case is yet to be argued before, and to be decided by, the Supreme Court of the United States; and this court may reverse all the affirmative decisions of inferior tribunals. It follows, then, that in the present state of the controversy, decisions which are merely cumulative in their character, possess great interest, as bearing upon the final decision of a great and important question.

The defendant in this case tendered to the plaintiff the amount of a judgment in legal tender notes of the United States. The plaintiff refused the tender, and issued execution, with instruction to the sheriff to collect the same in coin. The defendant then moved to set aside this execution; and the Court now grants the motion; holding the tender to have been sufficient.

The following is the opinion of the court, which we have abbreviated as much as possible; while at the same time we have endeavored to retain the substance of the learned judge's argument:

AGNEW, P. J.—I am not disposed to waste time in this controversy, and though not yielding the point, will concede, for argument sake, that a general power to declare what shall be a legal tender payment of debts, beyond specie or coined metal, cannot be traced directly, by mere logical inference, to any of the specific powers. The justification of the act must therefore be found in the nature of the thing itself, and its relation, in this specific case, as a means to carry into execution some one or more of the expressed powers of the constitution.

If the nature of the act and its relation to any expressed power bring it within the range of measures fairly necessary and proper for its exercise, it then falls within the express power to "make all laws which shall be necessary and proper for carrying into execution the foregoing powers, and all the powers vested by this constitution in the Government of the United States, or in any department or officer thereof."

I pass by also the question whether the last mentioned grant of power extends the authority of Congress beyond that which a fair implication from the powers expressed would give.

But waiving this question, the point simply is, whether the act in question be necessary and proper to carry out any of the expressed powers of the constitution. The subject of examination is, therefore, the nature and relation of the provision that these Treasury bills shall be deemed money, and receivable in payment of public and private debts.

Bearing on this point is the range within which constitutional necessity and propriety are found, as gathered from the uniform and undisputed practice of the Government, and from judicial decisions; or, in other words, the range within which the relation of the thing authorized to be done, as a constitutional means of exercising some power of the Government, is to be found.

Let us select a few examples for the practical illustration of this point.

By Act of Congress, public ministers, charges, consuls, &c., shall not correspond with public newspapers, nor recommend persons to office, nor accept presents; the President shall prescribe regulations, orders and instruction for business, including the "procurement and transmission of the products of the arts, sciences, manufactures, agriculture and commerce." "Passports" shall be granted "under such rules as the President shall designate and prescribe."

These acts of legislation rest solely on the power "to regulate commerce with foreign nations," and "to appoint ambassadors, other public ministers and consuls." The power to regulate their conduct does not necessarily or logically flow from the power to appoint ambassadors, but is only inferred as fit and proper. The power to regulate does not necessarily imply that ministers shall not express their views through the press, nor recommend persons to office or procure foreign specimens of art, &c.; yet the fitness of the thing has appeared to Congress as a fact growing out of the nature of the business to be performed, and no one has ever doubted these powers of Congress, thus exercised, as "necessary and proper." Under the power "to promote the progress of science and the useful arts by securing for a limited time to authors and inventors the exclusive right of their respective writings and discoveries," Congress has regulated the assignment of the patent after its issue, by recording laws; and even the sales of the article patented, by requiring it to be stamped with the date. One would think the patent itself secured his invention to the patentee without legislation upon his subsequent acts.

Under the clause of the constitution that fugitives from labor "shall be delivered upon claim of the party to whom such service or labor may be due," Congress has not only provided for their arrest and surrender, but has regulated the power of attorney given by the claimant, the officers to take jurisdiction, prescribe that *ex parte* evidence sufficient, provided penalties for obstructions and hindrances, and even given a civil action for the sum of $1,000 to the party injured. These provisions have all been decided to be constitutional.

Congress has impressed upon debts due the United States a legal efficacy, which secures to them priority of payment, in case of the insolvency of the debtor or of his estate; and has extended this protection even to the surety for the debt.

This legislation has been repeatedly before the Supreme Court of the United States, and always sustained. It might be asked, with greater force than in the present case, on what principle does the United States come in upon the estates of deceased persons, (mere private individuals,) and claim a priority for its own debts, setting aside all the gradations of payments made by State laws over a subject which seems purely to belong to State legislation; and after payment convey over this preference to the surety. It can be traced to no specific power, but was sustained by the court expressly under the clause giving power to make all laws necessary and proper for carrying into execution the other powers.

Congress has authorized the President to furnish friendly Indians with useful domestic animals and implements of husbandry, and with goods such as he thinks proper. Also to employ capable persons, of good moral character, to instruct them in the mode of agriculture suited to their situation, and for teaching their children in reading, writing, arithmetic, &c. The only powers to which these acts are referred are "to regulate commerce with the Indian tribes," and "to make all needful rules and regulations respecting the territory or other property of the United States." The distance seems to be remote between furnishing implements of agriculture and goods, and teaching the Indians; and regulation of commerce or the making of rules and regulations for the territory, which the courts have said means lands.

Under the power to regulate commerce, Congress has legislated upon the shipment of seamen, their articles of shipping, form and effect, wages, time of coming on board, neglects, desertions, discharge in foreign ports, sending home destitute seamen, &c., also providing for medicine chests, water and provisions on board, short allowance, &c.

Here we must first infer, as we are told by Ch. J. Marshall, the power to regulate navigation from the power to regulate commerce. Then secondly, we must infer the fitness of these various provisions to the interests of navigation and shipping. The relation between the power to be exercised, viz., to regulate commerce, and the nature or fitness of the means, such as the regulation of seamen, their rights, defaults, &c., seems to be very remote, yet these powers have never been doubted, and indeed should not be.

Under the power "to establish post-offices and post roads," Congress has not confined itself to our own soil, but has gone abroad and authorized mails to be carried over the ocean, established routes across the isthmus, purchased steamships and regulated their running, and authorized the appointment of agents abroad, &c.

Congress has also established an agricultural department and a public printing office, not by reason of any express authority, but only because of their fitness to facilitate the execution of other powers.

Congress has exercised many powers purely attendant, and not essential, in numerous cases, by prescribing modes and forms of procedure, oaths of office and oaths of procedure, bonds for security of individual as well as public duties, declared offences, and provided penalties. In hundreds of instances these powers are not essential, but simply conducive to the execution of other powers, and render their exercise merely more safe or convenient. Let any one examine the minutiæ of legislation under any one great branch of power, and he will find many so much further removed from their source than the value and effect of Treasury notes from the authority to issue them, he will think that, in comparison, they are but parasites clinging by attachment only to the true stock.

Thus the practice of Government has established a rule of construction for the exercise of incidental powers arising from mere fitness and convenience, and not from necessary sequence or relation so clear, so frequent, and so overwhelming, that no sane man would now attempt to overthrow it. It is so interwoven with the whole fabric of the constitution, that to do so would be to destroy the Government itself.

In the case of M'Culloch *vs.* the State of Maryland. C. J. Marshall shows conclusively that the word "necessary," in the clause authorizing the use of powers proper to carry out other powers, "imports no more than that one thing is convenient, or useful, or essential to another;" and concludes thus: "We admit, as all must admit, that the powers of the Government are limited, and that its limits are not to be transcended. But we think the sound construction of the constitution must allow the National Legislature that discretion with respect to the means by which the powers it confers are to be carried into execution, which will enable that body to perform the high duties assigned to it in the manner most beneficial to the people. Let the end be legitimate—let it be within the scope of the constitution—and all means which are appropriate, which plainly are adapted to that end, which are not prohibited, but consist with the letter and spirit of the constitution, are constitutional." See also the language of C. J. Marshall in U. S. *vs.* Fisher *et al.*, assignees of Blight (2 Cranch, 358) which we shall hereafter quote.

Thus much we have seen as to the character or fitness of the means to be used, and the extent of their range in the execution of a power expressly conferred. Next let us look a moment to the nature and use of bills of credit or Treasury notes.

These bills of credit were well known as money in Colonial history, including the legal tender feature. The first issue of them under the present Constitution was in 1812, for the purpose of raising money to carry on the war with Great Britain. The Act of June 30, 1812, not only provided for their issue, but for their legal incidents. They were to be payable to the order of the person who should become the owner, should be transferable by his indorsement and by delivery, should be

payable in one year, at the places designated on their face should be used at par to pay debts and borrow money, be receivable in payment of public dues and taxes, and be paid out of a sinking fund, and should be protected against counterfeiting.

The power has been repeatedly exercised, and in nearly the same terms. The provisions of the laws clearly denoted the intention of Congress that these issues should supply the place of money, while their history shows that in fact they were so used.

The use of bills and notes as money when issued by the banks of the Government is one sanctioned not only by the customs of trade, but by judicial decision. Such Government bills are even higher as a security, and better as a representative of money, than those of banks, resting as they do on the basis of the whole taxable property of the nation for their credit. The use of bank notes as money is the subject of frequent judicial decision. In Miller *vs.* Rose (1 Burrows, 457), Lord Mansfield said, "Now, they are not goods, nor securities, nor documents nor debts, nor are so esteemed; but are treated as money, as cash, in the ordinary course and transaction of business, by the general consent of mankind; which gives them the credit and currency of money, to all intents and purposes. They are as much money as guineas themselves are, or any other current coin that is used in common payment as money or cash."

The same doctrine is held by Ch. J. Gibson in his masterly opinion in Bayard *vs.* Shunk (1 W. & S., 95), referring to the case of Miller *vs.* Rose. Hobson *vs.* Fountain (5 Humphrey, 140) maintains that money is a general term, embracing every description of coin or bank note recognized by common consent as a representative value in exchange of property and payment of debts. The Supreme Court of the United States recognizes the same doctrine. In the Bank of the United States *vs.* Bank of Georgia (10 Wheaton, 333), Justice Story says: "Bank notes constitute a part of the common currency of the country, and ordinarily pass as money. When they are received as payment, the receipt is always given for them as money. They are a good tender as money, unless specially objected to; and as Lord Mansfield observed in Miller *vs.* Rose (1 Burrow's Rep., 457), they are not, like bills of exchange, considered as mere securities or documents for debts."

But the facts of our own observation speak louder to us than the declarations of others. We know that these Treasury Notes fill the channels of trade and business to the very brim, and have become a vital part of our currency as money, to a vast extent, supplanting largely the volume of bank notes.

The right of Congress to authorize the issue of these bills of credit or promissory notes of the Government, in the form and with the legal capacity always heretofore adopted, as the means of raising money to carry on the operations of the Government, both civil and military, in time of peace or in time of war, has been settled, and is not now disputed, and cannot be. The fact that they have been accepted and received as money is also beyond dispute. This, then, is the settled character of these bills in point of fact, and in the estimation of the law.

The only question, then, which remains, is, can Congress add to this, their customary and convential character, a legal sanction which declares them to be money, and receivable in payment of public and private debts? This is all the Treasury note bill of Feburary 25, 1862, has undertaken to do; to stamp upon these bills a legal character as money, in addition to the conventional; to the end that they shall be better adapted, and more serviceable to the Government as an effective means of obtaining money "to raise and support armies," and "provide and maintain a navy," and "provide for calling out the militia to execute the laws of the Union, suppress insurrections and repel invasions;" as well as to provide the ways and means of carrying on the Government generally.

Why should not Congress add this legal character as money, to their acknowledged character as money by usage? Why should it not stamp on the bill this legal effect as a means of making it effective to the designed end of raising money? True, the Constitution may not give a general power to declare this or that a legal tender in payment of debts; but what clause of the Constitution, or portion of its spirit, forbids to Congress the use of this as a means to accomplish the end in this particular case and emergency? What part of the Constitution prohibits Congress, when authorizing an instrument within the scope of its acknowledged power, from affixing to it certain legal incidents and effects? If the purpose and intent of the instrument is that it is to be used as money, what reason will prevent Congress from saying that it shall be so accepted and received [for this is all that a tender effects], if this be necessary, under the circumstances of legislation, to obtain the money it is intended to raise?

The instrument itself is the creature of law, and this involves its incidents and legal effect. The power to create involves the power to affix its legal character, while the extent of the legal incidents are limited only by their fitness as the means to be used to the legislative end. The end is to raise money for lawful purposes. If the legal incident, as money, is necessary as a means to this end, the means is justified, and falls within the authority to pass laws necessary and proper to the execution of this power.

A tender is merely an offer, and it is a legal tender only, because of the obligation to receive. The true point of the controversy therefore lies in the value and effect of the bill. It is because Congress has given to the bill a legal value at its face as so much money, and a legal effect as a medium for the payment of debts, that it becomes a subject of legal tender. It is because the debtor offers to his creditor a thing having a certain legal value and effect, that the offer becomes binding on the creditor. Hence, when Congress said these bills should be money and a legal tender for payment of debts, it merely legislated upon the value and effect of the bill itself, the creature of its admitted creative power.

The only point left, therefore, is, was this legal impress necessary as a means to make these bills available under the circumstances of legislation to raise the needed money?

Currency, or transmission from hand to hand, is essential to the effectiveness of the bill for its intended purpose; but this currency depends upon its character and use as money. Hence the necessity it should be declared to be money, and to have the legal effect of money in payment of debts, provided the circumstances seemed to demand it; of which Congress must judge.

The argument of the Supreme Court in the City of New York, that a power to raise money does not necessarily imply a power to make the bill a tender in payment of private debts is conceded. It is very true that the Government may issue its bills of credit in payment of loans, and raise money upon them, and that it does not necessarily, or even often, follow that they should be a legal tender for private debts. There is no logical conclusion from one to the other. But it is also true, that a state of facts may exist rendering it not only proper, but absolutely necessary that the bill should have the value and effect of money as a legal tender, in order to make it effective for the purpose of its issue. This is simply a matter of fact, not one of necessary sequence or logic. If, at the time of legislation, it was necessary to give the bill the character and effect of money, to accomplish its purpose, it then *pro hac vice* became a part of the means, and fell within the constitutional grant of power to make laws necessary and proper to execute the main power; and of this necessity Congress must judge.

* * * * * *

It remains now only to consider the propriety of the legal character given to these bills as money, in order to determine its appropriateness as a means to make them efficacious in raising money. Though we cannot overrule the judgment of Congress in a question of means to the end, we have the right to see that it has a reasonable adaptation as a means to the end proposed.

The state of the country at the time of the passage of the law fully exhibits the adaptation here. The United States were contending against the most gigantic rebellion the world ever saw. The armies and navies, armaments and operations by land and sea were greater than the continent ever witnessed, and indeed were seldom if ever, paralleled by the old world. The expenditures of the Government were millions daily, and the source of money confined to our own people. We could not borrow abroad. Confidence abroad in our ability was shaken by the agents of the rebellion. The London *Times*, the great index of English opinion, had endeavored to write down our ability to pay.

At home our banks poured out large sums to supply the treasury, and their whole capital, could it have been withdrawn from the channels of trade, was scarcely sufficient to furnish the sums needed. Wisdom required that the industry of the country should be fostered instead of being prostrated by the absorption of the capital essential to its existence. The Government had already drawn so largely upon these sources of supply, that further drafts would have been ruinous. The whole specie of the whole country, if within reach, would have been inadequate. The issue of bills of credit to an extraordinary amount seemed to be a neces sity. But the very scale upon which the issue had to be made was itself a cause of extraordinary depreciation. Who would lend money at par, or at any reasonable rate of discount, upon a security which necessarily must depreciate, without some attribute or legal effect to make it available in his hands? What justice was there in throwing upon the hands of our soldiers in the field a currency robbed of half of its nominal value, and useless as money? Circulation was the life blood of it. Without the character and effect of money it must fall flat upon the market, and the Government fail to get money at all, or get it at a ruinous sacrifice.

It will not do to answer that the mode of raising money by Treasury Notes was unwise. It is an admitted mode, and being within the choice of Congress, the question is simply as to the means necessary to give it efficiency. It therefore became necessary to stamp the issue with a legal character and effect which would pass it into the channels of trade, make it current in the ordinary business of men, carry it from hand to hand with a belief in its power to pass as money and would inspire confidence. Otherwise, he who took it today would be uncertain how far it would serve his purpose to-morrow, and it would be rejected.

In ordinary times of peace, or a time of war unlikely to impair the credit of the Government, the mere bills of the Government, without any other currency as money than that conceded to it by custom, might serve to obtain loans. But here, the result of the war, if ending in dissolution, must necessarily extinguish a large basis of their credit by the loss of the States which had seceded, and the uncertainty of the future of those remaining. One hundred and fifty millions of Treasury Notes, with a prospect of a much larger increase of the National Debt, could not but appal the sensitive nerves of credit. The necessity, therefore, of giving these bills the character of money, and making them a legal means of paying debts in order to make them effective, was so strongly apparent that Congress could not help but use this power as auxiliary to the main purpose.

The Pacific Railroad.

Some 300 tons of iron for the Pacific Railroad arrived at San Francisco per ship Herald of the Morning, from New York. This installment consists of rails and chairs for the track, and one locomotive and tender. The S. C. Grant is also due, and may be expected daily, with 500 tons more. But a few days will probably elapse before the work of laying the track will be commenced. It is expected that the iron will arrive so rapidly that no delay will be experienced for want of it.—*Sacramento Union.*

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,902	111,880	159,183	178,465	220,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	168,007	131,814	169,100	149,186	169,465	198,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,984	229,789	2,567,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,589	92,876	75,457	1,181,003
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,527	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,596	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,865	209,391	208,559	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	64,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	904,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,885	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	75,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	140,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	363,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,869	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	615,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,606	963,859	8,400,234
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,528	956,871	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,506	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,762
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,300	1,720,398
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	186,370	203,575	159,530	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,945	143,517	169,794	267,529	251,814	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,598	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	------	------	------
La Crosse and Milwaukee:													
1860	32,584	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,806	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	99,900	44,895	799,841
1861	64,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,163,407
1862	82,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	145,417	205,054	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	208,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,018	304,084	279,539	2,647,833
1863	248,784	230,508	254,208	287,693	263,981	237,982	188,141	235,512	300,822	371,361	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,992	236,843	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,953	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	226,432	238,495	236,458	206,221	215,449	215,449	308,169	375,497	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,623	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,590	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,786	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	582,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,479	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,528	191,266	252,154	263,917	270,051	289,987	265,358	294,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,237
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,881	574,486	714,202	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,933	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,799	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	354,331	370,983	3,745,219
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,063	404,898	457,321	508,146	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,096	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,066	92,574	1,172,100
1862	82,285	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,586	106,754	116,379	130,700	161,052	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	98½
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850	700,000	6	Jan. & July.	"	1880	107
" " " 1855	1,128,500	6	Jan. & July.	"	1875	107
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	109
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅓ in '69, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1883	
American Loan	762,000	6	"	New York.	1864	106½
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $800,000	790,600	6	"	"	1870	104
" " $675,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	102½
" " $2,500,000	867,000	6	"	"	1889	105½
Consolid. Mort. Loan $5,000,000			"	"		108½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	112
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	104
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	70
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	42
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	3,034,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	103
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	1,700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	107
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage	3,600,000	7	" "	" "	1885	91
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	76
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1886	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	102
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	87½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1868	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1868	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1868	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	112
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	103
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	114
1st Mortgage (E. Extension)	1,499,000		" "	" "	1876	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	6	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenn'ss.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	62-'63	103
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1975	110
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83½
Land Security	5,000,000	7	April & Oct.	" "	1881	83
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	---
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	114½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	119
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	119
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	" "	------	110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1861	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903 000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	------	44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102½
Extension Bonds	175,000	7	May & Nov.	" "	1890	107
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,309	7	" "	" "	------	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	185,609	7	Feb. & Aug.	New York.	1891	90
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	8	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	117
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	123
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	98
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109½
2d General Mortgage	2,656,500	7	" "	" "	1877	104
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.	------	103
2d Mortgage	200,000	8	" "	" "	------	---
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
1st Mortgage	350,000	7	" "	----	1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oakaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		65
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1886	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	673,035	6			1882	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
New Jersey :						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1899	
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	106
Funding (S. F.) Bonds	1,493,900	7	Feb. & Aug.	" "	1876	118
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	105,000	6	" "	" "	1883	101
Real Estate Bonds	252,975	6	" "	" "	1883	101
Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1864	103
New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	134
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	110
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114
3d Mortgage	6,000,000	7	" "	" "	1883	113
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	106
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	109½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	106
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.	"	1867	103
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	---

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	104½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99½
2d Mortgage	3,077,000	7†	" "	" "	1861	24½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96½
Chattel Mortgage	360,000	10	" "	"	1887	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,288,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	109½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'76	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	865,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norris't'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1866	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
1849, "	3,084,600	6	April & Oct.	"	1870	106½
1861, "	273,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	883,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	124½
" 1856, "	1,470,000	7	" "	"	1886	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	135
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	65
2d Mortgage	937,500	7	" "	"	1863	18
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	229,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
2d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	681,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	90
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1906	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	102
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	86½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	90½
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	18
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	928,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	107
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	109½
Wilmington and Manchester:						
1st Mortgage	696,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance (incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503 500	105,255	1,515,704	54.0	----------	101,162	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	----------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	----------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	----------	----------	----------	----------	57.0	236,791	76,773	21,000	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	----------	----------	600,431	----------	----------	----------	----------	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	----------	----------	----------	----------	----------	----------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	285	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	----------	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	----------	----------	----------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----------	230,251	104,594	----	----
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	801,402	126,918	—	----
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,155	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	----------	284,485	70,187	4	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	----------	206,420	97,700	6	----
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	----------	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H.	4	----
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,096	12	128
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	383,664	158,927	—	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	----------	----------	—	----------	----------	----------	----------	29.4	----------	----------	----------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,380	*	—	1,250,000	126,000	—	1,597,385	86.7	----------	418,036	205,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	----------	----------	—	----------	----------	----------	----------	30.0	----------	----------	----------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----------	53.0	----------	168,988	96,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	----------	----------	----------	31.0	----------	----------	----------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	----------	----------	6,590,173	229.0	879,468	1,716,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	5,123,343	252.0	----------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	----------	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,885	50.0	----------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----------	----------	----------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----------	----------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----------	138.0	----------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '62	220.0	—	----	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	88½
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	1,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	119½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,095	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	----------	1,063,054	448,503	—	49½
31 Mar. '63	181.8	—	----	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	106½
10 Nov. '62	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	----------	580,000	----------	----------	84.0	----------	----------	----------	—	----
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	----------	10,551,145	341.7	1,420,341	1,777,541	534,605	6	112½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----------	4,214,342	180.0	----------	1,742,097	377,476	—	65½
31 Dec. '62	454.8	252.5	----	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	----------	36,071,630	708.3	2,561,192	3,446,827	1,870,723	4	121½
-- -- --	—	—	----	81.5	---	---	-----	Illinois River	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	2,292,403	----------	----------	148.0	----------	----------	----------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	----------	----------	—	----------	600,000	----------	----------	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	----	129.0	---	---	-----	Peoria and Hannibal	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
-- -- '62	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	----------	----------	186.0	----------	----------	----------	—	----
31 Dec. '62	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	----------	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	----------	----------	—	----------	----------	----------	----------	oper	by Chic.	& R. Is.	----------	—	----
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	----------	—	3,700,000	6,700,000	----------	10,400,000	203.0	----------	1,117,603	568,020	—	61
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	----------	1,106,679	1,006,125	----------	----------	108.0	----------	----------	----------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	----------	----------	—	----------	----------	----------	----------	29.0	----------	----------	----------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----------	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----------	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,367,284	140,689	3,458,108	110.0	----------	448,858	230,834	9	72
31 Dec. '62	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	----------	450,079	247,338	—	87
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	----------	2,175,235	108.0	312,859	627,863	268,156	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	----------	1,000,000	600,000	----------	2,000,000	64.0	----------	----------	----------	—	----
31 Mar. '63	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	----------	1,538,763	132 0	----------	285,974	104,951	—	100
— -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----------	645,827	371,40	—	36½
— -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	----------	----------	----------	—	----
30 Nov. '62	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	----------	2,238,522	73.0	319,251	563,314	f 361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	----------	----------	----------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	----------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '62	111.0	—	----	289.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	2,992,427	300,000	222,601	3,179,883	111.0	----------	228,560	122,931	—	----
-- -- --	—	—	—	438.0	---	---	-----	Iowa Central Air Line	----------	----------	—	245,000	755,000	----------	----------	----------	----------	----------	----------	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----------	----------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	----------	----------	----------	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	----------	230.0	----------	----------	----------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	----------	426,408	227,534	—	40
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	----------	----------	20.0	----------	----------	----------	—	65
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	----------	—	694,444	71,000	----------	----------	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '62	29.0	—	----	}	---	---	-----	} Lexington and Frankfort	596,723	52,300	—	514,573	130,000	----------	746,068	29.0	215,031	78,985	26,794	2	50
30 Jun. '62	65.1	—	----	}	13	10	280	} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	----------	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.0	—	37	18	283	Louisville and Nashville	9,287,936	*	—	5,858,615	3,293,200	198,785	9,840,067	269 0	374,997	822,998	508,591	—	----
-- -- '59	18.8	—	----	70.2	---	---	-----	Maysville and Lexington	----------	----------	—	----------	----------	----------	----------	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	----------	----------	----------	----------	22.0	----------	----------	----------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	----------	----------	----------	----------	27.0	----------	----------	----------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,818	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	206.0	45	37	618	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----------	2,665,000	1,150,717	----------	206.0	----------	1,232,624	555 434	—	----
1 Aug '60	53.7	—	----	135.3	---	---	-----	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,989	108,434	1,710,519	53.7	----------	----------	----------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,118	91,487	—	—
31 May, '63	93.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,352	4,259,303	109.2	186,240	323,032	174,928	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	78,014	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,732	*	100,000	1,500,000	—	—	1,632,446	51.3	—	‖ 283,197	170,276	6	108
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,002	10,781,833	666,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	95
30 Sep. '60	30.0	—	.....	—	7	35	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	120
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	486,133	2,260,000	5,150,000	402 051	9,838,621	155.0	940,558	1,920,641	927,341	—	48
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	900,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	28.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,246,148	183,346	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,909	136,191	6½	105
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,880,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	128
30 Nov. '62	47.0	7.0	32.5	—	25	40	20?	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	2,462,989	61.8	435,121	702,222	355,362	3	136½
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	135½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,555	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	138,854	6	104½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	99
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,529,341	93.4	342,542	580,580	254,146	6	114
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40.226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,932	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332.885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	3	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,282	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	48,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	435	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	145
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,080	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	62,543	—	243,503	226,900	464	471,170	oper. by B		and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,635	160 000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	oper. by Ho		usaton.	31,409	7	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	.....	38.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	38
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,704	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	152
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	46.7	164,248	200,744	92,979	5½	83
								MICHIGAN.													
1 Jun '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Ohio, Detroit & Can. G.T. June.	built and	equipped by G	r. Trk. R.	Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,960,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
31 May, '63	284.8	—	23.4	—	98	85	1,569	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	124
31 Mar. '63	246.0	231.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,618,624	1,644,259	1,658,252	9,018,200	9,527,078	—	18,545,278	527.0	2,080,637	2,813,831	1,461,276	—	83½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	600,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	—	—	—	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	—	—	37.0	.....	—	—	—	—
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,201	—	1,782,886	10,571,000	—	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,805	—	—
31 Dec. '62	52.0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	—	—	—	—
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,898	—	—
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,886	—	—
29 Sep. '62	86.5	3.0	8.2	—	16	18	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	—
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	—
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,656	93.5	.....	247,279	‖ 124,406	—	49½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	50½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	62
do Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	120
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	97½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	—
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,385	7	118
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	72
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	—
31 Dec. '62	63.9	82.3	.....	8.0	—	—	—	Camden and Amboy	6,070,233	*	3,971,080	5,002,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	171½
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	12
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	—
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	3,583,951	897,378	1,397,974	4,397,800	678,000	400,017	6,695,704	33.8	512,349	1,111,087	652,124	10	—
31 Dec. '62	21.5	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	18.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	—
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	6½	—
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,208,558	1,250,000	148,808	2,597,161	—	[2 mos.	10,588	.....	—	25
31 May, '62	.....	.....	.....	.....	.....	.....	.....	South Branch	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	38.5	—	.....	17.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,323	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,109,075						
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.			—	.....
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	23,568	2,320,940	48.9	140,555	224,413	123,939	—	.....
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	by Tioga.	44,100	—	—	.....
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	.....
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	48
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,380	8	150
30 Sep. '62	142.0	—	13.0	—	28	32	402	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	58
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	100
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Buffalo and State Line	2,277,335	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	69
30 Sep. '62	46.8	—	2.9	—	—	—	—	Eighth Avenue (New York)	874,125	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	.....
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	600,000	incl.	in Erie.	.....	30,000	6	.....
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Erie	39,985,792	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,582,369	7,863,975	2,993,542	5	105½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Hudson River	10,749,863	1,263,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,829	1,269,954	—	127
30 Sep. '62	297.8	268.1	381.8	—	229	231	3,305	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2	43½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York Central	26,267,149	5,257,077	782,550	24,000,000	14,279,583	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6	136½
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,961	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	95½
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	—	6	.....
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Ninth Avenue (New York)	851,174	24,600	—	795,380	22,000	—	875,774	5.0	779,880	89,496	19,429	—	.....
30 Sep. '62	35.9	—	2.2	—	6	10	54	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,435	176,753	—	0.25
30 Sep. '62	25.2	—	2.0	—	7	11	66	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	10,375	815,161	38.1	75,623	140,634	77,550	7	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,845	6	.....
30 Sep. '62	21.0	—	1.6	—	—	—	—	Rome, Water'n & Ogdensb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	96
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Rens. & Sar.	.....	.....	—	.....
30 Sep. '62	8.0	—	8.0	—	—	61	—	Saratoga and Whitehall	824,622	77,555	—	600,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	.....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,691,960	358,033	88,286	10	185
30 Sep. '62	81.0	—	7.6	—	12	12	117	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	.....
30 Sep. '62	8.0	—	8.5	—	—	112	—	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	.....
30 Sep. '62	34.9	—	3.7	—	10	9	125	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	.....
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	.....
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comp'a.	—	.....
								Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	.....
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	489,458	219,688	—	.....
30 Sep. '59	161.0	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	325,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	.....	.....	—	.....
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	.....	.....	.....	—	.....
31 Dec. '62	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	.....
31 Mar. '63	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,192	198.3	.....	877,404	464,415	10	120
31 Dec. '60	80.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	.....	.....	—	.....
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,118	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,637	20	156
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,661	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	—	3,300,000	1,500,000	—	—	96.7	484,297	1,551,628	975,923	33½	185
30 Nov. '62	101	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	107½
31 May '63	109.1	79.4	—	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,558	188.6	663,371	1,361,537	747,562	—	117
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	66,128	19,763	—	.....
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	1,600,000	1,000,000	205,000	—	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	oper	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	.....
31 Aug. '60	36.6	—	—	—	5	3	57	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	.....	62,025	3,555	—	.....
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,066	16.0	40,064	64,000	33,000	—	.....
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	70,022	62,630	469,762	728,853	152,694	—	45.0	.....	128,170	33,412	—	.....
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	.....	69,352	—	—	.....
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,128	10,460	—	.....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,188	492,979	442,283	2,981,267	1,400,000	—	4,879,606	138.0	846,882	1,632,488	689,649	15	133
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	*	10,379,554	873,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	133
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	14
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	—	125.0	.....	.....	.....	—	.....
30 Jun. '63	158.9	52.0	—	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,460	232,179	2,697,000	2,488,825	7,300	5,401,088	205.9	418,328	599,880	115,290	—	.....
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82,988	—	.....
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	—	62.2	—	—	—	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.5	222,000	.....	.....	—	.....
31 Dec. '62	242.4	—	—	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,786,373	250.0	1,614,932	1,938,202	950,462	—	49
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	—	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	.....
30 Sep. '62	65.0	—	4.2	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,366	210,817	8	78
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	10
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	166,427	3	.....
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	185
31 Oct. '62	78.0	—	8.5	—	16	11	797	East Pennsylvania	878,118	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	.....
31 Oct. '62	18.6	—	4.6	—	—	—	—	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	55½
31 Oct. '62	36.9	18.8	17.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	33,826	10	.....
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	71
31 Oct. '62	31.3	19.2	3.8	—	11	1	108	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	.....
31 Oct. '62	80.0	—	16.0	—	12	7	667	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	23½
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	.....
31 Oct. '62	28.8	5.6	8.0	—	10	—	61	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	587,230	822,927	460,516	8	53
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	52½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,916	174,435	6½	67½
31 Dec. '62	355.6	55.8	318.0	—	253	157	8,871	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,260	280,000	6,447,780	66.4	263 334	397,106	218,960	—	29½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Pennsylvania	19,306,347	3,582,304	—	13,274,100	3,52 '40.	—	18,324,213	411.4	.....	10,304,991	4,872,218	6	71½
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,600	432,900	—	1,862,696	24.0	229,938	262,333	129,742	6	59½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,982,500	157,739	12,124,847	140.0	213,574	413,472	80,909	—	30½
31 Oct. '62	31.0	—	0.2	48.0	2	2	17	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	2,088,166	3,911,880	2,095,776	—	62½
								Phila. and Baltimore Central	902,481	27,519	—	213,000	675,200	5,936	890 [illegible]	1.0	8,218	7,416	29,561	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,9 9 924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	67½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	8½
31 Dec. '62	488.3	—	59.7	—	123	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	85½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,928	159,534	99,060	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,828	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,451	953,209	8,000	1,644,639	26.4	105,800	141,101	79,544	—	10½
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	297,700	415,309	199,155	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,243	13,229	—	4 7, 17	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.5	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,540	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,662	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,333	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,067	19,187	—	----
1869	----	—	----	17.0	—	—	14	Edgefield and Kentucky	867,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	512,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	66,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	188.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 Aug. '62	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----------	----------	90.7	92,639	209,867	----------	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,879,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	839	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713,418	191,466	—	75c.
30 Jun. '62	47.0	8.5	4.1	—	----	----	----	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----------	4	169½
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,278	7,187	—	----
30 Jun. '62	49.0	5.8	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	----------	113.7	703,034	136,802	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	12
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,961,197	1,200,000	76 908	6,753,855	143.2	224,014	560,904	282,828	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	685,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,459,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	338,475	2,400	3,452,513	3,265,000	571,958	10,283,271	214.9	480,193	740,489	347,967	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,008,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	62
— — '57	50.0	—	----	86.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.0	—	----	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,855	—	----
31 July, '63	229.0	115.5	63.0	—	82	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,880	1,649,510	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	96.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,576	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	----
1 July,'61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	----------	132,555	36,870	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	----
								NEW GRANADA.													
1 Dec. '62	48.7	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,875,000	—	10,768,722	48.7	----------	1,743,294	1,013,444	12	188

New York Stock Exchange.

Actual Sale Prices for the week ending November 18.

	Th 12.	F.13.	Sat.14.	M.16.	Tu.17.	W 18.
American Coal Co.	94	94	----	96	96	96
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	120	----	----	120½	----	----
Canton Co.	33	32¾	33¾	33¼	33	33½
Central Am. Transit	42½	----	----	35	30½	----
Chicago & Alton	90	84	86	86	85½	86½
" " pref.	93	93	94½	93	93	93½
" " 1 M.	103	----	----	103	103	
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	119	----	----	119¾	----	----
" " " 8 p.c.	122	121	120	----	----	----
Chic. & Northwest'n	45½	46	46½	45	46½	49½
" " pref.	----	----	----	----	----	----
" " " 1st M.	90	90	92	91	----	----
" " " 2d M.	----	77	----	75	72	76
" " " S. F.	----	----	----	102	----	----
" " " A. B.	----	----	----	----	----	----
" " " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	104	105½	108	105½	105½	106⅜
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	156	----	----
Clev. and Pittsburg	103	104½	108	105½	105½	107½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	102
" " 4 M.	85½	85	----	----	----	----
Clev. and Toledo	114	116	117½	116½	116⅜	117
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	39½	39½	40⅜	39½	38	39⅞
Del. & Hudson Canal	----	----	176	----	176	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	103½	103½	105½	104⅜	103½	105½
" pref.	101½	101	102½	102	101½	102½
" 1 M. 7 p.c. '67	110	----	----	110	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '82	111	----	----	----	----	113
" 4 M. 7 p.c. '80	106	----	----	106	----	----
" 5 M. 7 p.c. '88	109½	----	----	----	----	----
Galena and Chicago	111½	108	109½	107½	108½	112½
" 1M. 7 p.c. '63	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Jo. pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	125½	127	129½	127½	126½	127
" scrip	----	----	95½	----	93½	94
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	115	117⅞	120	119	118	121½
" full stock	----	----	----	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	118	119
Marietta & Cin 1st pref.	71	----	----	71½	72	71
" " 2d "	----	----	----	----	51	51
Mariposa Mining Co.	45½	46	46	42	42	43
Michigan Central	122	124	125½	124	124½	125
" S F. 8 p.c. '82	----	120	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	81	82½	83½	81½	81½	83½
" " guar'd.	138	139	143	142	140	142
" " 1M. S. F.	108	108	108½	109	109	109½
" " 2 M.	----	----	----	----	104	104
Mil. and P. du Chien	59½	63½	64	61½	62	62
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	86
" " 1st M.	107	107	107	107	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	38	39	39	----	40	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	64½	64½	65½	65½	65½	65
" iss. to H. & St. J. R.	----	83½	----	----	----	83½
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	132	133	136½	135½	134½	136½
" " 7s, 1864	----	----	----	----	103	103
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
N. York & Harlem	93½	96	97½	97	93½	95½
" " "pref."	----	----	----	----	111	----
" " 1M. 7 p.c. '78	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Norwich & Worcester	----	----	----	----	----	----
Ohio & Miss. cer.	37½	----	37½	38	----	37½
Pacific Mail S.S. Co.	219x	214½	217	216	214	215
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	166	165	----
Phila. and Reading	122	123½	126	123⅝	123⅜	124⅜
Pitts. Ft. W. & Chicago	81	83½	85	83½	84	85½
" " " 1M.	----	----	----	110	----	----
" " " 2M.	----	----	----	102½	102½	103
" " " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	62½	64½	66	65	63	64½
St. L., Alton & T. H.	57½	62	62	62	61½	61
" " pref.	----	80	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	60½	60	60	----	----	----
Toledo & Wabash	52	50	50	50	50	49
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	102
" " 2M.	86	90½	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	54	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending November 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	98	----	----	100½	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865	98	----	----	----	----	----
U. S. 6s, 1881, reg.	109	----	108½	108½	----	----
U. S. 6s, 1881, cou.	109	----	110	110½	110	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	104	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	101½	----	----	----	101½	101½
U. S. 6s, " " new	98½	98½	98½	98½	98½	98½
U. S. 6s, 5-20s, coupon	100	100	----	100	----	----
U. S 6s, " reg.	----	----	----	----	----	----
7.30 Notes, Feb. & Aug.	----	107	----	----	----	----
" " Ap'l & Oct.	106½	106½	106½	106½	----	----
American Gold	146½	147⅞	146⅜	147	147½	149½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending November 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.
Beaver Meadow	78	----	77½	78	78	78
Cattawissa	----	----	9½	----	----	10
" preferred	30	30	30½	31½	31	----
Camden & Amboy	172	----	171½	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	102½	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	102½
" " 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref. 5½	----	54	----	----	----	----
" " 7s	110	109½	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" " 6s	105	105	----	----	----	106
" " scrip	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	49½
" " 6s	----	----	----	----	----	107
Little Schuylkill R. R.	51½	----	----	----	52½	52⅜
" " 7s	----	----	----	----	----	----
Long Island	40	----	----	----	----	43½
" " 6s	----	----	----	----	----	----
Minehill	----	61½	62	61½	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	139	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	23½	23½	23½	24½	24	23⅜
" " 6s	95	95½	95½	96½	96½	96⅜
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	70	70½	70½	71½	71½	71½
" 1st m.	109	109	----	----	109½	----
" 2d m.	----	----	106	106	----	----
Penn. State, 5s	100½	----	100	100	99½	99½
" " 5s, coupon	103½	----	----	----	----	103¾
" " 6s,	----	----	----	----	----	----
Philadelphia City, 6s	103	103½	103	103½	103½	103½
" new	108½	108½	108½	----	108½	108
Philad., Germ. & Nor.	----	----	----	----	59½	----
Phila. & Reading	60½	61	61½	62½	62½	62
" " 6s, '86	----	----	----	124½	----	----
" " 6s, '70	----	----	----	----	106½	----
Philadelphia & Erie	30	30½	31	31½	30½	30½
" " 6s	104½	----	104½	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	19	----	19½	19½	----	19½
" " pref.	33½	35	35	35½	35½	35
" " 6s '82	90	90	----	91	----	90½
" " 6s '76	----	----	89	----	----	89
" " 6s '72	102	102	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	17	17	17	17	17	----
" " 6s '78	64	----	63½	64	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	5	----	----	----	4½	----
" " 6s '83	26	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	70	----	----	78½	----	80
Arch street, (Horse)	26½	----	----	26½	----	26½
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	10½	15	15½	14½	15½
2d and 3d streets, "	----	----	84½	----	----	----
Spruce & Pine, "	----	14½	----	14½	----	----

Baltimore Stock Exchange.

Actual Sales Prices for the week ending November 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.
Baltimore City 6s, 1875	108	----	----	----	108	108
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	108½	----	109½	109½	109½	----
Balt. and Ohio	93	93½	----	94	94½	95
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	107	107	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sales Prices for the week ending November 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
Boston and Lowell	----	105	----	----	----	----
Boston and Maine	128	----	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest	136	----	----	136½	----	----
Cheshire, pref.	50	50	49½	49½	----	----
Concord	60½	----	----	----	62	----
Connecticut River	104	----	----	104½	104½	----
Eastern, Mass.	99½	99	99	99	99	99
Eastern, N. H.	98½	98	----	97½	----	----
Fitchburg	115	----	----	114½	----	114
Manchester & Lawr'ce.	118	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	72	----	----	----	----	----
Old Colony and Fall R.	----	146	146	----	145	----
Ph., Wil. & Baltimore	67½	67½	67½	----	----	----
Portl'd, Saco & Ports.	----	108	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	38	38½	----	38½	38½	38
Western	----	151	152	----	----	152
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	124	125	125
Metropolitan "	81½	81	80	----	80½	80½
Middlesex "	----	108	----	----	108	----
Central Mining Co.	55	55	56½	56½	----	----
Franklin "	52	52	----	52	----	52
Isle Royale "	----	----	----	27½	----	28½
National "	----	----	----	----	----	----
Minnesota "	70	70	70	----	----	----
Pewabic "	62½	62½	63	63	63	64½
Pittsburg "	79	----	----	----	80	80
Quincy "	87	87	87½	----	88	89
Rockland "	17	18	----	18	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 5th November:

Maryland 6s	73	to	76
United States 6s, 1881	70	"	75
Do. 5s, 1874	60	"	65
Virginia State 5s	45	"	50
Do. 6 per cent.	37	"	39
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	76	"	78
Do., Pennsylvania do. do.	75	"	77
Erie shares, $100 (all paid)	66	"	68
Do., 7s, preference	64	"	66
Do., 7s, 1st mort., 1867	68	"	72
Do., 7s, 2d mort., 1859	68	"	72
Do., 7s, 3d mort., 1883	68	"	72
Do., 7s, 4th mort.	65	"	70
Do., 7s, 5th mort.	68	"	72
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	74	"	76
Do. do. $100 shares, $90 paid, dis.	19	"	18
Do. do. $100 shares, all paid	73	"	75
Marietta and Cincinnati Railroad Bonds	70	"	72
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82. x. c.	73	"	76
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	68	"	72
Do. do. 7s, 1864	55	"	60
Do. do. 7s, S. F., 1876	78	"	82
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	83	"	86
Panama, 1st mortgage 7s, 1865	99	"	101
Do. 2d mortgage 7s, 1872	104	"	106
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	38	"	43
Philadelphia and Reading, $50 shares	33	"	38

American Railroad Journal.

Saturday, November 21, 1863.

Stock Exchange and Money Market.

We publish in another part of this week's JOURNAL, the opinion of Chief Justice Agnew, of the Court of Common Pleas, of Butler Co., Pennsylvania, on the question raised before him of the character of the legal tender currency of the United States. Its perfect harmony with the decisions of the highest Court in our own commercial State is worthy of notice. In the State of Maine, one judge has been found to have held a different view, as one also of similar calibre in this city. The argument of Judge Agnew is a masterly one, showing conclusively that the constitution did not descend to the details necessary to carry all its powers into effect, and he cites numerous examples, the very naming of which is in his favor. Some people have a strange idea of the Constitution. It defined all the powers necessary to establish, maintain and continue our re-

publican Government in the most clear and precise manner. But as to the method by which those powers were to be exercised it left to the future Congresses of the country to specify. If the convention which framed that document had attempted to have codified each principle asserted through its ramifications, they would not have finished their work in a hundred years. We have had National and State Courts for more than eighty years settling the rules of law under the constitution and the practice under these rules, and they are not yet settled. All they can do with the lights of more than half a century is to interpret fairly and in accordance with justice and equity, what the constitution intended. So that the original framers of the constitution could not possibly have done more than they did, for else we should not have settled down into any form of Government at all. If there is any sovereign power in the people under the constitution, they can as well determine what shall be considered money, as well as what is not. This power they especially reserved to themselves as a nation, and refused it to the States. None but the enemies of the Union can have any object in carrying into the courts a question so plain, or interfere with the powers of the Government in this act of finance, except to embarrass it.

The National currency we now have, is the best we ever had; it circulates freely and without challenge, over one of the largest commercial territories on the globe; it has been selling at a premium; it is hoarded by the most timid, and is a favorite with the people at large.

We may be proud of the great ability of the Cabinet Minister who has made our Treasury so strong, and yet has benefitted every individual interest to such an extent. No system ever worked better than his, so that in the midst of a most expensive and destructive contest, in which we were compelled to engage to preserve our National life and unity, the loyal States have in their own territory scarcely realized its existence. The whole financial arrangement has been an unparallelled success, a splendid combination of financial skill, of National wealth and resources, and individual co-operation.

Our local Money Market has been pressed for money the last week, and interest has ruled at 7 per cent.; operators in stocks, however, being compelled to pay whatever was asked, in most instances. The banks have called in pretty generally whatever they were sure of getting from their customers. This is partly owing to the evident policy of Mr. Chase to keep down the issue of legal tender notes to the lowest practicable figure, and to exhibit a good statement to Congress at its approaching session. And for two reasons; one to secure his present popularity with the people, for whose suffrages it is still asserted he means to be a candidate, and also to show the world how prudently and economically, all the circumstances considered, a great war can be carried on. We therefore incline to the opinion that we need not expect an easy Money Market until January next. We are also of the opinion that our local banks will gradually fall into the National banking system, as the best and most profitable for them. They would seem to be blind to their own interests, if they do not seek to place their notes on a footing with the best, so as to secure their universal circulation, instead of issuing a limited one, and in some cases none at all. The following is the condition of the 54 City banks operating under the old system as it appeared on the 14th of November:

Total capital			$60,000,000
Loans & disc'ts.	$182,944,530	Specie.	$29,177,049
Circulation	6,095,932	D'p'sits.	151,770,498
Clearings for week ending Nov. 7.			$459,433,709 49
Clearings for week ending Nov. 14.			441,451,540 34
Balances for week ending Nov. 7.			22,388,402 89
Balances for week ending Nov. 14.			16,472,479 07

In the week ending that day the loans had decreased $11,892,311, and their specie had increased by the sum of $393,768.

A new National Bank is about being formed in this city with a capital of five millions, and in the meantime, the first National here is about to become an agent of the Treasury, as a deposit and disbursing institution.

The exports of specie from New York to foreign ports for the week ending Nov. 14, and since the beginning of the year, have been as follows:

Total for the week	$395,796
Previously reported	$39,690,402
Total since Jan. 1, 1863	$40,086,198

Same time in—		Same time in—	
1862.	$52,503,520	1856.	$33,806,144
1861.	3,332,287	1855.	26,555,801
1860.	41,947,443	1854.	36,544,281
1859.	67,077,691	1853.	22,313,137
1858.	23,848,946	1852.	23,307,561
1857.	34,803,926		

It would thus appear that there has been a large falling off in the export, for the last year, as compared with 1862, as there has been for the last week. It will be perceived that in 1859 was the largest export for many years, to wit., $67,079,691, and the country bore it with perfect ease. This striking fact speaks volumes for our immense resources in the precious metals, not to grow less if we may believe the half of what we are hearing every day, from our gold and silver mining territories. The truth is, there is no amount of these which the country may require, which is not attainable and near at hand. Those financiers who do not consider this, but act as if we were to haue no more gold and silver than what is now coined, will find themselves at fault in their present calculations.

The recent arrivals from Europe bring the intelligence, that the Bank of England has raised the rate of interest to 6 per cent, a previuos demand of 5 per cent in the same week, not having had the effect of stopping the drain of specie from its vaults. The first advance was on the 3d and the next on the 5th instant. The Bank of France was expected to follow suite. It appears that large exportations of the precious metals are being made to the East, and as the London *Times* asserts to purchase cotton. It is remarkable that so enormous a drain to the East Indies is perpetually going on. Nothing in the shape of gold or silver ever comes back to the Western world from the barbarians. There seems to be a gulf in that part of the globe without bottom, into which all the gold of Europe and America is swallowed up, and yet the vast amounts engulfed there never seem to benefit the people or the country. They neither advance in the Arts, Commerce or Christianity, thus demonstrating that gold *per se* does not make nations prosperous or happy. This is certain, however, that when Europe wants gold to send to Asia, she has to seek for it in the United States, a country for which she affects so much contempt. And we part with it freely, as no other nation parts with it, and yet continue to flourish almost without a check, either in war or peace. The probability is that a war is to break out on the continent, in the course of a few months. The Emperor of France proposes a new loan, and specie must be had before he can move his armies. The Rothchilds his agents, are doubtless in the market here to a large extent, and they sell their own bills to obtain it, and when these come due they will sell again. So that as long as their own credit stands good, and our supplies of the precious metals seem inexhaustible, they can command what amounts they need. If such a thing was commercially possible, as to stop the exports of specie from the United States, the Banks of France and England would break in ninety days.

It is understood that the Secretary of the Treasury, has no intention of issuing any more legal tender notes at present, thus checking any further tendency to expansion in commercial circles.

The condition of the Railway market will appear from our usual weekly reports. The rise and fall in prices appear to be nearly equal during the past week, while the Government securities remain firm and popular, large investments in them, been having made from abroad. This will continue, as a probable war with Russia, the occupation of Rome by the Sardinians, and the threatening attitude of Denmark in regard to the Duchies, are sufficient reasons for foreign capitalists to dispose of some portion of their means in other parts of the world than their own.

A vigorous effort is being made to obtain a change in the direction of the N. Y. Central Railroad, against which serious charges are made in some of the leading journals of this city. It will doubtless be a very active canvass on both sides.

The shipping merchants have addressed a serious remonstrance to the Secretary of the Navy, for permitting the rebel cruisers to annihilate our commerce. Mr. Welles replied by telling them he had dispatched thirty vessels after the Tacony which threatened Portland. But it happens the pirate was captured by the individual and private operations of the people of Portland themselves, so that Mr. Welles' defence amounts to nothing. Why does he not send thirty vessels after the Florida and Alabama with equal alacrity. It is not our business to enter into political discussions, but where the subjects of finance, navigation and commerce come up for consideration, we do not mean to keep silence.

It is reported that an extra dividend is to be made by the Galena and Chicago Union Railroad Company, in the form of shares to represent cancelled bonds in the sinking fund; also that the Illinois Central Railroad Company will pay in January a half yearly dividend of four per cent in cash upon all classes of stock, including the dividend scrip issued some years ago in place of the cancelled bonds of the company. The dividend will therefore be upon the following:

Full Paid Shares	$9,782,100
Scrip Shares, $90 each	7,566,210
Dividend Scrip	1,772,270
Total paid-up Capital	$19,120,580

The division on this sum for the whole year at the rate of 8 per cent. is $1,529,646. The net profit of the year will be, from present appearances,

at least, two millions. The Construction mortgage upon the Landed Estate of the Company not yet paid off is

In 7 per cent. Bonds	$11,466,000
In 6 per cent. Bonds	2,959,000
Total	$14,425,000
Interest charge of year	979,160

The cash collected for the interest fund alone from the Land Department this year will reach $750,000, or within $229,100 of the interest charge upon the Land Mortgage. The whole business of the Company for ten months of the year is as follows, showing an increase of 70 per cent. on 1862:

	1863. Jan. 1 to Oct. 31.	1862. Jan. 1 to Oct. 31.
Traffic	$3,671,149 77	$2,713,771 24
Cash collected	1,090,646 68	400,600 79
Sales	1,864,366 18	753,557 00
Total	$6,626,162 63	$3,867,929 03

The Utica and Black River Railroad Company have declared a dividend of two per cent, free of government tax, payable December 1.

The Baltimore and Ohio Railroad Company has decided to aid the Pittsburg and Connellsville road to the extent of one million of dollars.

By telegraph to Ross Dempster & Co., No. 24 Liberty street, dated San Francisco, 13th inst., Mining Stocks were quoted as follows, viz: Ophir, $1,625 per foot; Gould and Curry, $4,650 per foot; Potosi, $1,500 per foot; Savage, $2,825 per foot; Yellow Jacket, $950 per foot; Overman, $400 per foot; Sierra Nevada, $90 per foot; Crown Point, $1,000 per foot; Best and Belcher, $600 asked, $500 offered; Grass Valley, $70 per foot. Market for some stocks active, with considerable sales.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 108¼; Georgia 6s, 71; North Carolina 6s, 59; Mariposa Mining Co., 1st mort., 101½; Peninsular R. R., 40; Detroit, Monroe and Toledo Railroad bonds, 105; Brooklyn City Water Loan, 111; Wyoming Valley Coal Co., 84; Bucks Co. Lead, 1½; North River Bank, 108; Bank of Commonwealth, 103; Continental Bank, 100; Mer. Ex. Bank, 100; New York Bank, 104; Ocean Bank, 93; Bank of Commerce, 105; Manhattan Bank, 140; Citizens Bank, 107.

Philadelphia.—Huntington and Broad Top 1st mort., 100; Camden and Atlantic 12; Ph., Wil. and Balt., 67½; West Chester, 10½; West Philadelphia, (Passenger,) 69½; 17th and 19th streets, 11¾; Girard College, 27; 5th and 6th streets, 58; Pennsylvania 6s, reg., 107⅛; Germantown, Gas, 51½; Northern Liberty Gas, 30; Penn Mining, 3⅛; Big Mountain, 4¾; Locust Mountain, 31⅜; Green Mountain, 6; Bohemian Mining Co., 8½; N. Y. and Mid. Coal, 3; Union Canal, 2; Reliance Ins. Co., 62½; City Bank, 52½; Farmers and Mechanics Bank, 60; Western Bank, 64; Commercial Bank, 52; Mechanics Bank, 28. The latest quotations are: City 6s, 103¼@104; do., new, 108@108½; State 5s, 99⅜@100; Reading, 61¾@61⅞; do., 6s, 1870, 106@107; do., 1886, 123@125; Camden and Amboy, 170¼@173; Pennsylvania R. R. 71½@71¾; do., 1st mort., 109; do., 2d mort., 105½@106½; Little Schuylkill R. R., 52@52¼; Morris Canal, 78@75; do., pref., 138@139; Susquehanna Canal, 16@17; do., 6s, 64@66; Sch. Nav., 19½@20; do., pref., 34⅞@35; do., 6s, 1882, 90½@91; Union Canal bonds, 26¼@26½; Delaware Div. Canal, 40; do., bonds, 103; Elmira and Williamsport, 35½@38; do., pref., 54@55; do., 7s, 1873, 109@110½; Beaver Meadow, 77½@78; Harrisburg, 71@72; Long Island R. R., 42@44; Lehigh Coal and Navigation, 61¼@62; do., scrip, 49½@50; North Pennsylvania, 23¼@24⅜; do., 6s, 95@96; do., 10s, 120@123; Philadelphia and Erie, 30¾@31; do., 6s, 104@104½; Minehill, 61½@62; Catawissa, 10@10⅜; do., pref., 30¾@31; Lehigh Valley, 83; do., bonds, 108; Frankfort and Southwark (horse,) 58@60; Second and Third, 84½@85; Race and Vine, 15@15½; West Philadelphia, 69½; Spruce and Pine, 14¼@14¾; Green and Coates, 45½@46½; Chestnut and Walnut, 58; Arch, 26@27; Thirteenth and Fifteenth, 30@35; Seventeenth and Nineteenth, 11½@11¾; Girard College, 26½@27; Tenth and Eleventh, 47; Norristown, 59@59⅝; Lombard and South, 16@22; Ridge Avenue, 20@21.

Boston.—New York and Boston Air Line, 20; do., 6s, 65; Northern (Ogdensburg), 1st mort., 99½; do., 2d mort., 24¾; Rutland and Burlington 1st mort., 65; do., 2d mort., 18; do., 3d mort., 3; Michigan Central 8s, 1882, 123; Vermont Central, 75c.; do., 1st mort., 80; do., 2d mort., 18; Connecticut and Passumpsic Rivers R. R. R. pref., 51; Worcester and Nashua, 83¾; South Shore, 16; do., 6s, 97¼. Mad River and Lake Erie R. R. 7s, 1866, 62¾; Essex R. R. 6s, 93; Sullivan R. R. 1st mort., 40; Malden and Melrose 25; Boston and Newport Steamboat Co., 1045@1050; Massachusetts 6s, 1875, 120@121; Vermont 6s, 1874, 106½; Rhode Island 6s, 1882, 108; Maine 6s, 1880, 106½; Fall River 5s, 1878, 102; Franklin Coal Co., (Lykens Valley), 114¼; St. Mary's Mineral Land Co., 45¼; Merchants and Miners' Transp. Co., 75; Union Steamship, 150; Washington Mills, 190; Portsmouth Steam Factory, 65; Boston Water Power Co., 45¼; Cary Imp. Co., 10¾; East Boston Co., 13⅜; East Boston Ferry 20; Waverly Co., 2¼; Boston Gas, 848½; East Boston Gas, 29; Malden and Melrose Gas Co., 70¾; Chelsea, Gas, 100; Norwich Arms Co., 95½; Boston Music Hall, 39; Boston Athenaeum, 82; Equitable Safety Ins. scrip, 48¾; Salem and Danvers Aqueduct, 111; Lorberry Coal, 70; Globe Bank, 125@129; Exchange Bank, 117; New England Bank, 116¼; Merchants' Bank, 98⅞; Bank of Commerce, 101¼; Bank of North America, 100½; Blackstone Bank 106; Boston Bank, 69¾; Howard Bank, 109¾; Suffolk Bank, 147; Webster Bank, 104¼; Eliot Bank 101; Hide and Leather Bank, 104; Continental Bank, 97¼; Maverick Bank, 93; Market Bank, 72½; Fanuel Hall Bank, 122¼; Merrimack Bank, Haverhill, 72; Acton Mining Co., 3⅞; Acton Vale, 95c.; Ascot, '20; Albany and Boston, 14; Algomah, 2⅞; Bedford, 90c.; Black River, 60c.; Bay State, 19½; Copper Falls, 32; Columbian, 9⅞; Canada, 1½; Dacotah, 5¾; Dana, 5⅛; Dudley, 4⅞; Eagle River, 7¾; Great Western, 4½; Hanover, 5¼; Hancock, 14; Huron, 35½; Highland, 6; Mandan, 3⅓; Mesnard, 14½; Madison, 7¼; North Cliff, 6¾; Norwich, 7; Naumkeag, 8; New England, 3; North Western, 10⅛; Ottawa, 48c.; Phœnix, 27; Pontiac, 8; Petherick, 6¼; St. Flavian, 2; Sutton, 1; Superior, 11½; Star, 7⅛; South Side, 6¼; St. Mary's, 11¼; Toltec, 4⅜; Tremont, 5⅛; Wickham, 87½c.

Baltimore.—N. W. Va. 1st mort., 105¼; Santa Clara Mining Co., 7⅞; Springfield Mining. Co., 2.15; George's Creek, 70; Bank of Baltimore, 101½; Mechanics Bank, 19⅛. The latest quotations are: Balt. and Ohio, 93¾@94½; do., 6s, 1867, 103¾; do., 1875, 107; do., 1880, 106½; do., 1885, 105; Northern Central, 43@44; do., bonds, 1885, 104½; N. W. Va., 12; do., 1st mort., 105¼@106; do., 2d mort., 103; do., 3d mort., 24@25; do., do., guar., 103; Central Ohio 2d mort., 104; do., 3d mort., 70; do., 4th mort., 42@55; do., income 1857–'60, 29; Western Md. bonds, 81½@83; do., guar., 106½; Maryland 6s, coupon, 1870, 110½@112¼; do., Ins., 110½; do., 1890, 115; Baltimore 6s, 1870, 107; do., 1875, 107¾@108; do., 1886, 106½; do., 1890, 109@109½; do., coupon, 108½@109; do., 5s, 1888–'70, 98; City Passenger R. R., 17½@18¾.

Baltimore and Cuba Smelting and Mining Company.

This company has recently purchased the works of the Baltimore Copper Smelting Co. at Canton, in Baltimore Harbor, and now work both their own works at Locust Point and the works at Canton, turning out large quantities of superior Ingot Copper. The capital was increased in May, 1863, from $300,000 to $400,000, and is now to be further increased to $500,000, in shares of $100 each. The new stock is to be distributed pro rata among the present stockholders, and is worth 30@40 per ct. premium. A dividend of 25 per ct. in cash was paid in May last, and now 12½ per cent. in cash has just been declared for the 6 months ending 1st November, 1863. Under the able management of the President, Clinton Levering, Esq., the affairs of this company have assumed great prosperity, and its prospects are bright for the future. The company is entirely free from debt.

River Route Railroad into the Oil Region.

Samuel M. Lawrence, Chief Engineer of the Warren and Tidioute Railroad Company, has made a report on his survey of a route down the valley of the Alleghany river, from Irvine to Franklin, a distance of fifty-eight miles. The report says:

"The line of survey, starting from a point on the Philadelphia and Erie Railroad, about 600 feet west of Irvine (six miles west of Warren, in Warren Co., Pa.,) traverses the extensive Irvine flats for a distance of about two miles, then following the Alleghany river, on the west side, occasionally encountering bluffs—which are by no means serious; but the line generally remains on the river flats—on which the construction of the road, *in ordinary times*, would be comparatively trifling."

McGregor Western Railway.

The track of this railway is now laid five miles out from McGregor, and further operations will be suspended for two or three weeks until the rock cut at that point is opened, when track laying will be resumed with vigor. It is expected to open the road to Monona about the 15th of December.

Cross Town Railroad.

Cars have commenced running on the "Cross Town" Railroad. The principal streets through which they pass from the west side of the city are as follows: Along Thirty-fourth street to Broadway; down that thoroughfare to Twenty-third street; through Twenty-third to Fourth avenue; then to Fourteenth street, and through it to the east side of the city. In Fourth avenue

there are now four railroads. The cars of the "Cross Town" line are painted green, and attract much attention.

UNION
STEAM AND WATER
HEATING COMPANY,
FOR WARMING AND VENTILATING
PUBLIC BUILDINGS, PRIVATE RESIDENCES, GRAPERIES, GREENHOUSES, ETC.,
UNDER GOLD'S IMPROVED PATENTS.

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T. F. BRINSMADE, Agent.

BRASS SWITCH LOCKS,
MARKED with initials of Road, with chains and keys. EXTRA LOCKS AND KEYS—when ordering Locks and Keys to match others, enclose key in letter.
WILLIAMS & PAGE,
67 Water street,
BOSTON.

$2,000,000 LOAN
OF THE COUNTY OF NEW YORK.

SUBSCRIPTIONS are hereby invited to a Loan of Two Million Dollars, authorized by an ordinance of the Board of Supervisors, approved by the Mayor October 31, 1863, entitled "An ordinance for the procurement of Substitutes for drafted soldiers for the armies of the Union, provided the same can be counted and allowed on the quota of the City and County of New York in any future draft."

The proper books for such subscriptions will be opened at the Comptroller's office, on and after TUESDAY, the 17th day of November instant, and remain open until the whole sum shall be taken.

Subscribers will be required to deposit with the County Treasurer, at the Broadway Bank, within five days after entering their subscriptions, the amounts subscribed for by them respectively, and on presenting his receipts for the money to the Comptroller, they will be entitled to receive Bonds of the County for equal amounts, redeemable on or before June 1, 1864, with interest from the date of payment at the rate of six per cent. per annum.

MATTHEW T. BRENNAN, Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, Nov. 16, 1863.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, Nov. 18, 1863.

PROPOSALS FOR $300,000 OF "THE NEW York County Court House Stock."—Sealed proposals will be received at the Comptroller's Office until SATURDAY, Nov. 28, 1863, until 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of three hundred thousand dollars of "The New York County Court House Stock," authorized by chap. 167, of the Laws of 1862, and by an ordinance of the Board of Supervisors approved by the Mayor, April 18, 1862.

The said stock is to provide means to continue the construction of the new Court House on Chambers street. It will bear interest at the rate of six per cent. per annum, payable half yearly on the first days of May and November, and the principal will be redeemable in successive annual instalments of one hundred thousand dollars each, commencing with the first day of November, A. D., 1875.

The proposals will state the amount of stock desired, and the price per one hundred dollars thereof; and the persons whose proposals are accepted will be required to deposit with the Country Treasurer, within five days after the opening of the bids, the sums awarded to them respectively.

On presenting to the Comptroller the receipts of the Country Treasurer for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the stock, bearing interest from the dates of payment.

Each proposition should be sealed, and indorsed. "Proposals for New-York County Court-House Stock." and inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if considered necessary to protect or promote the interests of the county. MATTHEW T. BRENNAN.
Comptroller.

SCHUCHARDT & GEBHARD,
Bankers, No. 21 Nassau st., offer for sale:
ATLANTIC & GREAT WESTERN 7 per cent First Mortgage Bonds (Ohio section), due 1876.
SACRAMENTO VALLEY R. R. Co. First Mortgage 10 per ct Bonds; this Company pays the Coupons in Gold.
CHICAGO & MILWAUKEE RAILROAD CO. First Mortgage 7 per cent Bonds, due 1898. 4t44

Long's Valve Seat Planers.
TWO of these useful Machines with hand and power attachment for sale by
WILLIAMS & PAGE,
BOSTON.
PRICE $150 each. 3m47

ALEXANDER'S
ROOFING
CEMENT-PAINT
FOR
Railway & Steamboat Co's,
BUILDERS and BUILDINGS generally.

THIS PAINT is warranted not to Crack or Scale either on Wood, Iron, Tin, or Canvass.
The ingredients in its composition are all of a preserving and protective nature. This Paint is now extensively used by Railway Companies and pronounced much cheaper, more durable and satisfactory than what was previously used. It is 2-5ths heavier in body than any other Paint.
Give this Paint a trial, and if not found as represented no charge will be made for it.
Send for descriptive circular and references.
W. G. PERKINS, Gen'l Ag't,
271 Broadway,
NEW YORK.

NEW ENGLAND
MUTUAL LIFE
INSURANCE CO.
CASH ACCUMULATION, $2,500,000.
Clear Surplus, $1,250,000.
WILLARD PHILLIPS, Pres. B. F. STEVENS, Sec.
DIRECTORS.
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Charles Hubbard, Homer Bartlett.
The oldest and most reliable wholly Mutual Company in the United States, established in Boston 1843, and uniformly successful. DIVIDENDS paid in cash. Send for documents—supplied gratis.
JOHN HOPPER, Agent,
110 Broadway, cor. Pine st

The Mercantile Mutual
INSURANCE
COMPANY,
No. 35 WALL ST., NEW YORK.
INCORPORATED, APRIL, 1843.
ASSETS OVER $1,250,000.

MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.
Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.
Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.
The risk of war covered at the lowest current rates.
ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

SAFEST AND CHEAPEST SYSTEM OF INSURANCE.
Scrip Dividend for 1861 .....60 per cent.
Scrip Dividend for 1862 .....60 per cent.
Washington Insurance Co.,
172 Broadway, cor. Maiden Lane.
Assets Feb. 1, 1863 ..... $528,521 51
Contingent Liabilities 5,000 00
Cash Capital and Surplus..... $523,521 51
INSURES Buildings, Merchandise, Furniture, Rents, Leases Cargoes and other Insurable property, against loss or damage by Fire, and INLAND MARINE RISKS, on the Lakes, Rivers and Canals.
Three-fourths of the Profits divided annually to the Insured without their incurring any liability whatever.
GEORGE C. SATTERLEE, Pres't.
HENRY WESTON, Vice-Pres't.
WM. K. LOTHROP, Secretary.

OFFICE OF THE
COLUMBIAN (MARINE)
INSURANCE
COMPANY,
Corner of WALL and NASSAU Streets.
CASH CAPITAL.....$1,000,000
Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.
LOSSES PAID IN GOLD
Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:
1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.
2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.
3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.
Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.
B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

I. KENDRICK,
No. 125 WALNUT ST., PHILADELPHIA,
AGENT OF THE
UNION COAL & OIL CO.
OF MAYSVILLE, KY.,
FOR THE SALE OF THEIR
Paraffine Lubricating Oil,
FOR ALL CLASSES OF
STATIONARY MACHINERY, LOCOMOTIVE ENGINES, RAILROAD CARS, COTTON SPINDLES, SEWING MACHINES AND WOOLEN FACTORIES.
ALSO,
MAYSVILLE COAL OIL
FOR BURNING,
PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND
ROLLING MILL GREASE.
FROM PURE CANNEL COAL.
P. S.—All Oils warranted to answer the purpose represented.
☞ Particular attention given to orders for shipment in cans or barrels.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.

March 1863.

CALIFORNIA AND NEVADA

MINING STOCKS.

THE undersigned will buy and sell on commission, through their San Francisco House, all Stocks pertaining to the Pacific Coast. Orders promptly filled.

Quotations by telegraph furnished to parties desiring them.

ROSS, DEMPSTER & CO.,
No. 24 Liberty st., New York.

6m44

SMITH'S

Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS,** and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 23 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

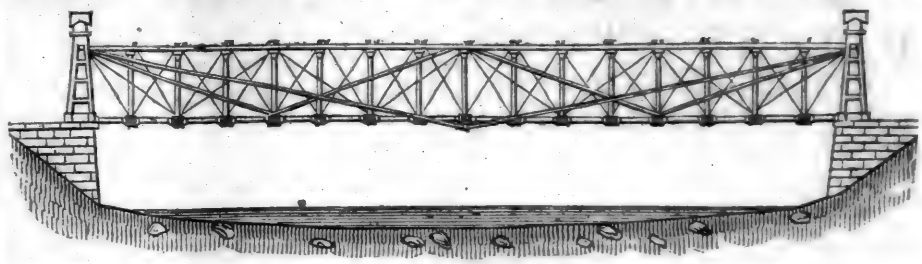
I remain, very truly yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$16 75
One-sixth waste of gas	3 11
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **21 Nassau st.,** or by addressing

CHAS. W. WELSH,
Secretary.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

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CIVIL, MINING AND MECHANICAL ENGINEERS,

No. 229 BROADWAY, NEW YORK,

AGENCY, No. 68 BALTIMORE STREET, BALTIMORE, MD.

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MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS AND GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR AND WOOL FELTING.

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CONTINENTAL BANK BUILDING,

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COMMISSION MERCHANTS,

AGENTS FOR SALE OF

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AND

EQUIPMENTS,

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AMERICAN STEEL,

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THIS pure Black Paint is superior to all other Black Roofing Cements, Mastics and Patent Roofings now in use; and, for the last ten years, the genuine has been used in twenty-four States of the Union, and is now a fixed institution for the following purposes:—

THE PAINTING OF TIN, SHEET IRON, COPPER OR ZINC ROOFS, GALVANIZED IRON, BRIDGES,

LOCOMOTIVE

AND STEAMBOAT SMOKE PIPES,

And all IRON WORK requiring a PERFECTLY PURE GLOSSY BLACK, exposed to weather and fire.

It has been in general use in England for the last ten years, for the protection of Vessels' Bottoms from the water and the worm, for which it is particularly well adapted. For sale by the barrel or gallon.

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PROPRIETOR,
Depot, 979 Third Avenue, New York.
All Orders promptly attended to. Best City References given.

Central Transportation Co.

THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of

WOODRUFF'S, KNIGHT'S, MYERS'

AND OTHER PATENTS FOR

SEATS AND COUCHES IN SLEEPING CARS,

would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their

SLEEPING CARS,

and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.

The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, **No. 1347 Brown st., PHILADELPHIA,** will receive immediate attention.

Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above,

O. W. CHILDS, President.

KING'S NOTES ON STEAM LESSONS AND Practical Notes on Steam. The Steam Engine, Propellers, etc., etc., for young Marine Engineers, Students, and others. By the late W. R. King, U. S. N. Revised by Chief Engineer J. W. King, U. S. Navy. Fourth Edition, enlarged and improved.

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In one volume octavo, with illustrations, price $3. Copies sent free by mail on receipt of price. Published by D. VAN NOSTRAND, 192 Broadway, New York.

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ESTABLISHED 1842.

DURING the past twenty years, Messrs. MUNN & Co., in connection with the publication of the WEEKLY ILLUSTRATED SCIENTIFIC AMERICAN, (the only paper devoted to the Mechanic Arts in the country,) have acted as Attorneys for procuring letters patent in the United States and all foreign countries.

They would state that they have acted, during this period, as agents for more than

TWENTY THOUSAND INVENTORS;

In fact, they have become identified with the whole brotherhood of inventors and patentees, at home and abroad. Thousands of inventors for whom they have taken patents have addressed to them most flattering testimonials; and the wealth that has inured to the inventors whose patents were secured through their office, and afterward illustrated in the SCIENTIFIC AMERICAN, would amount to many millions of dollars!

Messrs. MUNN & Co. are prepared to attend to patent business of all kinds, in the quickest time and on the most liberal terms.

For further information, send for a pamphlet which contains the Patent Laws of the United States, and much other valuable information of importance to inventors and all others who own patent property. Also pamphlets of information furnished regarding the Patent Laws of all foreign countries.

For further particulars address

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RAILROAD IRON.

800 TONS 50 lbs. Welsh Rails in port. For sale by
PERKINS & LIVINGSTON,
Nov. 18, 1863. 47tf

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THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

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2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by
PERKINS & LIVINGSTON,
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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

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1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
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THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
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THIS Company is now prepared to deliver, in quantities of 2,000 to 20,000 tons monthly, the very superior **IRON ORE** produced at its Mines in the town of COPAKE, Columbia County, N. Y.

The **COPAKE ORE** is a Hematite of the best quality known in the country, and has been extensively used by Iron Manufacturers for many years.

Applications will be received at the office of the Company, **No. 7 Nassau st.**, over the Continental Bank, New York. Communications by Mail may be addressed to **CHARLES H. MILLS, President.** 6m42

REMINGTON VERNAM,
Late of firm of HOYT & CO.,
STOCK & BOND BROKER,
59 EXCHANGE PLACE,
Cor. Broad Street,
NEW YORK.

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.
STOCKS and BONDS,
GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

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Interest will be credited to our depositors on their daily balances on the 1st January and July, at the rate of **three per cent.** per annum.

Particular attention will be given to Collections on all accessible points in the United States and Canada, on the most favorable terms.

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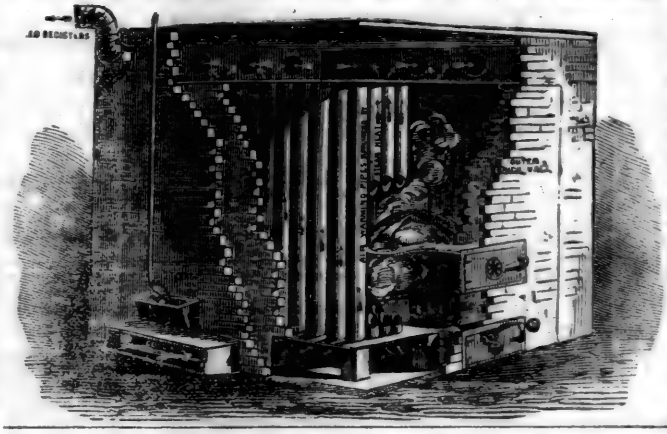
The Light is very strong and brilliant, requiring no reflectors, and **lighting up** the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

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THIS HEATER HAVING BEEN THOROUGHLY TESTED, has proved to be the MOST PERFECT WARMING APPARATUS IN USE. Parties having them in use, and to whom reference can be given, give them the highest recommendations.

Those requiring a SAFE AND PERFECTLY EFFICIENT APPARATUS FOR WARMING PURPOSES, are invited to call and examine before purchasing elsewhere.

Personal attention given in erecting the same, and a guarantee given for their successful operation.

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THUMB TACKS in Brass and German Silver, different sizes and qualities.
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FRENCH PROPORTIONAL DIVIDERS.
ENGLISH MATHEMATICAL INSTRUMENTS, in Fish Skin, and Mahogany Cases
FRENCH MATHEMATICAL INSTRUMENTS, in Brass, Double Gilt, and German Silver, from $2 to $75 per Case
CHESTERMAN'S ENGLISH TAPE LINES 50, 60, 70, 80, and 100 feet, in tenths and links.

KRUPP'S PATENT CAST STEEL.

RAILWAY TIRES

MANUFACTURED BY

FRIED. KRUPP,

ESSEN, RHENISH PRUSSIA.

These Celebrated Tires are made WITHOUT A WELD. Over 70,000 of them HAVE BEEN SUPPLIED.

By their extreme durability they are more economical than any others, being cheaper at their cost than Iron ones gratis.

THESE TIRES have been furnished to the following American Railways: Erie; Hudson River; Camden and Amboy; Housatonic; Naugatuck; New Haven; Chicago, Burlington and Quincy; Quincy and Toledo; Ohio and Mississippi; Beaver Meadow; Central Georgia; Don Pedro 2nd (Brazil); Grand Trunk, Great Western (Canada); European and North American (N. B); Cleveland and Mahoning; Cleveland, Painesville and Ashtabula.

STEAMBOAT SHAFTS. KRUPP'S CAST STEEL RAILWAY AXLES. ANCHOR FLUKES.

CITY RAILWAY COMBINATION WHEELS AND AXLES.

PROPELLER BLADES, ETC., ETC., ETC.

They wear equally and are free from lamination.

They are not liable to fracture and are unaffected by extreme cold.

LAP-WELDED IRON BOILER TUBES.

TUBE EXPANDERS. TUBE BRUSHES. THREE-CUTTER DRILLS.

Glass-Enamelled Iron Water Pipe, Steel Tubes, etc., etc.

They have received the highest approval from all RAILWAY COMPANIES that have them in service.

THOMAS PROSSER & SON,

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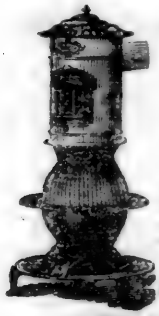
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SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

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Nos. 239 and 241 Water street, New York.

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO., ALBANY, November 2, 1863.

THE annual election for Directors of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the ninth,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS,
Secretary.

5t45

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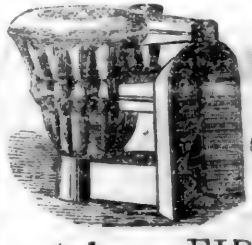
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FIRE PLACE

HEATERS,

FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR

Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,

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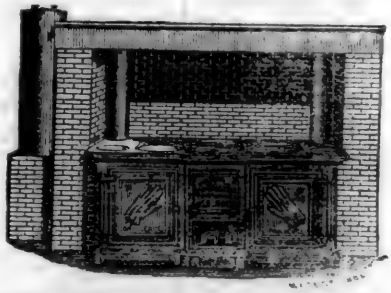
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TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., **312 Broadway, corner of Fulton st.**

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May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

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239 and 241 Water st., N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, November 28, 1863.

Report of the Commissioner of Agriculture.

By an act of Congress, passed May 15, 1862, a Department of Agriculture was established in Washington, "the general designs and duties of which" were to diffuse among the people of the United States, "useful information connected with Agriculture in the most general and comprehensive sense of that word, and to procure, propagate and distribute among the people new and valuable seeds and plants." It was made the duty of the head of the department, styled the Commissioner of Agriculture, to acquire and preserve all information concerning agriculture to be acquired by means of books and correspondence, and by practical and scientific experiments, of which he was to keep records; by the collection of statistics; to collect and distribute new and valuable seeds and plants, to test their value by actual propagation, and to distribute them gratuitously among agriculturists. These duties have been faithfully performed by Isaac Newton, Esq., the Commissioner, and many important results have attended his efforts. We have before us his official report for the year 1862, of which in all, one hundred and twenty thousand copies have been printed for distribution, through members of Congress, and directly from his own office.

There is no country in the world where its Government has done as much as ours for the diffusion of useful knowledge; we excel any of them in the number of our Exploring Expeditions; and we have also in the Smithsonian Institution a most valuable auxiliary of our system of improvement. And though we owe this last to the generosity of a foreigner, the fact that he endowed it in a princely manner is proof that he preferred entrusting his funds to secure the great interests of humanity, to the Government of the United States rather than to his own, and that he appreciated the spirit and intentions of our Republican system.

The report of Mr. Newton introductory to the volume is full of interesting historical facts. He recalls to our notice the circumstance that as late as 1784, our countrymen had been unable to make much progress in tilling the soil, and that General Washington was extremely anxious that a radical change should take place in our agricultural system, if we can be said to have had any.

The cast iron plough, first constructed in New Jersey, in 1797, did much to break up our long neglected fields, and from that time to the present, the improvement has been constant in the construction of the implements of husbandry. The American spade, axe, hoe, hay fork, reapers, drills, threshing machines and other such contrivances are superior to any others known or in use. The inventive genius of our people in this as in most other practical improvements, is without rivalry, and the consequences are seen and felt in the rapid culture of our new states and territories, and the almost fabulous productions of our roots and cereals. The United States furnished Great Britain in 1861 with 38,361,671 bushels of wheat or 40 per cent of all it imported, and of Indian Corn 11,705,034 bushels or 57 per cent of all it imported. The report recalls to public attention the opinions of the late Jesse Buel of this State, on the subject of a great national department of agriculture, which coming from such a source will always be entitled to the consideration of our National Legislatures. It appears that up to January 1863 the Commissioner had distributed throughout the Union 306,304 packages of seeds and cereals, besides a large quantity of choice cotton and tobacco seeds, cuttings, bulbs and plants. Of the former, a considerable number were especially sent to California through the medium of the Journal office, and to the United States of Colombia by its Consul in this city. We hear from both these places, that an experiment has been made in the culture of the articles, which promises success. Particular attention has been paid to the extension of the Alanthus, as a source of food to the silk worm; to the cottonizing of flax, the introduction of the Alpacca, as offering a superior article of wool, and of the opium poppy, always a valuable article of commerce, the cultivation of which was strongly recommended in the JOURNAL the last year, for the Pacific coast as a new article of export thence to China.

The volume before us contains many valuable articles, which relate intimately to our commerce, foreign and domestic.

That on the wheat plant from the pen of Mr. Lewis Bollman of Indiana is a valuable contribution to agriculture, and should be read by every grower of this cereal; so those from the same author on cotton and tobacco, which are being largely raised in States new to the culture; and on sorghum, a most valuable product of the West.

An article on American Wild Flowers, by Mr. Thomas Gardner, is exceedingly interesting both to scientific men and amateurs. It is not generally known that these are much sought for abroad, and are carefully cultivated in the finest British Conservatories, nor that until within a few years back, there were continually sent from Europe professional Botanists for the purpose of obtaining them, who made large sums by the sale of our seeds, bulbs and cuttings.

We also find in this volume, very accurate and useful descriptions, embellished with drawings of the most noted and excellent varieties of the apple and pear, worthy of the particular attention of our nurserymen and farmers.

Mr. G. W. Campbell furnishes an article of great importance on the grape, and its improvement by hybridizing, cross breeding and seedlings. It is now a conceded fact that ours is to be a great vine producing country, and will, in not many years

compete successfully in this respect with France and Germany. The manufacture of wine and brandy is going on in California, on a large scale; and Ohio, through the example of the late Mr. Longworth, has also extensively engaged in the culture of the vine and the preparing of its products as a beverage. From both these States, the samples are of extraordinary richness and flavor.

The articles on sheep husbandry, (illustrated) stall fed cattle, the horse, and poultry are all of importance ;and that on Entomology, in its relations to the vegetable productions of the soil by Mr. S. L. Bathyon, of Lancester, Penn., shows how useful science when practically applied, is in preserving them from decay and destruction. There are drawings of the most curious of these insects, which accompany the text.

Farm implements, the health of farmers' families, Coal oil, the Vermont marbles, the preservation of food, a scientific report of Mr. C. M. Wetherill, Chemist of the department; also that of Mr. W. Sanders, the Superintendent of the Experimental Garden, and some reports and tables of agricultural statistics of the States, and California in particular, conclude the volume, which is of very great value, not only for its facts, but the lucid treatment which they receive at the hands of the contributors.

As the JOURNAL, though its speciality is that of Railways, nevertheless devotes much of its space to subjects of finance and navigation, we deem this subject of agriculture in its various ramifications so closely connected with them, that we need make no apology for the insertion of this article. In the words of Mr. Newton, "agriculture furnishes the food of the nation, the raw materials of manufactures, and the cargoes of foreign and domestic commerce. When agriculture prospers, all other interests prosper, when this fails, depression, panic and ruin ensue."

And we may add that but for our agricultural products our great Railway system could neither have been inaugurated, or carried to its present enormous extent, have been in such constant activity, or realised such profits to the enterprising men that have constructed them.

Rutland and Burlington Railroad.

We learn from the Montpelier *Freeman* that Chancellor Barrett has refused the petition of the trustees of the first mortgage bondholders of the Rutland and Burlington Railroad to take the road out of the hands of the trustees of the second mortgage bondholders and give it to them, or to appoint receivers until the suit for the foreclosure of the first mortgage is decided.

Trains from New York to Washington Direct.

For the first time, on Monday, 23d inst., a train of passenger cars from New York passed through Philadelphia direct to Washington, and also a train from Washington to New York. The trains from New York pass over the Philadelphia and Trenton Railroad until they connect with the Richmond branch of the Reading Railroad, and and thence across and down the banks of the Schuylkill to the Junction Railroad, and over that until it connects with the Pennsylvania Railroad, and by this means reaches the Baltimore road. This is the ronte which the property owners along the line of the proposed connecting road desire the Philadelphia and Trenton road to adopt. For the present, there will be two through trains daily passing over this route. Before the first of January all the trains, both freight and passenger, are expected to run between New York and Washington without any change whatever, using locomotive power, by the Junction railroad.

Oswego and Rome Railroad.

This enterprise is progressing favorably. Those having the work in charge are laboring energetically, and we understand that four miles of the grading at the terminus will be completed in a few days, while within two miles of our city four hundred men are busily engaged in "casting up a *rail*-way." The road will be finished on time, judging from the progress already made.—*Oswego Times.*

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 16th inst. Hon. John P. Kennedy was called to preside, and Mr. J. I. Atkinson was appointed Secretary.

On the organization of the meeting, John W. Garrett, Esq., the President of the company, explained briefly the causes which had led to the delays in furnishing the Annual Reports. The Report for 1861 (being the Thirty-fifth Annual Report,) was then presented by the President. It is as follows:

OFFICE OF THE BALTIMORE AND OHIO RAILROAD COMPANY, Oct. 1st, 1863.

At the annual meeting of the stockholders of the Baltimore and Ohio Railroad Company, held in Baltimore on the 18th of November, 1861, the President and Directors submitted the following statement:

"OFFICE OF THE BALTIMORE AND OHIO R. R. Co., Baltimore, Oct. 1, 1861.

"The charter of the Baltimore and Ohio Railroad Company makes it the duty of the President and Directors to exhibit to the Regular Annual Meetings of the stockholders a clear and distinct statement of its affairs for the preceding year.

"In accordance with this requirement, annual reports have, heretofore, been uniformly submitted. On this occasion, however, the President and Directors find it impossible to accomplish the usual course; and—in view of the condition of the road, and the circumstances affecting the entire business of the company, which are too well-known to require recapitulation—are obliged to postpone the accustomed statement. Whilst the delay has become a necessity, from the destruction of the bridges and much other property of the company, especially from Harper's Ferry to Cumberland, and the consequent cessation of the use of the Main Stem between those points, it is hoped that, at an early period, the entire line can be reopened. So soon as this highly important result can be achieved, the masters of transportation of road, and of machinery, will proceed to obtain the requisite data, to ascertain accurately the extent of damages, the state of the supplies of the road, and of the machinery, in order to prepare the reports of their respective departments.

"To meet promptly the unprecedented crisis, and the difficulties by which it has been surrounded, vigorous and continued efforts have been made by the most careful and economical system, in every branch of its affairs, to protect and promote the interests of the company.

"Full preparation is also being made to restore our great artery for effective service at the earliest practicable moment.

"It is gratifying and proper to inform the stockholders that the first six months of the fiscal year presented a large and profitable traffic, and that, notwithstanding the interruption of its business, the immense destruction of its property, and the grave and varied embarrassments complicating the management, the Board have been able to meet all the engagements of the company, and expect to continue to maintain its credit and financial position at that high and reliable standard, so important to all the great interests involved. The full report of the affairs of the company, for the fiscal year, will be furnished as early as the requisite statistics shall be obtained——"

The hope then expressed that at an early period the entire line would be re-opened was not realized. General possession was taken by the confederate forces on May 28th, 1861, of more than one hundred miles of the Main Stem, embracing chiefly the region between the Point of Rocks and Cumberland. Occasional movements were also made, accompanied by considerable destruction upon the roads between Cumberland and Wheeling, and Grafton and Parkersburg, during this fiscal year.

The protection of the Government was not restored throughout the line until March, 1862, when the reconstruction was pressed with great energy, and the road re-opened on the 29th of that month.

During this period the destruction of the property, bridges, and tracks of the company was of the most extensive and serious character.

The large and costly machine shops and engine houses at Martinsburg were greatly damaged, fourteen locomotives and tenders, and a large number of cars, much machinery from the shops, and portions of nine additional engines were taken from the road and transported by animal power over turnpikes to Southern railways, and thus entirely lost to the company.

Forty-two locomotives and tenders, 386 cars, chiefly coal, twenty-three bridges, (including three between Cumberland and Wheeling, three on the Northwestern Virginia road, and the great bridge at Harper's Ferry,) embracing one hundred and twenty-seven spans, and a total length of 4,713 feet, were also destroyed or damaged to a great extent, by fire, and numerous engines and cars were thrown into the Potomac, the Opequon and other streams. Thirty-six and a half miles of track were torn up, and the iron and track fixtures removed for use on Southern roads. The lines of telegraph for one hundred and two miles, two water stations, and much other valuable property, were also destroyed.

When this information was ultimately obtained, the unadjusted condition of the accounts of the company with the Government further postponed the preparation of the annual reports. During the past month the terms of settlement for the general services of the company have been decided upon, and the President and Directors are therefore enabled to present the requisite statements and to prepare the reports for the past fiscal years.

Under the extremely difficult and adverse circumstances connected with the management, the system of economy and thorough supervision of the expenditures of the company have again produced results fully as favorable as could have been anticipated.

The Board, therefore, present the accompanying reports from the Treasury, Transportation, Road and Machinery Departments, with satisfaction.

I.—OF THE MAIN STEM.

The liabilities and assets of the company are shown in the Treasurer's Statement A. The Revenue and Working Expenses are exhibited in Statement B.

The gross earnings of the Main Stem have been $3,211,425 70, showing a decrease of $710,777 24, compared with the preceding year, and of $407,192 75, with the fiscal year of 1859.

The expenses of keeping the road and machinery in repair have amounted to $1,891,094 91, being 48.31 per cent. upon the earnings, exhibiting an increase of 2.10 per cent., compared with the previous year, and a decrease of 8.25 per cent., compared with the fiscat year of 1859.

The following analytic statement is presented, in order to furnish particulars of earnings and expenses, in comparison with the two preceding years:

Main Stem.—Comparative statement of the earnings and expenses for the fiscal years 1859, 1860, and 1861:

	1859.	1860.	1861.
Earnings	$3,618,618 45	$3,922,202 94	$3,211,425 70
General expenses	28,481 65	32,730 08	20,743 49
Losses by accidents, &c.	7,644 71	4,766 81	6,790 99
Expenses of Transp'n.	533,487 03	480,467 26	416,837 97
Repairs of railway	346,206 58	418,520 19	465,074 19
Repairs of water stat'n.	7,249 99	5,087 64	3,918 16
Repairs of depots	18 547 08	26,431 69	26,964 86
Repairs of bridges	18,588 38	30,522 19	42,612 53
Repairs of telegraph	2,377 70	2,798 75	2,595 73
Repairs of stationary machinery	24,543 84	25,809 37	17,456 01
Watching cuts	30,765 59	29,421 80	22,819 90
Watching tunnels	1,443 15	1,632 60	1,225 80
Watching bridges	6,168 95	6,393 65	7,948 85
Pumping water	9,917 53	6,782 70	7,601 92
Repairs of locomotives	281,458 16	230,794 72	138,005 79
Repairs of dump cars	1,959 16	1,314 63	1,407 90
Repairs of pass'g'r cars	49,308 50	38,088 71	25,691 14
Repairs of burden cars	170,798 64	151,843 31	77,496 38
Cleaning engines & cars	39,661 95	32,805 25	23,238 00
Contingent expenses of machinery departm't.	3,149 25	3,437 83	1,306 96
Fuel	73,517 36	73,873 17	71,519 26
Preparing fuel and filling tenders	20,802 54	13,087 76	9,929 17
	$1,684,997 84	1,616,615 61	1,391,094 91

It is shown that the earnings, in comparison with the preceding fiscal year, have decreased $710,777 24; and that the working expenses have been reduced $225,520 70, exhibiting a comparative decrease of net profits of the Main Stem of $485,256 54. As compared with the fiscal year 1859—the decrease of earnings being $407,192 75, and of the working expenses $293,902 93—the decrease of net profits amounts to $113,289 82.

Notwithstanding the serious embarrassments of its business and the reduced earnings, the company continued to make its purchases for cash, and maintained itself entirely free from floating debt.

By comparing the financial condition of the company presented at the close of the preceding fiscal year, it will be seen that the following payments were made:

For increase of the sinking funds, exclusively by investments of the current net earnings, viz: The sinking fund for the redemption of the City loan to $763,084 45, being an increase of	$50,238 00
For the redemption of the mortgage debts to $686,055 06, being an increase of	117,500 00
For the redemption of the ground rents at Camden Station, $81,469 93, being an increase of	6,500 00
Aggregate increase of sinking funds	$174,238 09
For rolling power—payment to Ross Winans for locomotives, under contract assumed from the Northwestern Virginia Railroad Company	17,024 00
For additional advances under the agreement, after crediting all earnings received to the Northwestern Virginia Railroad Company for payment of interest, (including $45,000 on the bonds of that company, guaranteed by the City of Baltimore,) and for expenditures in improving the condition of the road, &c.	259,061 61
For semi-annual cash dividend of 3 per cent. on the capital stock, on October 27th	303,387 00
For semi-annual cash dividend of 3 per cent. on the capital stock, on the 16th April last	303,396 00
Exhibiting a total of	$1,057,106 70

The balance of cash in the Treasury on the 30th of September, 1861, was $30,565 20, after deducting $165,000 for payment of interest on the city loan and the bonds of the company, which matured on that date.

The uncollected earnings amounted to $885,176 26, a large portion of which was due from the United States.

Statement C of the Treasurer presents the account of profit and loss.

After charging interest and ground rents for the twelve months, $895,513 09, and crediting the dividends and the rent received for six months from the Washington Branch, the increments of the sinking funds, house rents paid into the treasury, the difference in the amount of materials on hand in the machinery department, and the earnings, less all expenses—the net gain is shown for the fiscal year of $1,178,614 07, being upwards of eleven and a half per cent. on the capital stock.

After all deductions, including semi-annual dividends, paid October 27, 1860, and April 16th, 1861, which amounted to $606,783, the profit and loss account presented a surplus of $4,312,977 43.

In connection with these results, it was requisite that a sufficient amount should be reserved for the restoration of the equipment and property of the company lost and destroyed during the year.

II.—Of the Washington Branch.

The financial condition of the Washington Branch is shown by the statements of the Treasurer, D, E and F.

It will be seen by statement E that the earnings for the year amounted to $438,139 69, exhibiting a decrease of $24,740 75 compared with the previous year.

The partial expenditures charged were $116,415 34, being $56,626 99 less than in 1860, which produced the net sum of $321,724 35, and presented an increased comparative gain of $31,886 24.

The ratio of expenses to earnings, for 1859, was 39.28; for 1860, 37.38; and for 1861, 26.57 per cent.

A semi-annual dividend of 4½ per cent. was paid in October, 1860, and the same in April, 1861.

During the first six months of the fiscal year the accounts of the earnings and expenses were kept upon the same principles as for previous years.

Upon the commencement of the war in April, 1861, the character of the business of the road materially changed. In order to meet the requirements of the Government for prompt and heavy transportation it became necessary to use a large portion of the engines and general equipment of the Main Stem, and the services of its officers and employees.

Under these circumstances a system has been adopted by the Board by which the earnings are equitably divided, upon a basis requiring all the expenses connected with transportation, the use and repair of machinery, and of the shops and stations of the company in Baltimore, to be paid and furnished by the Main Stem, the expenses of the road department alone being charged to this road.

Of the expenditures upon the road, charged during that year, a large sum was for the construction of additional track and sidings, thus adding to the permanent improvement and facilities of the road.

It is satisfactory that, under such serious interruptions, derangement of its business, and the peculiar difficulties to which it was subjected, the Washington Branch has realized this improved net result.

III.—Of the Northwestern Virginia Railroad.

Statement G, of the Treasurer shows that the earnings of this road, for the fiscal year, amounted to $350,531 93, and the working expenses to $309,922 14.

The exhibit is accompanied by the remark that "in consequence of the incomplete condition of this road, considerable sums which, from the difficulty of accurate adjustment, appear in the statement charged as repairs, properly belong to construction," thus explaining the large ratio of working expenses.

The earnings were $81,328 61 greater than for the previous year, whilst the expenses were increased $115,335 49.

The ratio of working expenses to the earnings for 1858, was 102.12; for 1859, 82.55; for 1860, 72 28; and for 1861, 88.41 per cent.

General Remarks.

The aggregate earnings, working expenses and net results of the Main Stem, Washington Branch, and Northwestern Virginia Road for the fiscal year have been, viz:

	Gross Earnings.	Expenses.	Net Earn'gs.
Main Stem	$3,211,425.70	1,391,094 91	1,820,330 79
Washington Br.	438,139.69	116,415.34	321.724.35
N. W. Va. R. R.	350,531.73	309,922.14	40,609.59
Total	$4,000,097.12	$1,817,432.39	$2,182,664.73

During the year five thousand eight hundred and one tons of rail were used, relaying sixty-one and three quarter miles of the Main Stem with new iron. One hundred and fifty-one thousand three hundred and thirty-seven new cross-ties were placed in the track. The condition of all portions of the road in possession of the Company was fully maintained.

The receipts for passengers on the Main Stem, which included the transportation of troops, were $887,159 04, presenting an excess over the preceding year of $189,423 60.

It is remarkable and peculiarly gratifying that although the Company was environed with most unprecedented dangers and difficulties, yet this large and increased transportation was conducted without an accident involving the life of a single passenger.

In closing this report, the Board cannot withhold a special tribute of admiration and regard for the singular courage, skill and fidelity exhibited by the officers and employees of the entire service. Their effective devotion to their duties in the midst of unparalleled losses and perils has enabled the Company to realize relatively satisfactory results, and has elicited universal remark and appreciation. By order of the Board.

John W. Garrett, President.

No other business being presented, the Stockholder meeting adjourned for the purpose of electing Directors to serve for the ensuing twelve months.

Messrs. John P. Kennedy, Wm. J. Albert and Miles White officiated as Judges, and on counting the votes it was found that the following gentlemen were unanimously re-elected by a vote of 27,503 shares:

Johns Hopkins, Samuel W. Smith, Francis Burns, William A. Hack, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, William Heald, Galloway Cheston, William W. Taylor, Samuel Kirby.

At a subsequent meeting of the board of directors, John W. Garrett, Esq., was re-elected President of the company for the ensuing year by an almost unanimous vote.

Michigan Southern and Northern Indiana Railroad.

By the following circular, issued on the 12th inst., it will be seen that important changes have been made in the management of the M. S. & N. I. R. R.:

Toledo, O., Nov. 12, 1863.

Mr. Henry H. Porter is appointed General Superintendent of this Company to enter upon his duties immediately. His office will be in Toledo.

Mr. Charles Paine is appointed Chief Engineer of this Company, to co-operate with the Department of the General Superintendent, and is charged with the duty of maintaining the Works of the Road. He will enter on his duties on December 1st prox., or as soon as he can be relieved from his present position.

The office of the Chief Engineer will be at Toledo.

M. L. Sykes, Jr.,
Vice-President.

Mr. Porter has for several years past occupied the position of General Freight Agent of the Road at Chicago.

Safety Platforms.—Bumpers and Couplings.

We recently called the attention of our readers to an invention of Col. Miller, a practical railroad Engineer of Wisconsin, by which it would appear absolute safety can be secured to passengers in railway trains. In other words, that in case of collisons, running off the track, &c., the trains would neither telescope nor drag each other off. If there be any possible contrivance to provide against these disasters, it should receive the immediate attention of our Eastern Companies. Col. Miller has obligingly sent us the following description of his inventions. They consist of a peculiarly constructed *platform* and *bumper*, and a *coupling* adapted to the platform, and also applicable to ordinary freight cars. The platform is strengthened by a strong iron beam which acts also as the coupler, and has a "stop" or "gate," to prevent accidental uncoupling, the whole so contrived and arranged as to constitute a *neat*, tasty and *artistic*, coupling while its composition and construction are as simple and cheap as the "bumper link and pin" now in use. The following are some of its results:

1st. The cars couple themselves upon coming together.

2nd. They are coupled as close together as desired.

3rd. The train is shortened, bringing the resistance nearer the power.

4th. The cars can be pushed or moved on the yard without coupling, if desired.

5th. They can be attached to cars as now in use, and *coupled with other couplings.*

6th. The couplings are not rights and lefts, but are all exactly alike, and consist of a "*coupling beam*" and "*stop.*"

7th. They admit all the necessary or desirable "Shuck" or motion of the cars, longitudinal, lateral or vertical.

8th. They will not uncouple by jarring or "Schucking," on a rough road provided the cars keep on the track.

9th. They can be uncoupled at full speed, without "slacking" the train, to make a "running switch."

10th. They can be uncoupled easier and quicker standing or running, than any contrivance now in use.

11th. If desired almost all the "Shucking" of the cars may be prevented.

12th. They will support the car body, in case a truck, axle or wheel shall break, and carry the same to the next or any other station or depot.

13th. By a simple and cheap modification, they will uncouple when the car runs off the track, the uncoupling to occur at any stated distance from the track.

14th. They strengthen the platform, and together with its peculiar construction, render the breaking off of the platform almost impossible.

15th. The platform is so constructed as to act also as the "Bumper," and, as the platform cannot be broken off, and the coupling prevent the platform from getting *upon* or *under* each other. "Telescoping" must be impossible.

16th. As the adoption of this invention involves, in some instances, the construction of new platforms, the difficulties caused by the variation in the height of platforms may be remedied.

17th. Passenger car platforms may vary in height from 1 to 5 inches without any inconvenience in bumping or coupling.

18th. Freight cars may vary from 5 to 10 inches in height of bumpers without any inconvenience in coupling or bumping.

RESULTS.

The 1st result is valuable in adverse proportion to the losses in human life and limbs, by going between the cars to couple them.

The 2nd is valuable to passenger trains, as it brings the cars close together, shutting out a large portion of the dust from the track, and rain and cinders from above, and prevents persons from falling between the platforms.

The 3rd is valuable to freight and all other heavy trains, as it enables the engine to draw them with less power, or a greater number of cars with the same power. And particularly a road having steep grades and sharp curves. It will also prevent men upon freight trains from falling between the cars when in motion.

The 4th, 5th, 6th, 7th and 8th are, at least, equal to that of any other coupling now in use.

The 9th, 10th and 11th are great improvements upon the coupling now in use.

The 12th is a valuable improvement, as it prevents long detention by "*breakdowns*" on the track.

The 13th is valuable, as the car that runs off the track may draw others after it unless it is detached.

The 14th is very valuable. In time of imminent peril the safety of the company's property, and the lives entrusted to their care may depend upon the coolness and courage of the Brakemen. "Coolness and courage" are promoted by a sense of safety. The post of the Brakeman is upon the Platform. Make *that* the safest place and you will find him *there* in time of danger.

The 15th is most valuable to Passenger coaches, for, as the bumpers, couplings and platforms are now constructed and used upon all the roads that we have seen, "*Telescoping*," which is the running of one car into another like the joints of a telescope, is almost a sure consequence of a collision or a "run off the track" even at a low rate of speed.

The 16th is calculated to bring all railroad platforms to the same height. This is desirable, for although these couplings will work better than any other on cars or platforms of different heights, yet, it is better to make the platforms all of the same height.

The 17th is in reference to old cars, too old to warrant *further expense.*

The 18th relates to freight cars, they are frequently altered in height by changing the trucks, substituting sound for broken ones, as the trucks are not always all of the same height, the change alters the height of the car and bumper. These differences range from 1 to 6 inches on all cars, (old and new) but in new cars alone from 1 to 3 inches. These bumpers will accommodate themselves to any changes and differences, and all cars having them on, will couple when they come together.

These ideas of Col. Miller, appear to us to be original and fully sustained by his comments. We learn that several Engineers in the West to whom the drawings and models have been shown, approve of the invention; but as the capital and the management of the Western Companies are mostly in New York, it is here the first applications of the improvements should be considered.

It is due to the traveling public that these new platforms and couplings should be immediately tried on some of the roads terminating in this city, where we have had our full share of accidents. And we presume there is in the management of these roads, scientific knowledge enough to appreciate the principles on which Col. Miller proposes to put an end to an unnecessary destruction of life.

New York Central Railroad.

At a meeting of the directors of the New York Central Railroad Company, held at the office of the company, at the Exchange, in the city of Albany, on the 19th and 20th days of November, 1863:—

Present—Erastus Corning, Albany; Dean Richmond, Buffalo; John H. Cheilell, Auburn; Alonzo C. Paigh, Schenectady; John V. L. Pruyn, Albany; Nathaniel Thayer, Boston; Livingston Spraker, Pal Bridge; Jacob Gould, Rochester; Cornelius D. Tracy, Troy; Charles H. Russell, New York; Richard M. Blatchford, New York; Hamilton White, Syracuse; H. H. Martin, Albany.

Messrs. Blatchford, White and Tracy laid before the Board a circular to the stockholders of the company, issued by them on the 16th inst., in reference to certain charges publicly made against the administration of the road, which was read, and the subject to which it related considered. Whereupon it was unanimously—

Resolved, That this Board approve the course thus adopted, and both officially and personally assure the stockholders of the company that its affairs have been managed without reference to the advancement of any particular party, but with the view in good faith of promoting the business of the company and its financial prosperity, in which the members of the Board as stockholders have a large interest.

Resolved, Unanimously, that the Board point with great satisfaction to the act that nearly all the large permanent improvements made since 1854 on the line of the road, and its business accommodations and facilities, which have added largely to its value and efficiency, have been paid for out of income, and the debt of the company at the same time largely reduced by the operation of its established sinking funds.

On motion this further minute was also adopted:—

The Board might perhaps rest here, but as the usage of the company has been to present the annual report of its condition and affairs required to be made by law at the stockholders' meeting in December, they do not consider it improper at this time, when the company is assailed, and the conduct of its directors misrepresented, to anticipate somewhat that which would otherwise have been delayed till that meeting.

On the occasion of the dividend declared in July last, the very favorable results of the business of the road had not been fully developed; nor, in the opinion of a majority of the Board, sufficiently so in the receipts down to June to sanction a dividend beyond three and a half per cent then made. Now, however, the experience of the successful operations of the company, and their realization of largely increased income, determine them to divide to the shareholders the result of this increased prosperity of their company, and next month to declare a semi-annual dividend for the current six months ending the 31st of January, 1864, of five per cent, with the confident hope that this rate can be hereafter maintained.

A copy from the minues.

ROBERT L. BANKS, Secretary.

Wallkill Valley Railroad.

A new railroad is to be constructed in this State under the corporate name of the Wallkill Valley Railroad. Its location and prospective advantages are thus described:

It will diverge from the Newburg branch of the Erie Railway at Washingtonville, and pass through the northern portion of Orange county, and, touching at the village of Walden, will enter Ulster county, and termin te for the present at Shawangunk village, on the Wallkill river, thirteen miles from the starting point, and seventy-three miles from New York via the Erie Raiway. The survey of the route has been made, and the cost estimated at $16,320 per mile, or a little over $212,000 for the entire construction.

The country through and into which it penetrates cannot be surpassed for healthfulness, productiveness and beauty of natural scenery, and is without a rival in its capacity for dairy products, besides abounding with fine water power, very little of which is yet made use of.

The produce of this magnificent valley is now carted by the farmers across the grain of ridges and valleys to Newburg, from ten to twenty-five miles, the difficulties of which transit debar them from selling many articles, such as fruits, vegetables, milk, etc., and also from the advantages of having large numbers of boarders from New York during the summer. With this road constructed, cheap and easy access would be secured into that country, and a new field opened for milk and other supplies to the citizens of New York, and a new region furnished them to retire to by rail during the hot and sickly summer months. The road will eventually be extended on north, down the valley of the Wallkill to Kingston, the county seat of Ulster, and so on to Catskill and Albany, making a west side road, so much needed by the people west of the Hudson river.

Union Pacific Railroad.

The appointment by the President of Springer Harbaugh of this city, and J. T. Carter of Illinois, as the two Government Directors of the Pacific Railroad, was announced yesterday by telegraph. No selection could have been more judicious, and none could have given greater satisfaction in this community, where he has been so long and so favorably known, than that of Mr. Harbaugh. If the President has found in his Illinois colleague a man of equal intelligence, honor, probity, and well matured business capacity, as he has found in Mr. Harbaugh, he has indeed been fortunate. It is a position of vast responsibility, requiring the exercise of great firmness, clear and comprehensive judgment, and farseeing sagacity.—*Pittsburg Gaz.*

Dummy Engines.

The Philadelphia and Frankford Railroad Company have, for some time past, agitated the subject of employing dummies for the road, instead of the little horse cars now in use. The track of the new road, which has been recently constructed in the middle of the plank road leading to Frankford, prevented the employment of these engines sooner. The road was built strongly and substantially, and a line of cubical stone blocks braced against the rails, to prevent them from slipping, extended along the entire track. When the dummies were placed upon the road, the stones were found to be elevated too much for the engines, and workmen were employed to break them down.

Last week the dummies ran between this city and Frankford, more as a matter of experiment than for a permanent thing. They succeeded admirably. Up hill and down hill, they ran with the same ease as on a direct track. The shortest curves were turned without difficulty, and when stopped on the curve no trouble was experienced in starting. The usual time between the city and Frankford is forty-five minutes. The dummies did it in nineteen. They have the front platform enclosed, and are a little longer and higher than the present cars, and are heated by pipes set in the floor, under the feet of the passengers. An alarm bell is stationed on top of the engine. The company at present employs three, and more are building.—*Philadelphia Inquirer.*

Frankford and Holmesburg Railroad.

This company has published its prospectus, containing briefly a statement of the necessities and advantages which have impelled it to undertake the construction of a railroad from Frankford to Holmesburg and Bustleton. The citizens of that vicinity were not sufficiently accommodated with facilities for traveling to and from the city by the only railroad line in that vicinity. This part of the country is one which is believed to be as attractive and inviting a residence as Germantown and Chestnut Hill, and if similar traveling accommodations are extended, will soon rapidly increase its population, as there is a continually growing demand from the city, for desirable places of residence in the country. The advantages that will accrue from the construction of the road seem to be two-fold, viz., first, to property holders themselves, in the enhanced value of their estates and the increased facilities of transportation; and second, to the whole population, in having a more convenient and easy way of communication with the city. Bustleton, and its neighborhood, especially, will then have what is now so much needed, an outlet to the city for both people and products, and the advantages of business men and retired citizens locating in that beautiful and attractive region of country. Trade will be stimulated by the necessary increase of travel and transportation in the city itself, and thus the new road will be of mutual advantage to town and country. The road is to be worked with "dummy" engines at fares as low as the city rates, and the cars run hourly or half hourly as the wants of the people may require. From Holmesburg to Frankford will be run in fifteen minutes, and thence to the city depot of the Frankford road, by steam, in twenty minutes, making thirty-five minutes in all. The prospects of the road are so favorable that the company believe it will be dividend paying very soon after it commences running.—*Philadelphia Ledger.*

Union Pacific Railroad.

"We had the pleasure yesterday of making the acquaintance of B. B. Brayton, Esq., Civil Engineer, who arrived by Sunday evening's coach from the East, upon a reconnoisance for the Pacific Railroad route. He is in the employment of the Union Pacific Railroad Company. His errand, more particularly, is to examine the Cheyenne Pass of the Black Hills and Bridger Pass of the Rocky Mountains, for which purpose he starts north in a day or two. Mr. Brayton comes with the highest recommendations as an Engineer—in fact, his reputation is too well established in the West to admit of question.

"Mr. B. and Mr. Dye of the M. & M. Road, have already begun the Pacific Survey at the Missouri river, the former beginning at the mouth of the Platte and following up the margin of that stream, while the latter runs directly west from Omaha. The two lines intersect near Fremont, to which point they are completed before this time. Both were well along before Mr. B. left. From that point, a single trail line will be continued onward to the mountains.

"We hope that before his return to the East Mr. Brayton will devote a little time to the examination of the passes west of this city at the head of Clear Creek and the South Platte. By one or the other, we confidently believe will be found the shortest and most feasible route to the Pacific.—*Denver News, Oct. 27.*

Railways in India.

The railways in India now opened are; on the Great Peninsula, 495 miles; East Indian, 750¼ miles; on the Madras, 448 miles; Bombay, Baroda and Central India, 187½ miles; on the Scinde, 105 miles; Punjaub, 32 miles; Eastern Bengal, 110 miles; Calcutta and Southeastern, 28½ miles; Great Southern, 79 miles, in all, 2,235½ miles.

☞ We understand that the directors of the Old Colony and Newport railroad Co., passed over their line on the 23 inst., direct from Boston to Newport by rail; the grading and bridges being so far completed as to admit of that performance.

☞ The Montreal *Gazette* says that the people of New Brunswick, failing to get a railway to Canada, are preparing to build one to Maine, thus "binding themselves by another commercial link to the United States."

New York Canals.

It is understood that the Canals will be kept open, until the 5th of December next.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Nov. 13, 1863, was as follows:

Passengers	$22,273 56
Freight and live stock	37,334 49
Mails and sundries	1,668 92
Total	$61,276 97
Corresponding week of 1862	69,443 11
Decrease	$8,166 13

The earnings of the Grand Trunk Railway for the week ending November 7, 1863, were:

Passengers	$28,019 45
Freight and live stock	64,446 67
Mails and sundries	2,800 00
Total	$95,266 12
Corresponding week, 1862	99,522 53
Decrease	$4,256 41

The earnings of the Chicago and Northwestern Railway for the 2d week in November, 1863, were $37,655 42
Do., 1862 26,596 55

Increase $11,058 88

The approximate earnings of the Marietta and Cincinnati Railroad, in the 2d week of November, 1863, were $18,179 75
Do., 1862 13,766 18

Increase $4,413 57

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week in Nov. have been $33,524 88
Same week, 1862 32,741 28

Increase $783 60

Total from January 1, 1863	$1,061,144 19
" " 1862	1,047,701 03
Increase	$13,443 16

The earnings of the Chicago and Alton Railroad for the 2d week of November, 1863, were:

Passengers	$12,172 82
Freight	28,727 97
Sundries	1,661 84
Total	$42,562 63
Same week last year	34,937 85
Increase	$7,624 78

The earnings of the Galena and Chicago Union Railroad for the 2d week of Nov., 1863, were:

Freight	$42,266 26
Passengers	10,371 19
Mails	1,300 00
Total	$53,937 45
Same week, 1862	40,871 51
Increase	$13,065 94

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	23
Catawissa (preferred)	1,150,000	7	—	31½
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarantied)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	49½
Chicago & Alton (preferred)	2,404,336	7	—	96
Chicago & Northwestern (pref.)	----------	7	—	56
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " (preferred)	833,000	6	—	51
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	54½
Erie (preferred)	8,535,700	7	7	102½
Hannibal & St. Joseph (preferred)	5,309,528	7	—	41
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	830,000	7	—	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	71½
" " (2d preferred)	3,424,169	7	—	51
Michigan S. & N. Indiana (guar.)	2,993,600	8	—	141
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	109
" " " (2d pref.)	1,014,000	7	7	87
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	110
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	68
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	90
Pittsfield & North Adams (guar.)	450,000	6	6	----
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	80
Toledo & Wabash (preferred)	926,200	7	—	85½
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	100
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	6	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	103
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	----------	----
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation					
1st Mortgage	823,172	6	M. & S.	1870	108½
Unsecured bonds	2,773,728	6	J. & J.	'63–'65	----
Monongahela Navigation:					
1st Mortgage	123,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	105
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	101½
2d Mortgage	3,980,670	6	J. & J.	1882	90¾
Improvement	568,500	5	M. & N.	1876	90
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,559	6	" "	1878	25
Union, (Pa.):					
1st Mortgage	2,500,000	6	M. & N.	1883	27
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	99½

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Div'd'ds last year.	Market price p.sh.
Acton (copper)	----	24	200,000	----	4½
Adventure (copper)	----	----	----------	----	----
Albany and Boston (copper)	----	11½	20,000	----	13⅝
American and Mexican Silver	----	----	----------	----	----
Algomah (copper)	----	----	10,000	----	2⅝
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	----	10,000	----	5
Balt. and N. Carolina (copper)	----	5	----------	----	20
Bay State (copper)	----	----	20,000	----	19½
Bedford (copper)	----	----	20,000	----	80c
Black River (copper)	----	----	20,000	----	60c.
Bohemian (copper)	----	7½	20,000	----	8
Bucks County (lead)	----	----	----------	----	1
Cambridge (copper)	----	5	20,000	----	----
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	----	4	90c. 20,000	----	1/
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----------	----	----
Central (copper)	----	5	20,000	----	57½
Chaudiere (copper)	----	5	20,000	----	4
Columbian (copper)	----	4½	20,000	----	8½
Consolidated (copper)	----	5	20,000	----	----
Copake (iron)	----	----	50,000	----	11
Copper Falls (copper)	----	25½	20,000	----	50½
Dacotah (copper)	----	----	20,000	----	5½
Dana (copper)	----	----	20,000	----	4.
Doylestown (copper)	----	----	----------	----	----
Dudley (copper)	----	----	20,000	----	4½
Eagle River (copper)	----	----	20,000	----	7½
Everett (copper)	----	----	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	----	----------	----	7½
Flint Steel River (copper)	----	----	20,000	----	10⅝
Forest City (copper)	----	----	20,000	----	----
Fort Fllmore (silver)	----	20	50,000	----	———
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	8	20,000	----	51½
French Creek (copper)	----	----	100,000	----	----
Gardner (copper)	----	5	5	20,000	90c.
Grand Portage (copper)	----	----	20,000	----	----
Great Western (copper)	----	----	20,000	----	4½
Guilford (copper)	----	5	20,000	----	60c.
Hamilton (copper)	----	----	20,000	----	4½
Hancock (copper)	----	4½	20,000	----	14
Hanover (copper)	----	----	20,000	----	4½
Highland (copper)	----	----	20,000	----	6
Hilton (copper)	----	----	----------	----	----
Humboldt (copper)	----	----	20,000	----	7
Huron (copper)	----	4	12½c	20,000	20	35
Indiana (copper)	----	----	----------	----	----
Isle Royale (copper)	----	16½	20,000	----	28
Jefferson (copper)	----	----	----------	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	----	20,000	----	9
Madison (copper)	----	----	20,000	----	6.
Mandan (copper)	----	----	20,000	----	3/
Manhattan (copper)	----	----	20,000	----	4.
Mass (copper)	----	----	20,000	----	----
Mesnard (copper)	----	3½	20,000	----	13⅝
Minnesota (copper)	----	3½	20,000	----	72
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	32½
Native (copper)	----	----	20,000	----	4½
Naumkeag (copper)	----	----	20,000	----	7
New England (copper)	----	----	20,000	----	2⅝
North Cliff (copper)	----	2½	20,000	----	6½
North State (copper)	----	5	20,000	----	----
North Western (copper)	----	----	20,000	----	10
Norwich (copper)	----	----	20,000	----	7
Nova Scotia (gold)	----	----	----------	----	----
Ogima (copper)	----	----	20,000	----	3½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	----	102,000	----	43c.
Pennsylvania (copper)	25	2½	20,000	----	6/
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3½	20,000	----	65
Phœnix (copper)	----	10	20,000	----	26
Pittsburg and Boston (copper)	----	5½	20,000	----	51
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	2½	20,000	----	7⅝
Prince of Wales (copper)	----	----	----------	----	----
Providence (copper)	----	----	----------	----	----
Quartz Hill (gold)	----	----	----------	----	20½
Quincy (copper)	----	10	200,000	----	98
Rockland (copper)	----	5	20,000	----	18
Saginaw (saline and mineral)	----	----	----------	----	----
St. Mary's (copper)	----	----	----------	----	11½
Shawangunk (lead)	----	5	110,000	----	----
Sheldon (copper)	----	----	----------	----	----
Silver Hill	----	5	----------	----	----
Silver Valley	----	5	----------	----	----
South Side (copper)	----	1½	20,000	----	6½
Springfield (copper)	----	5	20,000	----	2/
Star (copper)	----	----	20,000	----	6/
Superior (copper)	----	4	20,000	----	10/
Toltec (copper)	----	19	20,000	----	4
Tremont (copper)	----	----	20,000	----	5½
Union (lead)	----	----	----------	----	50c.
Vermont (copper)	----	----	----------	----	6/
Waterloo (copper)	----	----	20,000	----	1½
Wickham (copper)	----	----	20,000	----	87c.
Wickopee (copper)	----	5	100,000	----	4½
Winthrop (copper)	----	----	20,000	----	6½
Wyandotte (copper)	----	----	----------	----	----

MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
	$	$	p c	$
Canal and Navigation Stocks:				
Chesapeake and Delaware	100	1,843,563	—	74½
Chesapeake and Ohio	100	8,224,195	—	----
Delaware Division	100	1,633,550	—	40
Delaware and Hudson	100	7,300,000	7	179½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	2,500,000	6	61½
" " (scrip)	50	1,803,000	6	49⅝
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,026,000	-	75½
" (preferred)	100	1,175,000	10	138
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	20
" " (preferred)	50	2,722,607	—	33½
Susquehanna and Tide Water	50	2,048,260	—	16½
Union (preferred)	50	2,750,000	—	4
West Branch and Susquehanna	100	1,000,000	6	100
Wyoming Valley	100	500,000	6	83
Steamship and Transit:				
Central American Transit	----	----------	----	33
Nicaragua Transit	----	----------	----	----
Pacific Mail Steamship	100	4,000,000	---	213
Union Steamship (Boston)	----	----------	---	160
Express:				
Adams'	100	2,000,000	---	----
American	100	1,000,000	---	----
National	100	250,000	---	----
Overland Mail	100	500,000	---	----
United States	100	800,000	---	----
Wells, Fargo & Co.	100	1,000,000	---	----
Telegraph:				
American	100	1,600,000	---	----
Atlantic	----	----------	---	----
Insurance Stocks:				
Ætna Fire	50	200,000	---	----
Columbian (Marine)	100	500,000	---	----
Mercantile Mutual	100	600,000	---	----
New England Mutual (Life)	----	----------	---	----
Washington (Fire)	50	400,000	---	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	---	----
New York Life Insurance & Trust	100	1,000,000	---	----
United States Trust	100	1,000,000	---	----
Land and Improvement:				
Boston Water Power	----	----------	---	47
Boston and Roxbury Mill	----	----------	---	60½
Canton (Baltimore)	100	5,000,000	---	34
Cary Improvement	5	300,000	---	10⅜
East Boston	----	----------	---	13⅞
Essex (Boston)	100	1,000,000	---	89
Waverly (Boston)	----	----------	---	2½
Gas-Light:				
Baltimore	100	----------	---	----
Boston	500	1,000,000	---	848½
Brooklyn	25	2,000,000	---	----
Cincinnati	----	----------	---	----
City (Brooklyn)	----	----------	---	----
Citizens' (Brooklyn)	20	----------	---	128
Hartford	----	----------	---	----
Jersey City and Hoboken	----	----------	---	----
Manhattan, N. Y. (stock)	50	4,000,000	---	272
" " (scrip)	50	----------	---	239
Maryland (Baltimore)	25	----------	---	----
Metropolitan, N. Y.	----	----------	---	----
New Haven	----	----------	---	----
New York	50	750,000	---	----
Philadelphia	----	----------	---	----
Pittsburg	----	----------	---	----
St. Louis	----	----------	---	----
Southwark (Philadelphia)	----	----------	---	----
Williamsburg	50	----------	---	----
Unclassified:				
American Coal	25	1,500,000	---	94
American West India	100	1,000,000	---	----
Baltimore Coal	100	----------	---	----
Baltimore and Cuba Smelting	100	----------	---	145
Central Transportation	----	----------	---	----
Cherry Run Petroleum	----	----------	---	9
Cumberland Coal (preferred)	100	5,000,000	---	38¾
George's Creek Coal and Iron	100	1,000,000	---	71
Gold Mining of Colorado	----	----------	---	----
Hazleton Coal	50	----------	---	----
Hudson River Bridge	100	----------	---	----
Mariposa (gold)	100	10,000,000	---	41
Metropolitan Coal	100	----------	---	----
New Almaden (quicksilver)	----	----------	---	----
New Jersey Zinc	100	1,200,000	---	----
Pennsylvania Coal	50	3,200,000	---	164
Quicksilver	----	----------	---	63
Santa Clara (quicksilver)	----	----------	---	3½
Santa Rita [silver, copper, and lead]	----	----------	---	----
Sonora Expl. & Mining (silv. & cop.)	----	----------	---	----
West India Cotton	100	100,000	---	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equival'nt in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—				Boston and Chelsea	140,000	140,000	—		5,600	5,600	4	....	49
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	65
30 Nov. '62	8.21	—				Cambridge	602,651	445,800	150,000	74	53,022	53,622	9	....	126
30 Nov. '62	0.99	—				Cliftondale	95,500	70,000	25,000	3,748	625	—		....	....
30 Nov. '62	4.39	—				Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—				Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—				Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	40½
30 Nov. '62	12.43	—	123	23	—	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	....
30 Nov. '62	3.51	—				Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—				Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	78
30 Nov. '62	6.33	—	290	42	—	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	108
30 Nov. '62	2.87	—				Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—				Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—				Somerville	50,000	50,000	—	—	2,500	2,500	5	....	....
30 Nov. '62	2.50	—		2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—				West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—				West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—				Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—				Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	....	....	....	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	....	....	....	Brooklyn, Bath & Coney Isl'd	1,505	1,505	....	....	....	....	....	....	69
30 Sep. '62	24.01	....	....	69	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90	....	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	....	....	....	Brooklyn City & Ridgewood	51,328	53,500	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	....	Buffalo Street	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	....	Central City (Syracuse)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	....	Centr'l P'k, N. & E. Riv. (N.Y.)	454,554	359,020	101,000	7,689	....	....	....	....	....
30 Sep. '62	17.25	....	....	....	....	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	....	69
30 Sep. '62	—	6.00	....	....	....	East & North River (N. Y.)	650	650	....	....	....	....	....	....	....
30 Sep. '62	12.67	3.67	....	....	....	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	389,985	121,565	12	100	....
30 Sep. '62	—	....	....	....	....	Fourteenth Street (N. Y.)	....	....	....	....	....	....	8	....	....
30 Sep. '62	4.52	—	....	....	....	Grand St. & Newtown (W'g)	....	....	....	....	....	....	....	....	....
30 Sep. '62	4.63	—	....	....	....	Harlem Br., Moris'a & Ford'm	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	....	Main & Ohio St. (Buffalo)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	....	Niagara Street (Buffalo)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.00	16.00	....	42	....	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	....	....	....	....	N. Riv. & Wall st. Ferry (N.Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	11.00	....	....	....	Port Morris & Westchester	1,200	1,200	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	....	Rochester City & Brighton	....	1,700	....	....	....	....	....	....	....
30 Sep. '62	16.00	....	....	....	....	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	88
30 Sep. '62	—	....	....	....	....	Seventh Avenue (N. Y.)	....	....	....	....	....	....	....	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	....
30 Sep. '62	—	....	....	....	....	Tenth Av & 32d st. (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	....	....	....	....	Troy and Lansingburg	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	....	Utica City	....	1,430	....	....	....	....	....	....	....
30 Sep. '62	—	1.00	....	....	....	V. Brunt st. & Erie Bas. (Buff.)	298	330	....	....	....	....	....	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	....	Hoboken and Hudson City	32,000	30,000	—	2,000	....	....	....	....	....
31 Dec. '62	5.05	2.50	....	8	....	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	....	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec. '62	4.20	—	....	....	....	Orange and Newark	....	....	....	....	....	....	....	....	....
31 Dec. '62	5.80	—	....	8	....	West Hoboken & Hoboken	100,000	40,000	60,000	—	....	....	....	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	58
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	32½
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	60
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	49
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	27
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	47
31 Oct. '62	11.00	—	....	....	....	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	....	....	....	....	....
31 Oct. '62	—	—	....	....	....	Lombard & South st. (Phila.)	....	....	....	....	....	....	....	....	16
31 Oct. '62	11.17	—	....	....	....	North Philadelphia	300,000	200,000	100,000	—	....	....	....	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	....	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	....	....	....	Race and Vine (Fairmount)	180,000	180,000	....	....	....	....	....	....	18
31 Oct. '62	5.20	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	....	....	....	....	....
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	85
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	11½
31 Oct. '62	8.35	—	....	17	5	Spruce & Pine (Phil. & Gr'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	14⅝
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	48
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	84
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	71
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	17½
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	....	....	....	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	....	....	....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	....	....	....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	....	....	....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	....	....	—	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	.....
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	95½
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	185,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	When due.	Market Price.
United States Loans.					
Loan of June 26, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " coupon		6	" "	1867	....
Loan of Dec. 31, 1848.....registered	8,002,342	6	" "	1868	105
" " " coupon		6	" "	1868	106
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	99
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	98
" " " coupon		5	" "	1874	98
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " coupon		5	" "	1871	98
Oregon War Debt of June, 1861.....coupon	1,026,000	6	" "	1881	104
" " " coupon		6	Yearly.	1881	100
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	108
" " " coupon		6	" "	1881	109
Loan of July 17, 1861.....registered	52,042,800	6	" "	1881	....
" " " coupon		6	" "	1881	....
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	100½
" " " (5-20s).....coupon	350,000,000	6	" "	1882	100
Treasury Notes of Feb. & Aug. 1861.coupon	52,931,000	7.3	Feb. & Aug.	1864	100
" " Apr. & Oct. 1861.coupon	88,989,500	7.3	April & Oct.	1864	100½
Treasury Notes of 1863 (legal tender),coupon	50,000,000	5	" "	1865	....
Treasury Notes of 1861 & 1832 (customs)	717,141			d'm'd.	....
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	....
" "	70,814,639	5	" "	notice	....
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	101
" " .....(currency)		6	" "	1 year	98½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
State Loans.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est	1868	....
" " " (B'k of State). "	610,000	6	paid for	1868	....
" " " (" "). "	38,000	5	many y'rs	1868	....
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	120
" " " 1860..... "	198,500	7	" "	1880	....
" " —War bonds..... "	610,004	7	" "	1872	....
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	....
" " " ..... "		6	" "	'81-'82	107½
" " " " " "	1,000,000	6	" "	1883	....
Florida—State bonds.....coupon	143,000	7			....
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	....
" " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	70
" " " (R. R.)..... "	525,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	102
" " " bonds..... "	1,322,085	6	" "	1877	105
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock.....coupon	2,187,000	6	" "	'63-'80	104
" —War bonds..... "	2,000,000	6	" "	1879	101
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	101
" " " (dollar)..... "	1,969,397	6	" "	1870	102
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1886	81
" " " ..... "	2,058,173	2½	" "	1886	55
" —State Int. Imp bonds (not adjusted)	391,000			d'm'd.	....
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock..... "	4,079,560	5	Jan. & July.	.....	82½
" " " special stock "	1,216,737	5	" "	.....	....
" " Deferred stock..... "	1,243,000	5	" "	.....	....
" " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1868	....
" " " (war loan)..... "	800,000	7	" "	'81-'82	....
" " bonds to School Fund ... "	122,235	10	Annually.	d'm'd.	....
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	....
" " " " " "	54,000	7	May & Nov.	1878	....
" " " (domestic)..... "	65,000	6	July.	1883	....
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	'65-'75	....
" " " ..... "		5	" "	'81-'91	....
" " " ..... "		5	" "	'93-'96	....
" " " (bank)..... "	600,000	5	" "	1891	....
" " " ..... "	67,500	6	" "	'91-'96	104
" " " (war loan)..... "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	.....	d'm'd.	60
" " " (R. R. etc.)... "	3,402,000	6	.....	'67-'99	....
" " " (banks)..... "	5,398,533	6	.....	.....	....
" " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds.....coupon	.....	6	Mar. & Sept.	'63-'77	105
" " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	107
Maryland—State bonds (st'l'g).....coupon	816,000	5		1865	....
" " " (st'l'g conv.)... "	200,376	5		1865	....
" " " (st'l'g)..... "	5,585,555	5		'89-'90	105
" " " (st'l'g conv.)... "	2,490,569	5		'89-'90	108
" " " (dollar)..... inscribed	500,000	3		1890	....
" " " (")..... "	100,000	4½		1888	....
" " " (")..... "	767,660	5	Chiefly	'42-'58	....
" " " (")..... "	399,408	5	quarterly.	1880	....
" " " (")..... "	148,711	5		'89-'90	....
" " " (")..... "	133,089	6		pleas.	....
" " " (")..... "	3,000,000	6		1870	112
" " " (")..... "	35,000	6		1885	....
" " " (")..... "	603,333	6		'89-'90	112
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	....
" " " " (T. & G.R.R.)... "	508,380	6	" "	'88-'90	....
" " " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " " (" "). "	300,000	5	" "	1893	....
" " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	....
" " " (N. & W. R.R.) "	400,000	6	" "	1870	....
" " " (Cons. Stat sc.) "	150,000	6	" "	1870	....
" " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	....
" " " (" ") "	345,000	5	April & Oct.	'65-'74	....
" " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" " " (" ") "	94,000	5	Jan. & July.	1874	....
" " scrip.....	200,000	6	" "	'64-'66	....
" " "	247,000	6	June & Dec.	'68-'72	....
" " "	53,000	5	" "	'68-'72	....
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	....
" " —Bounty Fund Loan..... "	600,000	5	" "	'77-'78	117½
" " —Coast Defence Loan... "	500,000	5	May & Nov.	1893	....
" " —Back Bay Loan ..... "	1,000,000	5	" "	1883	....
Michigan—Renewal Loan .....coupon	168,000	5	" "	1880	....
" —Canal Loan.....(sink'g f'd) "	216,000	6	Jan. & July.	1878	100
" —War Loan.....(" ") "	100,000	6	" "	1879	....
" —Redemption l'n (" ") "	567,000	7	" "	1886	104
Minnesota—State bonds.....coupon	2,000,000	6	" "	'68-'83	....
" " " (Indian war)- "	250,000	8	Jan. & July.	1867	105
" " " (Railroads)... "	100,000	7	" "	1871	....
Mississippi—State bonds (Banks).....coupon	2,275,000	7	" "	1883	....
Missouri—Bank Stock Loan of 1857.....	2,000,000	6		'41-'71	....
" " " " "	63,000	5½	Jan. & July.	1863	....
" " " " "	199,000	6	" "	1863	....
" —Capitol Loan of 1857.....	100,000	6	April & Oct.	1863	....
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1863	....
" —R. R. Loans: Pacific R. R...coupon	200,000	6	" "	1863	....
" " " S.W. Branch.. "	7,000,000	6	" "	'72-'88	66½
" " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	....
" " " N. Missouri .. "	3,000,000	6	" "	'73-'87	83½
" " " Iron Mountain "	4,350,000	6	" "	'72-'87	....
" " " C. & Fulton .. "	3,501,000	6	" "	'73-'89	....
" " " Platte Co. .... "	650,000	6	" "	'87-'89	....
" —Revenue bonds..... "	700,000	6	" "	1889	....
" —State Defense warrants.....	431,000	9	June & Dec.	'64-'66	....
New Hampshire—State bonds.....coupon	780,000				....
" " —Notes.....	535,100	6	Feb. & Aug.	1876	107½
New Jersey—State stock.....registered	200,000	6			....
" " —State bonds (war loan).coupon	95,000	6	Jan. & July.	Var.	....
" " " ("). "	531,820	6	" "	'65-'71	....
New York—General F'd: Astor Debt.....	200,000	6	" "	1871	....
" " — " " Deficiency Loans..	561,500	5	Jan. & July.	pleas.	....
" " — " " " " ..	348,107	5	" "	pleas.	....
" " — " " " " ..	900,000	5	" "	1875	....
" " — " " Comptroller's b'nds	442,961	5	May & Nov.	1868	107
" " — " " " " ..	28,698	6	Jan. & July.	pleas.	....
" " — " " " " ..	11,050	5½	.....	d'm'd	....
" " — " " " " ..	14,230	5½	.....	d'm'd.	....
" " — " " Railroad Loans....	421,000	6	Jan. & July.	'65-'67	....
" " — " " " "	287,700	4½	J., A., J., & O.	1864	....
" " — " " " "	68,000	5	Feb. & Aug.	1876	....
" " — " " " "	28,000	5½	J., A., J., & O.	1865	....
" " —Canal Fund Loans.....	320,000	5½	Jan. & July.	1865	....
" " — " " "	100,000	6	" "	1867	....
North Carolina—State bonds .....coupon	6,922,274	5	" "	'63-'74	105
Ohio—State bonds (foreign debt) ....coupon	15,889,025	6	" "	'64-'76	115
" " " (" ") ..... "	1,200,000	7	" "	1864	....
" " " (" ") ..... "	9,129,505	6	Various.	Var.	58
" " " (" ") ..... "	1,008,905	6	Jan. & July.	1860	....
" " " (" ") ..... "	1,015,000	6	" "	1865	95
" " " (" ") ..... "	379,866	6	" "	1868	....
" " " (" ") ..... "	2,183,532	6	" "	1870	103½
" " " (" ") ..... "	1,600,000	6	" "	1875	104
" " " (" ") ..... "	4,095,309	6	" "	1881	108
" " " (" ") ..... "	2,400,000	6	" "	1886	108
" " " (domestic debt).....	275,385	6	" "	1863	108
" " " (war loan).....coupon	299,704	6	" "	1866	....
" " " (" ")..... "	280,969	6	" "	1868	....
" —Irreducib'e debt (school funds, etc)...	2,920,403	6	Yearly.	.....	....
Oregon—State scrip.....	55,372				....
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	....
" " " "	10,780,095	5	Jan. & July.	due.	99½
" " " "	3,886,070	5	Feb. & Aug.	due.	....
" " " "	3,690,614	5	Mar. & Sept.	due.	103½
" " " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,890	5	" "	1864	....
" " "	675,029	5	Feb. & Aug.	1864	....
" " "	1,045,629	5	June & Dec.	1864	....
" " "	1,558,673	5	Jan. & July.	1865	....
" " "	2,277,755	5	" "	1868	....
" " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	103
" " "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	....
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,937	5	.....	.....	....
" —Relief Notes in circulation...	97,360	.....	.....	.....	....
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	....
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	106
South Carolina—State bonds (stg).....coupon	484,444	.....	.....	1868	....
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	....
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	....
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	59
" " " " (intern. impr.) "	2,063,666	5	.....	Var.	....
" " " " (railroads) ... "	12,799,000	6	.....	Var.	....
" " " " (capitol) ..... "	608,000	5	.....	1890	60
" " " " (Hermitage) .. "	48,000	6	.....	1890	....
Texas—Had no debt in 1861	.....	.....	.....	.....	....
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	....
" —State bonds (war loan) .....coupon	58,000	6	.....	'62-'63	....
" " " (" ") ..... "	751,000	6	Jan. & July.	1870	106½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	....
" " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	63
" —State bonds (railroad) .....coupon	12,6 4,500	6	" "	'85-'93	....
" " " (sterling)..... "	1,865,000	5	" "	1892	....
West Virginia—No information	.....	.....	.....	.....	....
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	....
" " " (war) ..... "	200,000	6	Jan. & July.	1867	....
" " " (domestic)... "	100,000	6	" "	1877	....
" " " (")... "	1,100,000	6	" "	'78-'88	....

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad in October was:

LAND DEPARTMENT.

Acres construction lands sold	14,520.39	for	$156,860 78
Acres interest fund lands sold	3,503.48	"	31,315 50
Acres free land sold	3,297.55	"	36,609 12
Total sales during the month of Oct., 1863	21,321.42	"	$224,785 40
To which add town lot sales			2,475 85
Total of all			$228,261 25
Acres sold since Jan'y 1, 1863	172,474.46	for	$1,864,366 18
Acres sold previously, net sales	1,198,326.00	"	15,139,473 89
Total	1,370,800.46	"	$17,003,840 07
Construction bonds cancelled previous to October 31, 1863			$2,575,000 00
Cash collected in October			151,813 97

TRAFFIC DEPARTMENT.

Receipts from passengers	$165,956 26
" freight	286,451 05
" mails	6,358 33
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in October, 1863	$468,765 64
" " 1862	410,385 98
Receipts from Jan. to Oct. 30, 1863	$3,671,149 77
Do. do. do. 1862	2,713,771 24
Increase	$957,378 53

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of October ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From freights	$323,063 55	$245,520 16
" passengers	166,304 54	137,485 84
" express matter	2,700 00	2,600 00
" mails	7,825 00	7,825 00
" rent of railway	7,083 34	7,083 34
" miscellaneous	1,169 24	784 96
Total	$508,145 67	$401,299 30
Increase		$106,846 37
Earnings from Jan. 1 to October 31	$4,185,135 73	$3,010,092 30
Increase for 10 months		$1,075,043 43

Increase for October, 26.6 per cent.; increase to October 31, 35.7 per cent.

The receipts of the New York and Harlem Railroad for October, 1863, were	$129,120 68
October, 1862	107,092 76
Increase	$22,027 92

The earnings of the Chicago and Alton Railroad for October, were:

	1863.	1862.
Passengers	$69,189 34	$42,096 15
Freight	109,723 50	87,020 90
Miscellaneous	6,678 14	4,745 18
Total	$185,590 98	$138,862 23
Increase	$51,728 75	

The following is a comparative statement of the earnings of the Chicago and Milwaukee Railway for October:

	1862.	1863.
Passengers	$22,417 50	$31,309 29
Freight	11,683 61	16,040 80
Miscellaneous	1,505 82	2,846 39
Total	$35,606 93	$50,196 48
Increase		$14,589 55

The gross earnings of the Dubuque and Sioux City Railroad Company, for October, and for the first 10 months, were:

	For October.	Jan. to Oct., inclusive.
1863	$39,157 29	$207,368 74
1862	31,274 98	168,594 85
Increase	$7,882 31	$38,773 89

The earnings of the Erie Railway for October, 1863, were	$955,370 63
October, 1862	885,136 24
Increase	$70,234 39
The earnings of the Michigan Southern and Northern Indiana Railroad for October, 1863, were	$371,861 00
Do., 1862	325,818 00
Increase	$45,443 00
The earnings of the Hudson River Railroad for October, 1863, were	$302,173 96
" 1862	239,910 86
Increase	$62,263 10
The earnings of the Michigan Central Railroad for October, 1863, were	$375,487 00
Do., 1862	322,369 00
Increase	$53,118 00
The earnings of the Toledo and Wabash Railway for October, 1863, were	$151,052 00
Do., 1862	172,869 00
Decrease	$21,817 00
The earnings of the Galena and Chicago Union Railroad for October, 1863, were	$281,814 00
September, 1862	203,575 00
Increase	$78,239 00
The earnings of the Cleveland and Toledo Railroad in October, 1863, were	$140,013 00
Do., 1862	113,730 00
Increase	$26,283 00
The Chicago and Rock Island Railroad earned in October, 1863	$208,559 00
Do., 1862	153,927 00
Increase	$54,632 00
The earnings of the Housatonic Railroad for October, 1863, were	$32,822 64
Do., 1862	29,721 36
Increase	$3,101 28

The earnings of the Chicago and Northwestern Railroad for October, 1863, were as follows:

Passengers	$65,087 49
Freight	141,885 20
Mail	2,033 33
Express	1,411 67
Miscellaneous	58 33
Total	$210,476 02
September, 1862	124,786 76
Increase	$85,689 26

The earnings of the Rome, Watertown and Ogdensburg Railroad for October, 1862 and 1863, was as follows:

	1862.	1863.
From Passengers	$33,725 97	$23,580 48
" Freight	40,586 78	33,691 78
" Other sources	1,667 02	2,687 87
Total	$75,979 72	$59,960 13
Increase		$16,019 59

The earnings of the European and North American Railway for October, 1862 and 1863, have been as follows:

	1863.	1862.
Passengers	$6,077 62	$4,932 37
Freight	6,976 27	5,319 42
Mails & sundries	452 90	833 42
Total	$13,506 79	$11,085 21
Increase, 1863		$2,421 58

The earnings of the Cleveland and Pittsburg Railroad for October, 1863, were	$176,918 00
Do., 1862	162,349 00
Increase	$14,569 00
The earnings of the Milwaukee and Prairie du Chien Railroad for Oct., 1863, were	$205,054 00
Do., 1862	154,368 00
Increase	$50,686 00
From January 1, to October 31, 1863	$996,002 00
" " " 1862	979,626 00
Increase	$16,376 00
The earnings of the Catawissa Railroad Company for October, 1863, were	$36,306 90
Do., 1862	29,243 35
Increase	$7,063 55
The earnings of the St. Louis, Alton and Terre Haute Railroad for Oct., 1863, were	$144,736 12
Do., 1862	118,887 26
Increase	$25,848 86

The business of the Philadelphia and Reading Railroad Company for the month of October, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal	$668,891 56	$356,168 92
Do. merchandise	73,074 37	52,395 98
Do. travel, etc.	73,986 10	55,307 74
	$815,902 03	$463,872 64
Transportation, roadway, dumpage, renewal fund, and all charges	288,133 22	181,692 84
Net profit for the m'th	$527,768 81	$282,179 80
Do. previous 10 mos.	2,351,173 89	1,529,969 33
Total net profit for 11 months	$2,878,942 70	$1,812,149 13

Here is an increase of $1,066,793 in the net profits of this Company for eleven months of the current fiscal year, over the corresponding time last year, and last year's profits over all expenses and interest were equal to about eleven per cent. on all the Company's stock. The gross earnings of the month is $815,902 03, which is equal to $8,773 14 for each mile of the main line of the road in one month, the main trunk being 93 miles long. The business of the present month, which is the last of the fiscal year, will probably swell the net receipts for the year to about $3,400,000.

☞ The gold region on the Chaudiere river in Upper Canada is attracting considerable attention. Capitalists from New York and Boston are making investments there. A tract of between 60,000 and 70,000 acres of land in the township of Dorset, county of Bruce, has been purchased by a party from New York, who propose to work the mines in a systematic and scientific manner. We learn that a Canadian gentleman has taken an office in this city for the purpose of selling these lands, and raising capital to develop and work the mines.

Petroleum or Rock Oil.

This interesting product of the earth has become an article of great commercial value as well as scientific interest. From an export of five millions gallons last year, it has advanced to more than twenty millions this year; and it is estimated, that the home and foreign consumption combined will exceed forty millions of gallons.

Petroleum is by no means an article peculiar to the United States or to this era of the world's history. It is found in various parts of the different continents of the globe, and was well-known to the ancients. Herodotus refers to a spring in the island of Facynthus, now Zante, (one of the Ionian Isles,) which is at the present time producing petroleum, and which must have been flowing two thousand years. At Agrigentum in Sicily, it was collected and burned in lamps as a substitute for oil. In 1640 it was discovered in a number of places in the north of Italy, and subsequently it was used for lighting the cities of Parma and Geneva. It is also found on the borders of the Caspian Sea, at Rangoon in Burmah. In the Island of Trinidad, there is a lake consisting entirely of petroleum and asphaltum. It is called Tar lake, and is located about three quarters of a mile back from the sea from which it is separated by an elevated strip of land. It is about a mile in circumference, and is underlaid by a bed of coal. The "Tar" is used upon the sides of vessels as a protection and for the purpose of keeping off the *teredo* a kind of worm exceedingly destructive, which exists in that climate. Petroleum is also found floating upon the water around the volcanic islands of Cape Verde; and at the south of Versuvius a spring of it rises up through the sea. At Rangoon, in Burmah there are upwards of 500 wells from which 412,000 hogsheads of oil are annually obtained. It is stated that a large district has recently been discovered in Russia, which yields petroleum oil in great quantities. In this county the Indians were in the habit of collecting it on the shores of Lucca lake, and using it for medicine and for mixing war paint; it was sold under the name of Genesee oil. The oil was found floating upon the water and gathered by blankets thrown upon its surface, which becoming saturated and afterwards wrung, would yield the oil. Sometimes the Indians would fire the floating oil, in order to add to the excitement and grandeur of their midnight war dances. Its presence at Oil Creek Pennsylvania, was also known to the Indians and early settlers. That it was not earlier introduced as an article of merchandise into the commerce of the country is due not so much to the fact that it was not generally known to exist as to the fact that its value was undetermined. The discoveries made by Mr. Young of Scotland in the distillation of naptha from Boghead or Bathgate coal, and the identity of the crude oils with natural petroleum, led to investigations into, and the establishment of its value. A movement was first made in the regions of Pennsylvania in 1854, by Messrs. Eveleth & Bissel of New York; and Prof. Silliman investigated the nature of the oil. Nothing, however, was then accomplished. Subsequently, however, borings were made by other parties, and a large and steady flow of oil was obtained. A recent article published in the Oil City *Register* states that in the month of October, one year ago, the estimated amount of oil on hand there was from 75,000 to 80,000 barrels. Upon Oil Creek the amount of oil in tanks was variously estimated at from 100,000 to 150,000 barrels. At the present time the total amount on hand at that point is about 25,000 barrels; in tanks on the creek, 40,000 barrels. At about the same time last year the amount of crude oil in tanks at Pittsburgh was estimated at from 75,000 to 100,000 barrels. The estimated amount on hand there at the present time is from 15,000 to 20,000 barrels. In New York city, last October, the amount of oil on hand was estimated at from 75,000 to 100,000 barrels. The estimated amount on hand at the present time is estimated at from 140,000 to 151,000 barrels. The difference between the amount on hand at the present time and at the same time last year is from 120,000 to 150,000 barrels. The daily product of the wells on Oil Creek now is about the same as that of last year, viz: about 6,000 barrels; and the price is $6 25, and $6 50 per barrel in Oil City.

There is this peculiar feature connected with Petroleum; while it comes flowing to our feet, it is liable at any moment to cease flowing. Many wells have already given out, and many more probably will. It remains to be seen whether other wells yet to be dug shall continue or swell the supply. Considering the vast extent of our country and its wealth in minerals, we think we hazard nothing in the belief that the supply will continue, and in the main will increase aside from Pennsylvania and New York. Petroleum is found at Mecca, Ohio, and other springs are reported on Yellow Creek, 83 miles from Salt Lake City, and probably they exists at many other places without our knowledge. We think therefore that there can be no danger of the supply being permanently cut off.

Petroleum is of no definite composition; but consists of various oily hydrocarbous, which hold in solution paraffine, and solid bitumen or asphaltum. When of the greatest fluidity it resembles Naptha. As the proportion of asphaltum increases, the mixture becomes thicker and darker, resembling tar in appearance. By distillation at different temperatures various useful products are obtained, and have become articles of commerce. In the specifications of a patent obtained in England by one Du Buisson, no less than eleven distinct substances are described as resulting from its distillation. Enumerated they are as follows. First, a limpid, whitish volatile oil, almost without oder, useful as a solvent, or for illumination, and known as Naptha. Second, a straw colored oil. Third, a heavier oil adapted for lubricating purposes. Fourth, a red coloring matter, Fifth, Paraffine. Sixth, Grease for lubricating machinery, being a mixture of paraffine with oil. Eighth, an alkaline soap. Ninth, sulphate of ammonia. Tenth, a ferlilizing mixture prepared with the ammoniacal liquors; and eleventh, sulphate of alumina. The more volatile portion of Naptha consists of Benzine, familiar to all as an article of commerce, being extensively used as a substitute for turpentine in mixing paints, and for the removal of grease, &c., from light kid gloves, silks and woolen fabrics.

It in interesting in this connection to note the change that has been wrought in the region of Pennsylvania from which the oil has been chiefly obed. Venango county, where the wells are mostly located, in the year 1860, polled but seventeen hundred and thirty votes. At the state election in the year 1862, the aggregate vote polled was 5,060. This year the vote rolls up to 6,265. A few years since this county was one of the wildest and most sparsely settled in Pennsylvania.

But while the benefit received by a particular locality may be more apparent, the benefit derived by the country at large is no less certain or important. Aside from the fact that the export of the oil and its products goes to swell the balance in our favor, these products enter into our domestic commerce, and become useful in a thousand ways, and indirectly exert an influence to our advantage which it is impossible to compute in figures. Any estimate of it would be merely conjectural. We only know that it is great and increasing.

Liability of Carriers for Delay.

That carriers are liable for the damages arising from unjustifiable delay in the transportation of goods entrusted to them, is well settled. That they are not liable for the entire value of the goods in such case, as the measure of damages, is also well settled (Scovill *vs.* Griffith, 12 N. Y. 209). But it is still a mooted point whether they are liable for any depreciation in the market value of the goods during the period of such delay.

In the case of Wibert *vs.* Erie R. R. Co., (19 Barb. 36), the Supreme Court, in the 8th district held that such depreciation could not be taken into account; a decision re-affirmed by the same court in Jones *vs.* Erie R. R. Co. (29 Barb. 633). On the other hand, the same court in the 7th district rendered a decision directly adverse on this point, in the case of Kent *vs.* Hudson River R. R. Co. (22 Barb. 278).

A recent decision in the English court of Exchequer sustains the latter view, and holds the carrier liable for depreciation in the market price, as well as in the inherent value, of an article the delivery of which is wrongfully delayed.

The facts of the case were as follows:

The plaintiff, a hop grower in Kent, has sold to Messrs. Crosier of the Borough Market, London, eight pockets of hops to be delivered at the Bricklayer's Arms Station London, at 18*l.* per cwt. according to sample. The hops were sent to the Pluckley Station on the defendants railway, on the 20th October, consigned to Messrs. Crosier, whose carman applied for them at the Bricklayer's Arms Station on the 23rd of October, but was told that they could not be found. He applied again on the following day and received the same answer. On the 29th of October he called again, and found them in an open van. On examination it appeared that some of the hops were partially stained apparently from lying in a wet truck. On the same day the hops were sent to Messrs. Crosier's, who refused to receive them on account of their damaged condition, and by the custom of the hop market, they had a right to reject them. The plaintiff caused them to be dried, and when saleable which was not until the 19th of November, sent them to a factor who valued them at 8*l.* per cwt. Between the 29th of October, and the 19th of November the market price fell from 18*l.* to 9*l.* per cwt., and the damage to the hops caused a further diminution in value of 3*l.* or 4*l*; but for actual use by a brewer the hops when dried were

as good as ever. Evidence was adduced on the part of the defendant, to prove that the quantity of hops actually damaged by the wet, did not exceed eight pounds a pocket in six pockets, and that taking the value of the hops at 18*l.* per cwt., the damage was covered by the amount paid into Court.

The learned Judge told the Jury that the plaintiff was entitled to damages, for the deterioration in the value of the hops by reason of the wet, and also in respect of the difference in value, which occurred between the time when they ought to have been delivered, and when they were rendered saleable by drying. The jury found a verdict for the plaintiff, with 18*l.* damages beyond the amount paid into court in respect of the depreciation in the quality of the hops, and 65*l.* damages in respect of the depreciation in their value by reason of the fluctuation of the market. A verdict was entered for both these sums, and leave was reserved to the defendants to move to reduce the damages by the sum of 65*l.* This motion was made before the full bench.

MARTIN, Baron, declared it to be the unanimous opinions of the court, that the motion should be denied, saying. "It seems to me that the case is clear. We must assume that the hops were to be delivered in London on a certain day, and that by reason of the defendants' breach of duty, they could not be delivered until another day. It was proved that if they had been brought to market on the proper day, they would have fetched a certain price, but not being brought until a later day the market price in the meantime fell, and the value of the hops was diminished by the amount of 65*l.* If that be not a direct, immediate and necessary consequence of the defendants' breach of duty, it is difficult to understand what would be. It is said that the defendants had no notice of the purpose for which the hops were sent to London, but I think they must have known that they were sent for one of two purposes, either for consumption by the person for whom they were sent, or as was more likely to be the case to be sold for profit. It seems to me that Hadley *vs.* Baxendale, 9 Exch. 341 has no bearing on this case; and I think Smeed *vs.* Ford 1 E. & E. 602, was correctly decided. In my judgment the plaintiff is entitled to recover for this damage, because it is a direct and immediate loss consequent on the defendants' breach of duty. If this case should be taken to the court of error, I hope that court will be able to put the rule on an intelligent footing; but at present we must do the best we can with each particular case and decide it upon principles of reason and good sense."

CHANNELL, B.—I am of the same opinion. I agree with the doctrine laid down by this court in Hadley *vs.* Baxendale, and I also agree with the decision of the Court of Queens Bench in Smeed *vs.* Ford, which seems to me perfectly distinguishable from this case. There the court held that the plaintiff was entitled to recover for all the heads of damage, which were the direct result of the non-delivery of the thrashing machine; but an attempt was made to recover for damage not the necessary consequence of the non-delivery of the machine nor reasonably in the contemplation of the parties. Here the hops were delivered in a damaged condition, and it seems to me that there is no difference between their being delivered in that condition, and being kept upon defendants premises until dried because in the interval they were unsaleable. It must be ascertained what they were worth at the time they became available to the plaintiff as marketable goods, contrasted with what they would have been worth if the defendants had performed their contract. I do not know what other test can be applied for ascertaining the damage.

The plaintiff was therefore allowed to retain his verdict.

Celebration of the Opening of the Atlantic and Great Western Broad Gauge Railway to Cleveland.

The formal opening of the Atlantic and Great Western Railway to Cleveland, was duly celebrated in that city on the 19th inst. The train with invited guests which left New York on the 17th, was joined on the following day at Meadville by a delegation train from Cleveland, where both lunched together at the McHenry House. From this place the two trains moved on together to Cleveland, where a grand dinner was given the guests, to which succeeded a ball.

Wm. Reynolds, President of the Pennsylvania and Ohio divisions, presided at the dinner. Speeches were made by Mr. Reynolds, chairman, by Gen. Rosecrans, by George Willey, of Cleveland, Wm. Evans, Esq., of London, James Mason, Esq., and T. W. Kennard, General Manager, and by Gov. Yates, of Illinois.

The speech of Mr. Wm. Evans, one of the Directors, and an English gentleman, was remarkable for its being a discussion of American finance. He regarded the present prosperity of the North, as genuine and substantial—hardly without a parallel in history. He entertained no doubt that the national debt would be readily paid. So great was his faith that such would be the case, that he cheerfully invested the property of himself and children in the securities of the United States.

The citizens of New York as well as those of the great cities of the West may congratulate themselves on the fact that in ninety days, a broad and continuous railway track six feet wide will be open for business between St. Louis and New York. It has merely stopped on its way for a short time and branched off into Cleveland. The route which the Atlantic and Great Western has selected to reach the Mississippi, as will be seen by reference to the map, is one of the very best in this country. It subsidizes the interior interests of New York, Pennsylvania and Ohio, and makes Missouri one of its most important allies. It seizes on the agricultural and mineral products of these States, which before were without an outlet, except a most circuitous and embarrassing one, and it is the moving of their whole fields and mines, and oil wells to within forty-eight hours of the ocean. It makes St. Louis and Cleveland outerwards of our city with which business may as readily be transacted as with Central New York.

The history of this company is a remarkable and instructive one. It was a project of 1857, and from the start a failure, until it was taken in hands by a Western banker, who in the expectation of success and ample remuneration, threw himself into the breach and with it his fortune. He went abroad, visited the capitals where the largest and most enterprising bankers resided, laid before them his maps, plans, estimates and conclusions, and after several years hard work succeeded in procuring iron and money. Several of the high contracting parties who entered into engagements with him broke down before it fell into the hands of those who are now the principal owners and creditors. These gentlemen, among whom the house of J. McHenry & Co., of Liverpool, were conspicuous, advanced the funds for its construction, taking so large a margin in the rate of discounted capital, that at the present market value of shares and bonds they have nearly doubled their money. So that while the cost of the road, including discounts, interest and loss on sale of first bonds issued, is now tabulated at about $64,000, per mile, it is well-known that the actual cash cost per mile, for construction is not one-third of that amount, and yet it is now one of the best investments in this country; and its shares and bonds are of the firmest and most desirable character. It has had the good fortune to have had its construction and management placed in the hands of one of the most skilful and celebrated engineers of the day, T. W. Kennard, Esq., a graduate of King's College, London, and who had by his success in various great works in England and on the continent, obtained the entire confidence of the capitalists who employed him. On his recommendation, a number of these gentlemen advanced the requisite funds, some of them French, others Spanish, and the residue English. No American capital to any extent was obtained.

The construction of the road was like a miracle. Sixty miles were made during the year 1860. The war then interrupted its progress for a time, as the laborers enlisted in preference to remaining on the line. This deficiency was remedied by the importation of large numbers of foreign operatives and *navvies*, to the extent of 15,000 men. The work was resumed with spirit. Two hundred miles were put in operation in seven months, and now it is finished to Cleveland, 626 miles from New York by this route. Several other feeding branches are in part or wholly completed. When the main stem is finished to St. Louis, which will be on the first of January next, there will be a continuous broad gauge between that city and New York, of 1,200 miles. This will be traveled with ease and security in about 40 hours. Sleeping cars of the latest and most improved construction, for which the broad gauge gives great advantages, will be placed on the route, and restaurant cars in which meals will be served up with as much regularity as at a hotel. We shall in this way arrive at the perfection of railroad traveling, and but one more improvement is at present wanting; this is, springs to the seats in the cars.

The depot and hotel at Meadville, the main dining station between St. Louis and New York, are said to be the finest in this country.

The depot building is three hundred and twenty-seven feet in length, and about eighty in height. Through its centre run three tracks for the passenger trains. Wide platforms extend along both sides. Upon one side are the ticket office, telegraph office, reception rooms, and all the main offices of the company, elegantly and fully arranged for the transaction of business. On the opposite side is the new hotel, which is to be kept by Taylor, formerly of the Angier, Cleveland. The great feature of this hotel is the immense railroad dining hall, two hundred feet long, about

thirty feet wide, and thirty-five feet high, to the ceiling. It is profusely lighted upon both sides. The finish and adorning of the rooms are superb, being all in black walnut. Overhead, the rafters and stringers are in full view, after the style of Episcopal churches; while at the eastern end a great and stained glass window increases the resemblance. In range with the dining hall are the offices, &c., of the hotel, while the hotel proper extends as an L from the western end of the depot two hundred and ten feet. This is furnished and supplied with all the conveniences and luxuries of any metropolitan house. The grounds about the hotel are being graded and laid out artistically. Five acres immediately about the hotel will be laid out as a pleasure garden, with walks, arbors, fountains, &c. In short, the McHenry House, as it is called, will be one of the best to be found in all the States. The railroad company are in possession of a large quantity of land adjacent to the depot, which has heretofore been farm and meadow land, and are erecting very extensive works, which will be models of their kind.

Meadville has now about 7,000 inhabitants and is rapidly improving. It is situated on French Creek, a tributary of the Allegheny. Is 513 miles from New York by rail. Its population in 1860 was 5,000, and is now from 6,000 to 7,000. The building of the A. & G. W. has given a great impetus to business, and its opening will continue to increase trade and population. Meadville is the business centre of one of the finest sections of Pennsylvania, embracing Crawford, and portions of Venango and Mercer Counties, with a population not exceeding 100,000. A large direct trade is carried on here with the oil regions of the State. A branch of the A. & G. W. Railway extends to Franklin, on the Alleghany river, and is being pushed forward to Oil City. The French Creek extension of the Erie (Pa.) Canal affords water communication with Lake Erie and the Ohio River.

On the way home, at Meadville, the New York party organized a meeting, and passed resolutions complimentary to T. W. Kennard, General Manager and Chief Engineer; to Henry Sweetser, General Superintendent, and to Wm. Reynolds, President; to Messrs. McAndrew and Wann, General Financial agents of the company; and to the citizens of Meadville and Cleveland for their kindness and generous hospitality.

Regular trains are now running from New York to Cleveland, and the United States Telegraph Company has opened an office in the latter city. In short, the Atlantic and Great Western is a splendid success; it is doubling the value of property along its route, causing great improvements in all the towns it traverses, and is destined to be a favorite route from the Atlantic to the Mississippi. We consider it altogether a model road, and its directors, engineers and stockholders will be well repaid for their outlay, made without any noise or pretension, by an immense and lucrative traffic.

Among the improvements introduced on this road, is that of the Smith Air Light, of which we have on a former occasion spoken most favorably. An engine No. 28, the Marvin Kent bore this brilliant light during the night, and on entering Cleveland created almost a street illumination by its brilliancy. We learn that it is to be used on all the locomotives on this road, and if so the night trips will be made with as much safety as those in the day time. Mr. Kennard is a man of great professional accomplishments, and he has in all his arrangements seized on the latest improvements, not only to benefit the traveling public, but ensure the efficiency of his system of management.

Baltimore and Ohio Railroad.

This road has been subjected to the greatest difficulties during the present war. It has been cut, injured and destroyed in many portions of the line exposed to the rebel raids, and damaged to the extent of millions of dollars. Yet its indefatigable Direction and able Superintendents have never faltered in their management but have promptly repaired the line, often almost under the fire of the enemy. It affords a remarkable example of American skill, persistence, and courage.

At its depot at Mount Clare, near Baltimore, one of the most complete in this country, under the direction of Mr. Perkins, are to be seen some splendid new locomotive engines mounted on ten wheels. These are the counterparts of five which are running on the Washington Branch. By this new arrangement, the weight is more divided on the rails, and the tractive adhesion increased.

In the construction of these, numerous improvements have been added, one of which consists in an application connected with the furnace, fire-box and smoke-stack, which consumes the smoke and thereby removes that intolerable nuisance of dense clouds of smoke being wafted along the trains, and great care has been taken in order to equalize the weight upon the trucks and wheels.

These engines are about thirty feet in length with cylinders eighteen inches in diameter and twenty-six in length, and driving wheels five feet in diameter. The experience of such as have already been placed on the road is that of a complete triumph, and this, too, in the opinion of Northern builders. They are very easy upon the track, and always maintain the punctuality of the time-tables. The work of building five eight-wheel passenger engines has been commenced, and they will have the same improvements as those of the first class. All are constructed under the personal supervision of the Master of Machinery.

Some idea of the extent of work done at Mount Clare may be formed when it is learned that since the commencement of the present war there have been built there five hundred and twenty cars, and now arrangements are making for the construction of two hundred additional coal cars, and all these are to have iron trucks, instead of wood, which are much more durable. Of the passenger cars which have been made, sixteen are of the finest workmanship and most beautiful finish we have ever seen. All these are running on the Washington Branch, and they combine many conveniencies for travellers, and the interior presents the taste and elegance of the parlor and dining room.

The inside panellings are filled with a species of gold cloth, and those of wood, on the outside, have been polished and rubbed down until they present the gloss and brilliancy of the finest coach bodies. The corner panels are elaborately ornamented with gilded scroll work of rich design, which give an artistic finish to the whole. There is no unmeaning ornamentation about this work. There are now in the car finishing shops five more such railway carriages, all of which are receiving the finishing touch. One of these contains two apartments filled with berths such as are enjoyed on steamers, which will be used as a through car from New York to Washington.

Among the curiosities at the Mount Clare depot are the debris of the rails, locomotives, etc., which were destroyed by the rebels. There are successive piles of twisted rails, sections and rods of bridges, bolts, screws, car wheels, and boilers of excellent locomotives, fragments of coal cars, axles and demolished tenders.

These articles having unluckily fallen into the possession of the Rebels, they seem to have adopted the most effectual mode of destroying them. The rails, some of which are of the finest quality of English iron, after having been torn from the road-bed, were laid upon piles of cross-ties and fire applied to the latter. Whilst in a heated state they were dragged off by tongs and twisted and turned in almost every conceivable manner; and so did they treat other iron work of the Company, thereby developing a most demoniacal spirit of hostility to the road.

There are millions of pounds of this damaged iron, but it is not lost to the Company, for no matter how small the piece, it is collected, placed into the melting furnaces and again wrought into such parts of engines and cars as are required. This process, instead of deteriorating the quality of the metal, is said to improve it, and thus an immense saving to the company will be effected.

Cars for Narrow and Broad Ganged R. R's.

The difficulties and objections arising from the broad and narrow gauges upon railroads, where a connection is desirable without change of cars, like the Grand Trunk Railway for instance, and roads connecting it at Portland with Boston, seem to have been almost wholly overcome by a patented invention of Mr. C. D. Tisdale of this city. The advantages obtained by his invention are such as to render the changing of freight from one car to another unnecessary when brought upon a road of a different gauge, there being an arrangement of the tracks by which the same cars can be run over roads of various gauges. This arrangement is unlike others that have been designed to secure the same result, and inasmuch as a car has been built upon this new plan, and tried with success, there are reasons to believe that it will be generally adopted. The change for a wide from a narrow gauge, or *vice versa*, when coming upon a different road, is effected in a very short time, and when completed the train is as free from accident as upon the old style of tracks. The improvement is very simple and confined chiefly to the wheels and axle, which are so constructed as to be shortened or lengthened at pleasure, as the gauge of the track may demand. The adoption of these cars upon roads of different gauges, where there is a great amount of through traffic, would be a great saving in time and expense, both for the railroads and their patrons, doing away entirely as they will with the labor and time occupied in re-loading freight from one car to another. The cars in use at present can receive this improvement, and, it is claimed, at an expense comparatively trifling with the advantages obtained. One of these cars, built upon Mr. Tisdale's plan, is now at East Boston, having lately returned from a trial trip of five hundred miles, being loaded with one hundred barrels of flour, (eleven tons) and passing alternately over the narrow and broad gauges of the Grand Trunk Railway, and the intervening roads between there and Boston. The trial was in the highest degree satisfactory, and many railroad men have expressed their approbation of the result.—*Boston Journal.*

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,482	79,409	78,753	557,079
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	61,429	74,034	83,324	84,322	91,293	860,845
1863	100,183	81,130	100,376	------	------	------	------	------	------	------	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,061	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,992
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,507,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	932,641
1861	81,531	75,621	78,361	65,358	75,210	63,761	73,474	136,897	141,174	122,487	104,254	80,246	1,098,464
1862	73,169	66,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,936	183,939	185,591	------	------	------
Chicago and Rock Island													
1859	60,053	55,497	68,116	71,792	73,573	72,392	67,076	87,233	129,015	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,139	92,873	77,157	1,181,003
1861	83,030	63,975	77,007	76,609	103,163	90,621	88,410	130,542	134,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,876	76,459	102,353	138,373	119,847	117,086	146,268	161,503	138,725	135,505	1,423,428
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,865	209,391	208,559	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,821	55,003	42,101	400,439
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,560	49,571	80,819	108,737	74,391	53,554	675,794
1861	48,325	48,651	59,920	60,410	84,591	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,608
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,941	984,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	------	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,563	84,906	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,589	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,640	106,835	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,963	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,226
1860	78,170	67,240	86,260	76,032	65,907	55,085	50,986	66,573	84,603	94,406	82,487	80,400	889,499
1861	85,239	77,918	85,663	90,324	65,302	63,137	52,239	60,295	84,640	98,528	88,401	105,253	935,939
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,597	117,244	104,876	1,167,544
1863	145,916	146,889	165,780	121,278	100,225	100,085	91,308	102,150	132,180	140,013	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,995	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,619	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,842	600,124	587,242	561,448	412,723	5,295,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,124	615,962	756,421	885,136	902,06	963,859	8,400,234
1863	825,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	955,371	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,663	62,698	80,793	93,254	115,505	98,449	83,705	136,541	219,528	252,108	142,858	94,860	1,462,762
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	241,326	172,700	122,309	1,739,796
1862	109,867	105,424	74,346	90,180	148,194	225,048	190,456	129,019	188,370	243,475	159,530	143,582	1,777,841
1863	132,517	121,161	129,226	136,601	172,043	212,946	143,517	169,794	267,529	281,814	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,309	155,164	156,973	170,157	157,443	232,013	1,933,424
1860	212,714	209,422	161,047	134,606	156,261	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	201,343	167,560	134,751	150,805	122,693	114,804	137,299	146,424	173,261	197,762	246,283	2,028,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	229,911	270,083	408,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,160	302,174	------	------	------
Illinois Central:													
1859	132,936	134,311	154,630	153,614	141,804	149,592	139,102	181,612	246,829	245,302	250,742	192,322	2,123,006
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,471	259,643	321,059	243,163	225,196	2,664,348
1861	321,844	279,268	229,334	192,054	199,488	177,829	184,280	238,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	234,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,106	397,729	331,432	459,256	496,919	448,766	------	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,289	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,616	50,864	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,157	164,809	122,862	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,837	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,487
1862	53,903	62,407	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,825	1,163,734
1863	67,150	76,132	44,925	88,177	106,967	111,260	71,587	69,352	146,417	235,054	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	243,551	277,722	203,492	134,472	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	181,077	2,189,077
1862	163,152	153,723	157,500	193,420	200,826	181,983	180,915	226,819	276,109	315,018	304,084	279,539	2,647,533
1863	248,784	230,503	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,827	226,077	181,617	132,040	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,383	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,844	300,333	242,09	200,154	2,124,814
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	245,953	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	205,221	215,449	215,449	308,139	375,487	------	------	------
New York Central:													
1859	380,319	370,514	509,211	473,563	409,628	447,813	504,217	591,920	743,599	709,671	637,762	520,396	6,303,703
1860	337,129	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,488	730,756	523,047	7,154,622
1861	489,065	420,793	627,051	599,688	677,073	558,743	523,38	562,076	696,175	927,038	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	779,223	738,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,584	1,102,893
1860	97,016	93,666	88,598	90,463	89,577	93,378	100,69	104,118	105,478	111,173	99,461	100,141	1,175,769
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,366	97,858	91,111	90,671	1,110,095
1862	110,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,125	125,715	1,224,910
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,099	125,817	124,615	129,121	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,508	249,631	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,935,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	460,557	454,826	4,083,837
1863	335,683	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,502	815,902	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,936	286,844	231,253	197,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,069	261,210	249,419	277,340	397,525	401,299	364,931	370,963	3,745,910
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	404,893	457,321	558,146	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,025	734,574
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,939	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,096	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	118,578	115,214	168,219	170,380	172,670	147,848	139,529	1,403 14
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,370	130,700	151,052	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	'857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'63-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	98½
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	434,000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'69-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100
" " " 1850.	700,000	6	J.n. & July.	"	1880	107
" " " 1855.	1,128,500	6	J.n. & July.	"	1875	108
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1480	
Converted Sterling Loan	793,200	5	"	"	1883	
American Loan	764,000	6	"	New York.	1884	106½
Extra Dividend Loan	534,458	6	"	"	1884	
Loan for $500,000	500,000	6	"	"	1867	108
" " $800,000	790,600	6	"	"	1870	104
" " $375,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	102½
" " $2,500,000	867,000	6	"	"	1889	105½
Consolid. Mort. Loan $5,000,000			"	"		108½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65 '70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	104
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	91½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,300	7	" "	" "	1876	42
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	3,044,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,060	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	95
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	1,700,000	7	May & Nov.	New York.	1874	90½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	106
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	104
General 1st Mortgage	3,600,000	7	" "	" "	1885	11
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	94
2d Mortgage	2,000,000	6	" "	" "	1890	85
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	884,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville**						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug	New York.	1882	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	102
4th Mort. (M. L.) or 3d Extension	1,059,02[illegible]	6	" "	" "	1886	86
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	18[illegible]5	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	112½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289.000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	103
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1891	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,600,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land. 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F." Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	62-'63	111
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov	" "	1875	110
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	5,000,000	7	April & Oct	" "	1881	85
Convertible Bonds	1,360,000	7	Jan. & July	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1893	99
Housatonic:						
1st Mortgage	183,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	114½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	106½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	120
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	110
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1881	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1892	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1893	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	107
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	----------	----------	------	----
2d Land Grant (Western Div.)	353,600	†	Jan. & July.	New York.	------	44½
3d Mortgage (whole road)	1,700,000	†	" "	" "	------	44½
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102½
Extension Bonds	175,000	7	May & Nov.	" "	1820	107
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	----------	----------	------	----
1st Mortgage	228,000	---	Jan. & July.	New York.	1881	----
Louisville and Nashville:			" "	" "	'63-'78	----
State [Tenn.], 1st Lien	559,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	185,000	7	Feb. & Aug.	New York.	1861	90
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	------	----
1st Mortgage	1,600,000	7	----------	----------	1880	----
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,483	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N Y. & Boston	1869	20
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	23
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	101
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,075,000	7	May & Nov.	" "	1885	110
2d General Mortgage	2,656,500	7	" "	" "	1877	104
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.	------	107
2d Mortgage	200,000	8	" "	" "	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	10
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	500,000	7	----------	" "	------	----
1st Land Grant	2,000,000	7	----------	" "	------	64
2d Land Grant	700,000	---	----------	" "	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,922	---	----------	----------	------	----
Mortgage (due 1880, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	638,000	---	Semi-ann'ally	New York.	var.	02½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	00
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	106½
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug	" "	1876	117
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov	" "	1883	1½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	1
Real Estate Bonds	254,975	6	" "	" "	1883	101
Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1874	3
New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	38
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	15
3d Mortgage	6,000,000	7	" "	" "	1883	12
4th Mortgage	5,100,000	7	April & Oct	" "	1880	03
5th Mortgage	1,791,500	7	June & Dec	" "	1888	109½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	08
2d Mortgage	1,000,000	7	Feb. & Aug	"	1864	101
3d Mortgage	980,300	7	Jan. & July.	"	1867	109
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	8	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	104½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99½
2d Mortgage	3,077,000	7†	" "	" "	1861	24½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	97
Chattel Mortgage	360,000	10	" "	"	1897	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	253,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,263,000	6	" "	" "	'87-'89	----
Construction	3,295,000	7	" "	" "	----	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	110½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106½
2d Mortgage Sterling	2,124,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1394	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersbg and Lynchb'g (S. Side):						
State (Va.) Loan (S. S.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1866)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	3	" "	"	1895	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106½
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	119
" 1857, "	3,417,000	6	" "	"	1886	125
" 1858, "	1,470,000	7	" "	"	1886	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	135
Improvement	58,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	295,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	65½
2d Mortgage	937,500	7	" "	"	1863	18
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1878	----
Sandusky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	122,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	60
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mep't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	84½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	109
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----	----	----	90½
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	18
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '55-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£809,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	107
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	109
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's, endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.0	....	....	....	*Alabama and Florida*	1,451,780	*	—	677,953	503,500	105,255	1,515,704	54.0	.....	101,100	37,886	—	....
28 Feb '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,595	30,031	—	335,010	109,000	21,032	516,985	30.5	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	194,400	—	1,667,000	777,777	240,485	2,476,026	109.6	.....	207,626	111,234	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,096	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,210	*	—	600,431	—	—	600,421	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	46	25	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,376	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,719	427,265	100,000	1,419,769	922,622	23,579	2,582,605	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..				301.4				Cairo and Fulton													
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,249	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,433,550	*	—	733,850	700,000	—	1,493,850	22.5	.....	220,251	104,594	—	....
								CONNECTICUT.													
1 Feb. '61	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	314,475	66,485	—	307,010	100,000	—	418,823	23.8	47,391	61,516	36,019	5	....
30 Sep. '62	124.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,087,500	211,374	4,433,584	124.4	2 8,088	301,402	126,918	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,295	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	955,459	509,758	17	142
31 Dec. '62	74.0	—	8.8	—	11	17	256	Housatonic (preferred)	2,439,776	*	—	2,000,000	240,000	61,877	2,625,250	124.0	.....	284,455	79,187	4	.....
31 Dec. '62	57.0	—	1.5	—	7	11	175	Naugatuck	1,210,899	260,000	11,850	1,031,800	358,950	25,324	1,594,661	62.0	.....	208,420	97,700	6	.....
31 Dec. '62	62.0	—	2.0	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,200	135,072	.....	—	117½
31 Dec. '62	75.9	8.8	7.2	—	8	8	—	New Haven and Northampton	1,774,455	58,023	—	1,010,000	650,000	—	1,814,475	operated by		N. Y.	& N. H.	4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,651	*	—	602,159	75,528	—	696,827	61.1	156,9	151,731	88,76	5	99
31 Mar. '63	61.3	1.0	63.8	—	28	78	4 71	New York and New Haven	4,643,832	712,498	—	3,000,000	2,000,000	—	5,774,302	17.4	518 10	1,036,437	454,09	12	128
30 Nov. '62	59.4	7.0	8.5	—	15	17	513	Norwich and Worcester	2,463,988	149,711	214,100	2,122,600	759,300	9,288	3,064,807	66.4	294,17	358,664	158,927	—	75
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,084	84.3	136,631	158,970	41 466	—	....
31 Oct. '62	16.2	—	....	—	—	—	91	Newcastle and Frenchtown	704,560	*	18,535	744,520	—	5,024	749,544	5.0	.....	27,293	10,29	9	....
								FLORIDA.													
.. .. '62	154.2	—	—	150	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	155,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.5	—	5.0	—	....	....	....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.0	10.0	153.5	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.5	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	123,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.0	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	55.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	55.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,987	—	—	.....	21.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.	879 468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,122,34	232.0	.....	1,159,188	528,045	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.3	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,243	162,534	—	669,950	249,000	—	1,026,852	50.0	.....	202,714	110,510	8	.....
1 May, '58	68.1	—	....	—	3	4	32	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,021	1,473,141	71.0	.....	.....	.....	—	....
31 July '60	108.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,91	3,522,91	28.8	.....	.....	388,858	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	882 340	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,530	*	—	4,244,222	4,100,000	157,877	8 721,057	261.0	970,851	1,225,001	457,794	—	55½
30 Apr. '63	138.0	—	26.0	—	75	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,381	4,438,510	5,738,640	6,102 594	—	13,179,503	266.0	1,304,146	2,412,821	1,206,39	8	114
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,708,594	67,869	120,000	988,000	762,862	158,075	2,050,08	45.0	14 mo.	245,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,849	510,955	—	3,781,316	8,3 5,000	229,641	13,147,136	242.0	.....	1 033,05	448,503	—	49½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,05	228 4	1,020,88	1,529,141	513,100	6	106½
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580,000	—	—	580,000	—	—	—	84.0	—	—	—	—	—
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,168,705	1,311,917	248,560	6,028,400	3,385,00	—	10,561,14	141 7	1 420,341	1,777,541	824,605	6	109
31 May, '63	174.6	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,644,561	2 350,000	—	4,244,34	180.0	.....	742,097	377 47	—	69½
31 Dec. '62	454.8	252.5	....	—	112	94	2,235	*Illinois Central*	27,675,671	*	—	16,824,360	15,000,500	—	36,071,05	708.3	2,561,192	5,446,827	1,870,723	4	121½
.. .. ..				81.5				Illinois River													
.. .. ..	149.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,40	—	.....	149.0	.....	.....	.....	—	....
.. .. ..	46.0	—	....	—	....	....	....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	ope	by Chic.	& R. Is.	125,000	—	....
.. .. ..				129.0				Peoria and Hannibal													
.. .. '62	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	....	....	....	Quincy and Chicago	1,975,555	*	—	800,000	1,200,000	—	2,000,000	100 0	oper.by	Bur. &	Quincy	—	....
.. .. ..	1.0	—	....	—	....	....	....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,693	568,020	—	61
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,030,435	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219.100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	724	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	318	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,36 .284	140.8 9	3,458,10	10.0	.....	448,858	230,834	9	87
31 Dec. '62	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,430	11,036	2,193,83	84.0	.....	450,079	247,348	—	.....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	27 8,231	1,015,907	621,000	—	2,175,22	108.0	312,98	527,563	268,156	—	.....
.. .. '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,588,748	132.0	.....	285,974	104,951	—	100
.. .. '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	38½
.. .. '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74 0	.....	.....	.....	—	.....
30 Nov. '62	75.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,422	73 0	319,251	563,314	361,278	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	762,733	685,000	92,663	1,542,766	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800 000	362,084	.....	86.0	7 mo's	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,068,599	63,190	—	2,992,427	300,000	222,601	3,179,83	111.0	.....	228,566	122,921	—	.....
.. .. ..				438.0				Iowa Central Air Line				245,000	755,000	—	.....						
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,702	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '62	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	4,198,600	*	—	2,700,000	4,000,000	15,000	.....	230.0	.....	.....	.....	—	42
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,275,99	111.6	.....	426,406	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	6 4,024	*	—	sold, 1859,	for $25,0 00.	—	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	....	....	....	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13 0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '62	29.0	—	....	—	—	—	—	Lexington and Frankfort	596 728	52,300	—	514,573	130,000	—	746.06	29 0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	...	...	—	13	10	230	Louisville and Frankfort	1,396 229	126,735	6,540	1,104,587	402.519	—	1,936,83	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	84.0	16.0	—	37	18	263	Louisville and Nashville	9,257,936	*	—	5,358,615	2,295,200	198,765	9,840,067	269 6	374,997	822,196	508,591	—	.....
.. .. '58	18.8	—	....	70.2	....	....	....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	218	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,32	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206 0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,846,000	1,156,717	.....	206.0	.....	.....	.....	—	.....
1 Aug '60	39.5	—	....	135.5	....	....	....	*Pichez'k, Clarepart & Toche.*	1,466,691	*	—	1,283,516	242,892	102,434	1,710,819	50.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Siddings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	787,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,733	—	2,494,900	3,068,391	—	7,988,476	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '58	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,723	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	20,559	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,976	*	21,925	1,050,560	3,068 491	159,952	4,259,303	109.2	188,246	323,032	174,028	—	—
31 Dec. '58	—	—	—	14.0	...	—	—	Penobscot	328,412	—	178,034	180,497	300,000	75.000	.....	—	—	.....	.....	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	288,197	170,276	6	108
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	236	124	3,272	Baltimore and Ohio	21,814,042	3,604,781	3,579,907	13,113,992	10,781,853	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	94
30 Sep. '61	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	29.0	187,427	482,880	290 840	9	120
31 Dec. '62	133.0	4.0	16.4	—	51	25	1,547	Northern Central	7,635,009	774,568	468,133	2,260,000	5,150,000	402,054	9,836,621	155.0	940,558	1,920,641	927,341	—	42½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,144	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,909	136 191	6½	106
31 Mar. '62	72.3	8.8	51.1	—	33	72	484	Boston and Maine	3,880,350	400,463	496,903	4,976,974	—	—	5,026 336	119.3	630,840	945.980	450,302	6	127
30 Nov. '62	47.0	7.0	32.5	—	25	40	20	Boston and Providence	2,962,600	297,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702.222	355,362	8	134
30 Nov. '62	44.6	24.0	69.1	—	39	68	273	Boston and Worcester	4,082,594	457,416	100,000	4,500,000	—	93,654	5,656,584	83.6	564,117	1,006,130	490,304	6	137
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	125,862	—	681,654	141,600	—	1,085,971	47.1	75,219	102,627	50,953	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	138,854	6	104½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,862,400	1,912 600	30,000	4,766,003	89.0	452,168	635,629	315,734	—	98½
30 Nov. '62	19.9	1.5	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	28	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,241	93.4	342,542	580,580	254,146	6	114
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	46,226	—	219,826	64,100	5,846	289,772	28.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,932	28,148	—	292,961	393,013	—	666,861	29.8	27,424	16,544	1,200	—	.....
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	260,000	75,000	11,752	367,152	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.3	—	11	19	337	Nashua and Lowell	558,919	93,581	—	600,000	—	—	862,401	71.0	148,515	188,133	46,540	8	125
30 Nov. '62	20.5	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	800,000	—	800,000	36.7	42,282	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,356	—	—	220,340	234,900	140,962	597,356	.....	oper. by	B & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	232,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	2,015,166	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	145
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,480	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.0	—	13	18	352	Providence and Worcester	1,402,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	134½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,479	52,543	—	243,503	229,900	464	471,17	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	59,226	—	259,685	150 000	1,456	431,715	11.5	22,215	64.425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,690	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	123
30 Nov. '62	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	1,756,376	—	—	923,819	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,843	—	2,214,225	980,525	—	3,616,900	77.3	112,242	216,065	115,241	—	39
30 Nov. '62	156.1	17.2	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	152
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	125,355	—	1,141,000	141,500	1,150	1,356,045	45.7	164,248	200,744	92,979	5½	83
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,023	647,696	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
— —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	8,057,436	7,999,489	—	14,834,655	329.3	1,448,558	2,946,530	1,674,200	8	107
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,622	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	81½
— —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756.292	—	2,000.961	2,564,732	805,992	6,331,899	236,0	.....	834,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	793.285	456,949	275,660	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.5	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,389,702	1,022,301	—	1,752,888	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,348,779	604,938	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,450	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,298	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,583	—	71,512	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	500,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '63	93.5	—	5.0	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,060 000	—	2,932,656	93.5	.....	247,279	124,406	—	49½
30 Nov. '62	53.5	—	.....	—	11	11	502	Cheshire (preferred)	2,539,718	*	—	2,035,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	50½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,460	*	—	.....	.....	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	62
30 Nov. '62	49.9	8.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	250,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.9	—	—	—	—	Eastern	525.205	—	—	492.500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	4	98½
31 Jan. '62	20.5	—	1.5	25.5	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,000	56,210	.....	20.5	.....	28,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,423	74,385	7	115
30 Nov. '62	29.3	—	2.5	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,558	568 000	—	.....	52.7	.....	34,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	423	Northern New Hampshire	3,068,460	*	—	3,068,460	226,700	—	.....	82.0	.....	312,171	128,652	4	70
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,450,780	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,266	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	967,582	2,089,500	173,982	3,201,344	76 0	.....	259,021	113,553	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,288	*	3,971,080	5,000,200	8,620,181	.....	.....	124 2	.....	3,640,148	1,728,648	10	173
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,937,386	*	—	1,000,553	1,037 376	117,098	2,155,024	60.2	.....	144,356	65,128	—	73
31 Dec. '62	64.0	—	48.0	—	38	20	549	Central of New Jersey	4,915,252	606,542	672 113	3,650,000	2,000,000	320,433	6,322,193	64.0	687.204	1,397,697	774 341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101.590	7	.....
31 Dec '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583 964	397,376	1,397,974	4,297,300	678 000	400 0 7	5,695,704	33.8	512,349	1,111,057	652,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,295	*	—	156,850	264 200	77,798	438,798	21.2	.....	90,618	24,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	63,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	4 76	350,000	ope	r. by Erie	R. R.	26,500	5½	.....
31 Dec '62	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,609	2,597,161	—	[2 mos.	10,588	—	—	25
31 May, '62	.....	—	.....	—	—	—	—	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,880	121,742	6½	110
31 Dec. '62	38.5	—	.....	42.0	—	—	—	West Jersey	521,984	*	—	591,893	212,500	31,743	521,984	—	82,963	90,122	46,323	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending..	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. rond leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075					—	----
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Saratoga.			—	----
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,039	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	by Tioga.	44,100	—	—	----
30 Sep. '62	5.4	—	5.4	—	—	2	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,867	113,225	—	492,050	252,100	62,567	807,217	14.5	803,720	127,343	10,867	—	48
30 Sep. '62	5.3	—	5.3	15.2	—	26	—	Brooklyn City	1,020,570	312,136	—	1,000,000	170,000	10,000	1,382,500	26.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City and Newtown	267,623	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,491	—	160,677	850,000	2,426,714	136,647	3,682,852	176.0	609,076	823,425	275,456	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,338	505,576	149,000	1,977,950	949,000	—	2,926,950	88.0	487,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	—	20	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.5	132,036	21,457	.....	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	34	—	Eighth Avenue (New York)	874,128	64,237	—	500,000	—	25,000	938,565	6.3	2,458,019	869,955	121,565	12	----
30 Sep. '62	46.5	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	.....	30,000	6	----
30 Sep. '62	445.0	19.0	290.0	—	226	101	3,279	Erie	30,985,792	*	—	19,973,200	19,831,500	480,065	40,285,265	553.0	4,582,309	7,503,973	2,993,542	—	107½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,862	1,363,931	—	3,758,466	9,363,750	268,424	13,420,030	148.0	1,152,545	2,637,529	1,269,954	—	126
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,342	—	1,852,716	782,442	15,213	2,928,473	100.5	220,611	293,457	109,187	2	42
30 Sep. '62	297.8	258.1	381.8	—	229	231	2,336	New York Central	26,267,149	5,257,077	782,510	24,000,000	14,279,583	—	41,866,833	464.5	5,666,772	9,356,828	3,749,077	6	106½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	94
30 Sep. '62	95.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	6	—	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,300	22,000	—	875,774	5.0	779,886	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.5	541,764	492,433	176,755	—	0.25
30 Sep. '62	35.9	—	2.2	—	6	10	51	Oswego and Syracuse	698,935	116,625	—	396,340	268,500	16,375	815,161	38.1	75,623	140,634	77,564	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	69	Rensselaer and Saratoga	742,980	157,018	—	610,000	244,750	—	900,025	27.2	.....	276,276	68,845	6	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	355	Rome, Watert'n & Ogdensb'g	3,092,378	388,305	—	1,499,100	1,923,000	64,292	2,488,392	189.6	309,922	458,512	230,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	450,684	—	—	300,000	85,000	—	434,684	incl.	in Rens. & Sar.	.....	.....	—	----
30 Sep. '62	49.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,595	—	500,000	376,000	6,337	882,357	51.3	111,286	148,227	52,258	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,063	51,493	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,624	—	750,000	25,000	—	1,099,317	4.0	1,491,960	508,033	85,255	10	155
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,445	—	63,102	163,687	70,919	327,708	13.0	40,277	37,010	.....	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,583,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	224,424	280,871	172,757	—	----
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,967	—	606,911	803,500	271,097	1,686,508	50.0	247,898	271,158	134,955	—	----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	160,000	—	462 500	----	oper. by	Vt. Co.	.....	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	----	oper. by	the 4	Comp's.	—	----
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	311,560	—	—	862,089	34.9	61,344	71,899	6,387	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.5	.....	103,953	35,572	—	----
— — '58	223.0	—	—	—	—	—	----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	----
— — '59	97.0	—	—	—	—	—	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	----
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	280,212	—	70,860	364,072	—	.....	—	—	—	----
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613.231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	----
31 Dec. '62	118 2	—	—	—	17	12	203	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,876,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,900	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	----
31 Mar. '63	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,416	10	120
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,975	.....	131.8	304,168	190,745	19,180	—	----
31 Dec. '62	136.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 110	191.2	926,628	1,724,917	1,033,937	20	157
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,548,162	298,789	23,340	1,036,045	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	24	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	.....	.....	96.7	484,197	1,551,628	9 5,928	33	185
30 Nov. '62	101	102.5	—	—	45	30	836	Cleveland and Pittsburg	7,836,094	*	.....	3,832,712	4,324,606	94,329	8,251,646	293.5	.....	1,436,317	552,800	—	107
31 May '63	102.	79.4	—	—	52	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	—	114½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,388	246,565	541,249	1,490,800	282,900	—	2,076,902	oper	r. w. Lit.	Miami.	229,883	15	----
31 Mar. '65	144.0	—	7.9	—	19	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	1,63,705	451,540	—	----
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,178	104,912	—	207,240	716,000	80,845	.....	36.6	.....	62,025	3,565	—	----
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,196	*	—	437,858	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	83,412	—	----
— — '59	36.0	—	—	84.0	—	—	----	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	----
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	688,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	----
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,850	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,120	10,460	—	----
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,1.8	492,979	442,283	2,981,26.	1,400,000	—	4,579,806	168.0	846,282	1,682,488	689,649	15	188
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11.164 820	226.6	445,157	620,025	299,630	—	----
30 Apr. '62	192.5	—	—	—	48	34	628	Ohio and Mississippi	16,868,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,551	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	----
30 Jun. '63	153.9	52.6	—	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,080	2,488,825	7,900	5,401,088	205.9	418,528	599,880	115,290	—	----
31 Dec. '62	110.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	249,395	82 986	—	----
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	408,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346.500	.....	.....	193,000	150,000	3,500	346.500	oper	r. by C.,	C. & C.	.....	—	----
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	----
31 Dec. '62	242.4	—	—	—	42	18	753	Toledo & Wabash (16 months)	8,647,165	*	14,038	2,335,550	6,241,618	193,590	8,785,373	250.0	1,614,932	1,928,202	950,462	—	49
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	56,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	—	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	----
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	3	77½
30 Sep. '62	65.0	—	4.2	—	15	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	276,880	.....	—	10
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	58 545	1,381,458	74.5	.....	255,560	165,427	3	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862 314	202.0	1,107,636	1,505,362	753,468	6	193
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	1 3,396	98,654	—	----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,038	347,822	188,499	—	38
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	228,500	33,820	10	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	72½
31 Oct. '62	32.0	—	1.3	41.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,478	29,799	5,078	—	----
31 Oct. '62	31.3	19.2	5.8	—	11	1	168	Huntingdon and Broad Top	1,423,461	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,034	164,134	—	29½
31 Oct. '62	80.0	—	14.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,333	205,000	2,662,833	80.0	242,400	807,389	1 9,056	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,256	1,465,000	31,547	3,927,385	76.0	387,230	622,927	460,516	6	84½
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,888	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	126 810	68,801	—	51½
31 Oct. '62	24.5	106.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 285	*	—	3,250,000	—	—	3 252 285	130.0	—	451,918	174,435	6½	81½
30 Nov. '62	55.6	13.2	8.3	—	18	2	577	North Pennsylvania	5,485,476	406.187	—	3,147,350	3,106,360	280,000	6,447 780	66.4	263 234	397,196	218,960	—	24½
31 Dec '62	355.6	55.8	318 0	—	256	157	3,871	Pennsylvania	19,308,347	3,582,304	—	13,274.100	5,52 .40.	—	8,324,213	411.4	.....	10.304,991	4,872.218	8	72½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,541,529	236,289	—	1,243,500	438,900	—	1,852 086	24.0	229,968	262,332	129,742	6	60
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,450	6,092,500	157,789	12,124,857	150.0	218,574	418,472	80,909	—	30½
30 Nov. '62	147.4	5.5	187.6	—	143	67	7,200	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,486	25,528,167	355.0	2,088,160	3,913,830	2,095,775	—	62½
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	21 ,000	675 00.	5,000	930 [illegible]	1.9	8,218	7,416	20,661	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Line.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
31 Oct. '62	28.2	—	1 9	—	—	—	—	PENNSYLVANIA, (*Continued.*) Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.5	—	87	110	630	Phila., Wilmington and Balt.	6,9 9 924	744,425	3 1,129	5,620,500	2,579,000	—	9,508,496	200.5	582,615	2,250,862	1,090,995	9	67
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036 181	109,202	*	1,763,122	1,500,000	110,417	3,501,843	72.0	194,000	129,918	50,379	—	8
31 Dec. '62	468.8	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,35	*	—	5,709,692	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,~95	—	86
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,839	29,618	9,328	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	—	oper. by	Ph. & R	eading.	5	—
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	600,000	791,597	5,659	1,297,256	—	57,928	169,584	89,060	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	20.6	81,934	134, 88	9 ,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	633,421	955,209	5,000	1,644,639	26.4	105,800	141,101	79,544	—	10
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,900	—	----------	62.0	237,700	415,309	199,155	6	55
30 Nov. '62	13.6	—	0.6	—	4	3	7	Providence, Warren & Bristol	42:,943	13,299	—	4 7, 17	8,500	—	----------	13.6	23,954	25,594	0,739	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	22	Blue Ridge	2,126,589	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	—
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,268	197,905	1,099,536	51.9	----	----	----	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----	283,263	151,536	6	—
— — '58	10.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	—	—	400,000	200,000	----------	----------	49.3	----	----	----	—	—
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,819,554	164.5	----	341,190	125,871	—	—
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----	----	----	5	—
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----	27,568	8,527	—	—
28 Feb. '58	102.0	—	----	—	—	—	----	North-Eastern	2,011,662	*	—	935,743	969,410	108,172	2,067,325	102.0	----	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,333	----------	----------	----	----	1,499,636	701,943	7	—
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----	----	----	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,135	—	605,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	—
1859	----	—	17.0	2	—	—	14	Edgefield and Kentucky	857,947	*	—	833,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	137,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,284	—	536,054	1,902,000	390,407	----------	130.3	150,142	297,808	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,250,267	141,144	—	670,000	1,361,000	145,000	----------	----	----	----	----	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----	----	----	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	312,518	----------	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,607	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	—
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----	----	----	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----	----	----	—	—
— — '58	56.0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----	----	----	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,536	----------	50.0	31,300	32,670	----------	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	360,000	----------	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110 0	---	---	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----	----	----	—	—
— — '59	28.0	—	----	756 0	---	---	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----	----	----	—	—
								VERMONT.													
31 Aug. '62	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,230,400	800,000	----------	----------	90.7	93,039	203,857	----------	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	—
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,663	—	7,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	6,000,000	3,500,000	1,500,000	----------	174.5	679,677	713 419	191,466	—	75c.
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	----------	1,378,500	oper	r. by Vt.	Central	----------	4	164
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	—
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	oper	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	8.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.9	----	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	19
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	18	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	6,799	1,486,527	80.5	----------	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	185	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,540	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	53,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	69½
30 Jun. '60	204.7	9.4	10.8	—	39	27	374	Virginia and Tennessee	5994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '58	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '61	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	----------	55.0	----------	758,476	329,580	—	—
31 Dec. '61	199.9	—	24.9	—	---	---	---	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	----------	----------	—	—
31 Dec. '58	40.0	—	----	—	5	10	72	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,800,000	*	—	4,526,800	2,454,000	221,252	7,978,341	234.4	----------	1,163,734	414,741	—	61
— — '58	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,236	----------	----------	345,361	132,000	----------	----------	50.0	----------	121,401	----------	—	—
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,630	—	—
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	—
								CANADA.													
31 Jan '63	161 0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938 000	*	—	11,750,000	188,000	----------	11,938 000	16.10	----------	236,798	67,652	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,483,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	—
— — '63	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	—
30 Jun. '63	1,093	137.0	----	78.0	204	130	2,380	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,338,510	1,154,855	—	—
31 July, 63	329.0	115.5	63.0	—	52	128	1,689	Great Western	23,933,750	*	1,250,000	16 802,7 5	9,281,435	----------	26,084,190	357.0	----------	3,011,830	1,649,510	1½	—
— — '62	24.0	—	----	—	2	2	5	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	—
31 Dec. '62	95.0	1.0	----	—	17	20	83	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	—
— — '62	54.0	—	----	—	6	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	—
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.5	12.0	—	14	18	271	European & North American	4,669,416	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July,'63	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,300,000	13,100	136,000	1,779,232	60 0	----------	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.0	30.5	----	—	20	18	150	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,10'	37,181	-	—
								NEW GRANADA.													
1 Dec. '62	48.7	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,875,000	----------	10,763,728	48.7	----------	1,743,291	1,013,444	12	188

New York Stock Exchange.

Actual Sale Prices for the week ending November 25.

	Th 19.	F.20.	Sat 21.	M.23.	Tu.24.	W 25.
American Coal Co.	95	95	94	96	----	94
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	33	34½	35½	34	34	
Central Am. Transit	----	34	35	----	----	
Chicago & Alton	86	----	88½	86	85½	
" " pref.	----	----	96	----	----	
" " 1 M.	----	104	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	----	----	119½	119½	----	
" " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n.	49	49	49½	50½	50	49½
" " pref.	----	----	----	----	----	----
" " 1st M.	92	92	92	----	----	93
" " 2d M.	76	78	79	80	80	80
" " S. F.	----	----	----	----	104	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	106½	106½	107½	108½	107½	106½
" " 1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	157	----	----	----	----	----
Clev. and Pittsburg	108½	108½	109	109½	108½	107
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	103	103	----	102	102	----
" " 4 M.	86½	----	----	86	----	----
Clev. and Toledo	117½	117½	118	118	117	116½
" " S. F. 7 p.c	112½	112½	----	----	----	----
Cumberland Coal, pref.	40	39½	40	41	39½	38½
Del. & Hudson Canal	178	179	179	179½	179½	----
Del., Luck. & West	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	105½	106½	106½	110½	109½	107½
" pref.	103	102½	103½	104	103	102½
" 1 M. 7 p.c. '67.	----	----	----	----	111	----
" 2 M. 7 p.c. '79.	----	----	114	----	115	----
" 3 M. 7 p.c. '83.	----	----	----	----	----	112
" 4 M. 7 p.c. '80.	----	----	----	103	----	----
" 5 M. 7 p.c. '88.	----	----	----	----	----	----
Galena and Chicago	111½	111	111½	111½	109½	109
" 1M. 7 p.c. '63	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	110
" 1M. Ex. '82.	----	----	----	----	----	----
Hann. & St. Jo. pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	127	126½	128	129½	128	126
" scrip	94½	94½	----	----	----	95
" 1M. 7 p.c. '69.	----	----	----	----	----	----
" 2M. S. F.	120	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	123	122½	123	124	122	121½
" full stock	120	----	----	119½	----	117
" Can. bd. sc.	105	----	----	----	----	----
" bonds	120	----	120	120	----	----
Marietta & Cin 1st pref.	----	71½	----	----	----	----
" 2d "	51	51	----	----	----	----
Mariposa Mining Co.	43	43	43	43	42	41
Michigan Central	125½	125½	127	128½	126½	127
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	84	83½	83½	84½	83½	81½
" " guar'd	142	----	----	----	141	----
" " 1M. S. F.	110	109	109	110	110	110
" " 2 M.	104	----	----	----	104	----
Mil. and P. du Chien	61	60½	61	62	61½	61
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	90	----	----	----	87	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	42	----	40
" L. G bonds	----	----	----	64	----	----
Missouri 6s	65½	65	66	66½	66½	
" iss. to H. & St. J. R.	84½	----	85	----	----	
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	136½	136½	138½	139½	137½	136½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76.	----	----	----	----	----	----
" " 7s, conv. '76.	138	138	----	----	----	----
" " 6s, S. F. '83.	----	106½	----	----	----	106½
N. York & Harlem	96	96	97	99½	96½	94
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	108	----	109
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Norwich & Worcester	----	----	----	----	----	----
Ohio & Miss. cer.	----	----	----	----	----	----
Pac. Mail S. S. Co.	----	----	----	213	----	213
Panama	187	----	----	----	----	----
Penn a Coal Co.	----	164	----	----	----	164
Phila. and Reading	124½	124	125½	126½	125½	125
Pitts. Ft. W. & Chicago	86	85½	87½	88½	86½	85½
" " 1M.	----	----	----	----	110	----
" " 2M. 10½	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	64	63½	63½	64½	64	63
St. L., Alton & T. H.	64½	61	62	60	62	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	92	----	92	----
" " Inc. b'ds.	83	----	----	----	----	84½
Tennessee 6s, 1890	45½	59	59	60	----	59
Toledo & Wabash	----	----	----	----	----	49
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	87	----	----
Virginia 6s	62	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending November 25.

	Th.19.	F.20	Sat.21.	M.23.	Tu.24.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	98
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	98	----	98	----	----	----
U. S. 5s, 1865	96	----	----	----	99	----
U. S. 6s, 1881, reg.	103½	----	----	108½	108	----
U. S. 6s, 1881, coup.	109½	109½	----	----	109	----
U. S. 6s, '81, O. W. Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ty.	----	----	----	104	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	102½	102	----	----	----
U. S. 6s, " new	98½	98½	98½	98½	98½	
U. S. 6s, 5-20s, coupon	----	----	----	----	----	----
U. S 6s, " reg.	----	----	----	100½	----	----
7.30 Notes, Feb. & Aug.	107½	----	106½	106½	105½	----
" " Ap'l & Oct.	106½	----	----	----	106½	----
American Gold	152½	152½	153½	154	1.0[illegible]	148½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending November 24.

	W. 18.	Th.19.	F.20.	Sat.21.	M.23.	Tu 24.
Beaver Meadow	----	----	----	----	78	77½
Cattawissa	10½	----	----	----	----	10
" preferred	31	31	31	31½	31½	31½
Camden & Amboy	----	----	----	----	----	----
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	104	104	104	104	----	----
" " 6s, '89.	----	----	----	----	105½	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	54½	----
" " 7s	----	----	----	----	----	109
" " 10s	----	----	----	----	----	----
Harrisburg	72½	----	----	----	----	----
Lehigh Navigation	61½	61½	61½	----	----	61½
" " 6s	----	----	----	----	106	106½
" " scrip	----	----	49½	49½	49½	49½
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	49½	----	----	----	----	----
" " 6s	----	----	----	106	----	----
Little Schuylkill R. R.	52	----	52	----	52	51½
" " 7s	----	----	----	----	----	----
Long Island	41	----	----	----	----	42
" " 6s	----	----	----	----	----	----
Minehill	----	----	61½	61½	----	61½
Morris Canal	73	----	----	----	----	----
" " pref.	109	----	----	----	109	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	24	24	23½	23½	23½	24½
" " 6s.	96½	----	----	----	----	97
" " 10s.	----	----	----	----	----	----
Pennsylvania R. R.	71½	72	72½	72½	72½	72½
" 1st m.	----	----	----	----	----	110½
" 2d m.	----	106½	----	----	106½	106½
Penn. State, 5s	100	100	100	----	100	----
" " 5s, coupon	103½	----	----	103	----	103½
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	104	104½	104	104	104	----
" " new	108	----	108½	108½	108½	108½
Philad, Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	62½	62½	62	62½	63	62½
" " 6s, '86.	----	----	----	125	----	----
" " 6s, '70.	----	----	----	106½	----	----
Philadelphia & Erie	31½	30½	30½	30½	30½	30½
" " 6s.	----	----	----	----	----	104½
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	20	----	----
" " pref.	35	35½	35	35	35½	35½
" " 6s '82	91	----	----	----	90½	90½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	101½	----	----	----	----
Sunbury and Erie, 7s.	----	----	----	----	111	----
Susq. Canal	17	----	16½	----	16½	----
" " 6s '78.	----	----	65	----	----	64
" " scrip.	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	27	----	27	----	27	27
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	80	----	----	83	83	----
Arch street, (Horse)	27½	32	32	31	32½	32½
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates; "	----	----	----	----	----	----
Race and Vine, "	16½	17½	18	19	19½	18
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	15	14½	----	----	14½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending November 24.

	W 18.	Th.19.	F.20	Sat.21.	M 23.	Tu 24.
Baltimore City 6s, 1875	103	----	----	104½	109	109
" " 1885	----	----	109	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	104½	----	----	109½	110	----
Balt. and Ohio	95	----	----	----	94½	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	43	42½	----
" " b'ds, '85	----	----	----	----	----	104½
" " " '90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending November 25.

	Th.19.	F.20	Sat.21.	M.23	Tu.24.	W. 25.
Boston and Lowell	106	----	----	----	----	----
Boston and Maine	----	----	----	----	126	127
Boston and Providence	134	----	----	----	----	----
Boston and Worcest	----	----	137	----	138	
Cheshire, pref.	50	50	----	50	50	50½
Concord	62	----	----	----	----	----
Connecticut River	104½	104½	----	----	----	104½
Eastern, Mass.	98½	----	99	----	99½	99½
Eastern, N. H.	98½	98½	----	----	----	----
Fitchburg	114½	----	----	----	----	----
Manchester & Lawr'ce	----	----	115	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	69	70	
Old Colony and Fall R.	----	----	----	----	145	
Ph., Wil. & Baltimore	68	67½	----	----	----	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	88	88	88½	89	----	79
Western	152½	----	----	----	----	152
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	125½	125½	125½	126	----	----
Metropolitan "	80½	----	----	79	78	----
Middlesex "	108	----	109	108	----	----
Central Mining Co.	66	56½	57½	----	----	----
Franklin "	52½	53	52½	52	51½	51½
Isle Royale "	28	27	27	27½	28	----
National "	51	----	----	53	53	52½
Minnesota "	----	----	----	73	72	----
Pewabic "	65	62½	63	64	64½	65
Pittsburg "	80	----	81	----	85½	91
Quincy "	89½	90	92½	95	98	98
Rockland "	18	----	18	18½	18	18

London Stock Exchange.

The following were the closing prices for American Securities on the 5th November:

Maryland 5s	73	to	76
United States 6s, 1881	70	"	75
Do. 5s, 1874	60	"	65
Virginia State 5s	45	"	50
Do. 6 per cent.	37	"	39
Atlantic and Great Western, N. Y. sec., 1st mort., 1858, 7 per cent.	76	"	78
Do., Pennsylvania do. do.	75	"	77
Erie shares, $100 (all paid)	68	"	68
Do., 7s, preference	64	"	66
Do., 7s, 1st mort., 1867	68	"	72
Do., 7s, 2d mort., 1859	68	"	72
Do., 7s, 3d mort., 1883	68	"	72
Do., 7s, 4th mort.	65	"	70
Do., 7s, 5th mort.	68	"	72
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	74	"	76
Do. do. $100 shares, $90 paid, dis.	19	"	18
Do. do. $100 shares, all paid	73	"	75
Marietta and Cincinnati Railroad Bonds	70	"	72
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82. [illegible]	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	----	"	----
New York Central 6s, S. F., 1883	68	"	72
Do. do. 7s, 1864	55	"	60
Do. do. 7s, S. F., 1876	78	"	82
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	83	"	86
Panama, 1st mortgage 7s, 1865	90	"	101
Do. 2d mortgage 7s, 1872	104	"	106
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	38	"	43
Philadelphia and Reading, $50 shares	33	"	38

American Railroad Journal.

Saturday, November 28, 1863.

Stock Exchange and Money Market.

It is very evident that during the past week, the operations on the New York Exchange have been conducted as much at hap-hazard as usual. One large house which has always been managed on close business principles, at least in former times, succumbed under contracts to deliver gold in fabulous amounts far exceeding their means and credit. This may be legitimate according to the present understanding of the word in Wall street, but we doubt it. It is by the repetition of these wild and baseless operations that the Money Market is continually and unnecessarily disturbed. And we feel no sympathy whatever for those operators, who, deserting the paths of prudence in their haste to grow rich, overleap their bounds and fall on the other side.

Large amounts of gold have left the country the last week for Mexico, to replenish the military

chest of General Bazaine. We have often noticed in our remarks on the precious metals, that the United States, much as the despotic Governments of Europe profess to hold ours in contempt, is the only country to which when they want money they come for it. Our institutions, our liberal and prompt methods of business, our auction and cash system, all favor the rapid conversion of goods into money, and with an ease and certainty not to be found in any other part of the globe. It is the easiest thing possible to obtain gold and silver, therefore, when it is wanted abroad, by sending to this country; and if more is wanted than the balance of trade can command, there is a large body of foreign bankers and agents who sell time bills on their principals in Europe, and get as much more as required. When these bills come due, they redraw and remit, and so on as long as convenient. We repeat the opinion, that but for the enormous amounts thus obtained, the bank of England and that of France would suspend specie payments in ninety days.

So large is the drain from both those institutions at the present time, that the rate of interest is expected to be put up to 7 per cent. in Threadneedle St. before the month of November closes.

With regard to the movements in our domestic securities we have only to report great steadiness in those of the Government, and continued animation in railway shares. The recent rise in most of the latter brought out a good many sellers to realize profits, and a slight reduction followed as is always the case, to be almost immediately succeeded by another advance, and new strength in the market for the time being. This was the condition of the street in the early part of the week, and as Thanksgiving day came in to break up the continuity of operations, but little variation could be expected. Speculation is rife as to what Mr. Chase will do; whether he will operate with the means he has already at his disposal, or ask Congress for leave to increase the quantities of his legal tender issues. A large party desire him to adopt the latter course, for in no other way do they expect to realize their contemplated profits. On the contrary, there is equally a large number who believe we have paper money enough in circulation to conduct the business of the country, and supply the necessities of the war. We are so assured of Mr. Chase's financial skill as well as his conservative opinions, that we dare venture the prediction, he will not inflate the currency one single dollar more, if he can avoid it. There is one form of expenditure which we think should be immediately put an end to; and that is the further extension of our navy. We have nearly five hundred ships of war to oppose an enemy that have but four. There is not a port of the rebels which is not successfully and efficiently blockaded. What do we want a hundred new vessels for? It is a waste of money to build them, and we hope Congress will interfere and stop these unnecessary jobs. The war cannot last much longer, our foreign relations are more peaceful than ever, and what in the name of common sense are we to do with six hundred vessels of war?

We notice that Mr. Peabody, the great Anglo-American banker of London, with forty associates has resolved to put on a line of large steamers between London and New York without delay, three having already been temporarily secured to begin with.

It is to be hoped that our Government, as soon as the war is over, will place our fastest wooden steam sloops at the disposal of the post office department, and make mail packets of them to run between New York, and Liverpool, Havre, Cadiz, Havana, St. Thomas, Carthagena, Rio, Buenos Ayres, and also establish a line between San Francisco, and Japan and China. We have forty or fifty of these vessels which will be of no future use in war, which, commanded by United States officers, with partial equipments and half crews would re-establish and revive our commercial correspondence with all those places. If we wait for private companies, and subventions to each, our commerce will not revive in twenty years.

The American merchant flag has disappeared from the ocean, although the navy department has five hundred vessels at its disposal. In abler hands and by the policy we foreshadow, it may do something to restore our maritime prosperity.

We refer our readers to our tables this week for those details which are usually given in connection with our subject.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—State 6s, 1872, 115; do., 1868, 110; Indiana 2½s, 55; do., 5s, 82½; Peninsular R. R. 1st mort., 80; Dubuque and Sioux City, pref., 72; Wyoming Valley Coal Co., 85@90¾; Bucks Co. Lead Co., 1½; Manhattan Bank, 140; Bank of State of New York, 128; Ocean Bank, 104; Hanover Bank, 101; Continental Bank, 100; Merchants Bank, 110; Market Bank, 104; Bank of Commonwealth, 103; Importers and Traders Bank, 109.

Philadelphia.—Camden and Atlantic, 13; do., pref., 23; West Chester, 10⅝; Elmira 5s, 78½; Pittsburg 6s, R. R., 76½; do., Municipal, 90; Union Canal, 2; do., scrip, 25; West Branch Canal, 90@100; New Creek, 1; Girard College R. R., 27; Big Mountain, 5¾; Green Mountain, 6⅛; Bohemian Mining Co., 8; Northern Liberty Bank, 66; Commercial Bank, 53; Bank of North America, 150½; Union Bank, 42; Manuf. and Mechanics Bank, 27½@28; City Bank, 53; Philadelphia Bank, 123; Kentucky Bank, 90. The latest quotations are: City 6s, 104@104¼; do., new, 108@108½; State 5s, 99⅜@100; Reading, 62⅜@62½; do., 6s, 1870, 106@107; do., 1886, 125½@126½; Camden and Amboy, 170@172; Pennsylvania R. R., 72@72¼; do., 1st mort., 109¼; do., 2d mort., 106@107; Little Schuylkill R. R., 52@52¼; Morris Canal, 73@74; do., pref., 139@139½; Susquehanna Canal, 16¾@17; do., 6s, 64¼@65; Sch. Nav., 19½@20; do., pref., 35@35¼; do., 6s, 1882, 90½@91; Union Canal bonds, 27@27¼; Delaware Div. Canal, 39⅞; do., bonds, 103; Elmira and Williamsport, 37@38 do., pref., 54@55; do., 7s, 1873, 109@111; Beaver Meadow, 77@78; Harrisburg, 72@72½; Long Island R. R., 42@43; Lehigh Coal and Navigation, 61@61½; do., scrip, 49½@50; North Pennsylvania, 23⅞@24; do., 6s, 96⅞@97; do., 10s, 120@123; Philadelphia and Erie, 30¾@31; do., 6s, 104@104½; Minehill, 61½@61⅞; Catawissa, 10@10½; do., pref., 31¼@31⅜; Lehigh Valley, 84; do., bonds, 106; Frankfort and Southwark (horse,) 58@60; Second and Third, 83@85; Race and Vine, 18¾@19; West Philadelphia, 69½; Spruce and Pine, 14¼@15; Green and Coates, 45@46½; Chestnut and Walnut, 58; Arch, 32⅜@32½; Thirteenth and Fifteenth, 30@34; Seventeenth and Nineteenth, 11¼@12; Girard College, 26½@27; Tenth and Eleventh, 48; Norristown, 59@60; Lombard and South, 16@22; Ridge Avenue, 21@22½.

Boston.—Salem and Lowell R. R. 6s, 100; Eastern R. R. 6s, 1874, 104; Cheshire R. R. 6s, 1880, 103¾; do., 1874, 103¼; Vermont and Mass. R. R. 6s, 1865, 103; Sullivan R. R. 1st mort., 40; Northern (Ogdensburg), 2d mort., 24½; Rutland and Burlington 1st mort., 65¾; Vermont Central, 1st mort., 80; do., 2d mort., 18; Southern Midland bonds, 105; Mad River and Lake Erie R. R. 7s, 1866, 63¼; Old Colony and Newport R. R., 143¼@145; New York and Boston Air Line, 20; do., 6s, 65; Old Colony and Fall River R. R. 5s, 1867, 110½; Boston and New York Steamboat Co., 104½; Massachusetts State 6s, 1876, 121; Vermont 6s, 1874, 106; Connecticut 6s, 1882, 107¼; Maine 6s, 1883, 107; Portland City 6s, 1875, 107; Boston 5s, 1885, 113; Roxbury 6s, 1876, 105¼; Bath 6s, 1891, 103¾; Cambridge 5s, 1882, 100; Albany 6s, guar., 106¼; Boston Water Power Co., 47; Cary Imp. Co., 10⅝; East Boston Co., 13¾; Waverly Co., 2⅞; Union Steamship Co., 160; Essex Co., 89; Boston and Roxbury Mills, 60¼; Merchants and Miners' Transp. Co., 175; Boston Wharves Co., 96; Lawrence Gas, 117; Firemans' Ins. Co., 75¼; Eliot Ins. Co., 80; N. E. Marine Ins. Co., 112¾; Equitable Ins. scrip, 40; Equitable Safety Ins. Co., 93; Hide and Leather Bank, 103¾104½; Merchants' Bank, 98½; Webster Bank, 104½; Safety Fund Bank, 102; Fanuel Hall Bank, 120½; South Reading Bank, 94; Rockland Bank, (Roxbury,) 112; Atlas Bank, 100; Blackstone Bank, 106; Cambridge Market Bank, 94; Eliot Bank, 100; Bank of Republic, 100; Globe Bank, 129¼; Acton Mining Co., 4¼; Algomah, 2¾; Bedford, 88c.; Bolton, 3; Bohemian, 8; Bay State, 19⅛; Chaudiere, 45c.; Copper Falls, 30⅞; Columbian, 8¼; Canada, 1½; Dacotah, 5¾; Dana, 4¾; Dudley, 4⅞; Eagle River, 7¾; Flint Steel, 8¾; Great Western, 4½; Hanover, 5⅛; Hancock, 14; Huron, 33½; Mandan, 3⅞; Manhattan, 4¾; Mesnard, 13¾; Madison, 6¾; North Cliff, 7; Norwich, 7; Naumkeag, 7¾; Native, 4¼; New England, 2⅞; North Western, 10; Ottawa, 47½c.; Phœnix, 25; Pontiac, 8; Petherick, 11; Superior, 10¾; Star, 6⅞; South Side, 6½; St. Mary's, 11¼; Toltec, 4; Tremont, 5¼; Wickham, 87½c.; Winthrop, 6½; Waterloo, 1½.

Baltimore.—N. W. Va. 3d mort., 21½@25; Santa Clara Mining Co., 8⅛; George's Creek, 71; Guilford, 60c.; Maryland 85c.; Gardiner Hill, 1; Springfield 2.15; Mechanics Bank, 19¼. The latest quotations are: Balt. and Ohio, 94@94½; do., 6s, 1867, 104@108; do., 1875, 108; do., 1880, 107; do., 1885, 106@110; Northern Central, 42¼@43; do., bonds, 1885, 104½; N. W. Va., 19; do., 1st mort., 105¾@110; do., 2d mort., 103; do., 3d mort., 25; do., do., guar., 100; Central Ohio 2d mort., 104; do., 3d mort., 75; do., 4th mort., 42@50; do., income 1857-'60, 30@36½; Western Md. bonds, 82¾@83; do., guar., 106½; Maryland 6s, coupon, 1870, 110½@112¼; do., Ins., 112@115; do., 1890, 112; Baltimore 6s, 1870, 100; do., 1873, 106; do., 1875, 108¾@109; do., 1886, 109@109¼; do., 1890, 109¾@110; do., coupon, 108½@109; do., 5s, 1838-'70, 100; City Passenger R. R., 17½@19.

The Union Pacific Railway, Eastern Division.

The general interest recently attaching to the Pacific Railway system, and the active efforts now being made to build its different lines, seem to render information on the subject, timely and desirable.

The system, as created by the act of Congress approved July 1st 1862, authorized the formation of a Company, to be called the "Union Pacific Railroad Company," empowered "to construct a Railroad and Telegraph from a point on the 100th meridian of longitude west from Greenwich, between the South margin of the valley of the Republican River, and the North margin of the valley of the Platte River, in the Territory of Nebraska, to the western boundary of Nevada Territory." To this company, is granted the privilege of right of way, with large donations of Government lands, and heavy loans of United States securities, to be furnished from time to time as the different sections of the road shall be completed.

It will be noticed that this road—intended to be the "main line" of the Union Pacific Railway—has both *termini* at arbitrary points in the great wilderness between the Missouri River and California. In order to complete the connections, west and east, the same privileges granted to this company are extended to the "Central Pacific Railroad Company," of California, and the "Leavenworth, Pawnee and Western Railroad Company" of Kansas, now known as the "Union Pacific Railway, Eastern Division;" thus providing for a continuous line from the Missouri River—where the Atlantic systems of Railway are supposed to end—to the Pacific Ocean.

But we find that one eastern termination was not sufficient to satisfy the interests of the Northwest, whose frontier extends through a reach of latitude sufficient in itself to embrace an empire; and as the Atlantic systems have already pushed forward their several connecting roads west of the Mississippi, further provisions were added to the bill, under which the "Union Pacific Railroad Company" was "authorized and required" to construct a branch railroad from the western boundary of Iowa to the point aforesaid on the 100th meridian of longitude; and also "whenever there shall be a line of railroad completed through Minnesota or Iowa to Sioux City," to build another road from said Sioux City to connect with said branch. And in order to satisfy the demands of rival eastern roads, it was even further provided "that the Hannibal and St. Joseph Railroad Company of Missouri, may extend its road from St. Joseph *via* Atchison, to connect and unite with the road through Kansas," with an endowment equal to that provided for the other branch, for one hundred miles of its length.

None of the companies named, have yet commenced active operations except the Central of California and the Union Pacific of Kansas. The latter, organized under the laws of that State, was, previous to this endowment by Congress, greatly enriched by Indian lands secured by treaty at nominal prices; and early in the summer of the present year, the franchise was purchased by parties resident in New York, and a new organization effected, with Gen. J. C. FREMONT as President. The contract of construction for the whole line, some four hundred miles in length, was let to Messrs. SAMUEL HALLETT & Co.; and the head of that firm at once went upon the ground and actively commenced the work of building the road.

Perhaps greater difficulties in the way of rapid progress, never were presented to a contractor. Another firm had, nearly a year previous, taken a contract from the old Company to do the same work; and though so little had been accomplished under it, that the company held it to be forfeited and had notified the parties to that effect, still they had a sufficient case upon which to institute suits at law, and to make statements very damaging to the progress of the road. Mr. Hallett was met in the outset by law-suits which threatened to paralyze all his powers; besides which the great scarcity of labor on the frontier, made it seemingly impossible to organize a force for efficient duty. Under these discouraging circumstances, Mr. HALLETT displayed an executive ability which surprised even his best friends, familiar with his powers as a financier and negotiator, but unprepared to see him, with irresistible vigor, grapple these difficulties of execution, and break so triumphantly through machinations woven for his entanglement. A stranger to the region in which his labor lay—going there at a period of unequalled summer heat, when the stoutest laborers shrunk from their daily tasks—commencing operations on the shores of the Missouri river, across which rebel bushwhackers would fire with impunity upon his men, he never for a moment hesitated in his resolve to complete forty miles of his road before the New Year. In the face of such resolution, and a tireless energy, all obstacles seemed to disappear. Drawing his laborers from Canada and the western states, and from the servile population of Missouri with a skill and tact that soon peopled his line with workmen, he also seized upon the latest mechanical contrivances to multiply the results of their efforts. It is the best description of these results, to say that he has now the first section of forty miles of the main line graded, commencing at Wyandot, at the mouth of the Kansas river, and half as much more on a branch beginning at Leavenworth; and that the iron and rolling stock for this section are all purchased and on the way, and the bridges well advanced and ties prepared for laying down. Unless some unexpected obstacle should now be presented, the cars will be regularly running over the first section of forty miles, before New Years. During the time already spent, also, a troublesome lawsuit for an injunction, has been tried and decided in favor of the company and Mr. HALLETT; and the military authorities have provided ample protection against any future disturbance of the North from rebel bushwhackers.

By this rapid advance, the vested rights of the company and the advantages of position have been greatly increased. The Eastern Division must of necessity reach the starting point of the main line—the 100th meridian—much sooner than any branch can do so; and thus will hold the key to the construction of that work. And being located in a central and commanding latitude, with the absolute control of all the vast New Mexican trade, (which alone would annually pay the interest on a road to Santa Fe,) and the power to throw its trade either toward the North or the South as may be desirable, it is unquestionable that the control of this road must soon become an object for which all connecting eastern lines will inevitably struggle.

Meantime, the capitalists of the country have become awakened to the importance of the enterprise, and have, at a very late period, subscribed the amount of stock required to organize the main company, and elected a board of officers. Grave questions of legality meet them at the beginning; not only the lapse of time to which we adverted in a previous article, and by many deemed fatal, but the doubt as to *the power of Congress* to charter a company for construction in the new territories. It is a fact that the powers among which this is perhaps the most important, were, in the Organic Acts of these territories, *transferred by Congress to their Legislatures*; and good lawyers are positive that that body can now no more bestow charters for railroads in Nebraska than in New York.

Of this, however, as a net result, we may be certain: that the interest of the country and of our railroad men, is at last fairly awakened to the idea of the Pacific Railway; and that the work, in one way or another, will now be prosecuted with energy and dispatch.

SPECIAL CAUTION TO

Railroad Companies & Car Spring Manufacturers.

Notice is hereby given that the Metallic Car Spring Co. of New York are the sole assignees of the Patent granted to Richard Vose of New York, March 11, 1862 (re-issued Feb. 24, 1863) for an *improvement in Steel Spiral Springs*; that they thereby own the *entire and exclusive right* of making, using, and vending to others to be used, any form whatever, of Steel Spiral Spring which is protected from entire exhaustion and from contact of Steel against Steel by mean of the *interposition* of *India-rubber, wool, or other elastic gummy, or fibrous substance between* its coils; and that they will hold responsible and prosecute for damages, all persons who may either make, use or vend Spiral Spring packed as described.

RICHARD VOSE,
Sec'y Metallic Car Spring Co.,
No. 54 William st., N. Y.

Tunnel under Lake Michigan.

The construction of the Lake Michigan tunnel is to be commenced immediately. The Board of Public Works of the City of Chicago have assigned the contract to Messrs. Dall & Gower of Harrisburg, Pa., at $315,139, the work to be completed in two years, according to the plan and specifications already published. The contract was signed, and it is understood the contractors will at once enter upon the work.

The Gems of Colorado.

The Colorado Mining *Register*, says that among the rocks in that territory, are found beautiful translucent quartz crystal, tinged with crimson and purple and often classed as amethysts, amazon stones, beryls, opals in varieties, ganets and turquoise. On the plains, are found the most beautiful and curious of agates, birdseye, catseye, moss and fortification. Sardonyx, jasper and malachite also abroad. Here too are obtained fossils in great abundance. We understood that these precious stones are beginning to be kept for sale at all the jewellers' shops in the territory, and we wonder they have not yet found their way to New York.

Edinburgh and Westminster Reviews.

We have received from Messrs. Leonard Scott & Co., No. 38 Walker st. their reprints of the last two above-named Quarterlies. The former, the October number contains an article, which strictly comes within the purview of this JOURNAL, the subject being the trigonometrical surveys, or as they are termed in the article, the Cadastral survey of Great Britain. It is a clear and intelligible description of the process, its history and its results, and is worthy of the study of our Engineers, affording them valuable hints for conducting their surveys. Those who may be engaged on the Pacific Union Railway should give it their particular attention.

Railroads in California.

Four lines of railroads will be in operation in California next month—one running from San Francisco to San Jose, another from Marysville to Oroville, a third from Goslinville to Brighton, and a section of the Pacific Railroad from Sacramento. In addition to these the work is progressing on the railroad from San Jose to Stockton and on the Folsom and Placerville road.

The California and Oregon Railroad Company have completed their surveys and arrangements, and will lay their reports and maps before Congress during the winter.

Pacific Mail Steamship Company.

The following gentlemen have been elected Directors of the Pacific Mail Steamship Company for the ensuing year, from Nov. 11, 1863: Allan McLane, Howard Potter, Francis Skiddy, Charles A. Davis, William Dennistoun, Leonard W. Jerome, Elisha Riggs, Charles H. Russell, and William Skiddy. Messrs. Jerome, Riggs, Russell, and William Skiddy are new members.

Fort Edward, Sandy Hill and Glen's Falls Railroad.

At a meeting of the Directors of the Fort Edward, Sandy Hill and Glen's Falls Railroad Company, held at Sandy Hill, Oct. 10th, a communication from parties interested in the Hudson River and Lake Ontario Railroad was received, stating that the work on their road is soon to be commenced; that the route is to be changed so as to run through Glen's Falls and intersect the Whitehall and Saratoga Railroad at Fort Edward, and the Directors were directed to construct their road in view of that fact. Therefore, the Board adjourned to December 19th.—*Whitehall Chronicle.*

☞ The new track of the Central road, between Clyde and Lyons, which makes a double track from this city to that point, was put into use for the first time yesterday. Very heavy freight trains were run over it, which aided by the heavy rains, sank it a short distance in several places; but not enough to prevent its further use. It will be immediately put into perfect condition. The track between this city and Rochester is now double, except between Lyons and Palmyra—sixteen miles.—*Syracuse Standard 17th.*

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BUILDERS and BUILDINGS generally.

THIS PAINT is warranted not to **Crack** or **Scale** either on **Wood, Iron, Tin,** or **Canvass.**

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Give this Paint a trial, and if not found as represented no charge will be made for it.

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COMPANY,

No. 35 WALL ST., NEW YORK.

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MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.

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Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

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INSURES Buildings, Merchandise, Household Furniture, Vessels in Port and their Cargoes, etc., against Loss or Damage by Fire, on the most favorable terms; also, **Inland Navigation & Transportation Risks.**

The Insured receive 75 per cent. of the Net Profits annually, without incurring any Liability. When preferred, a discount will be made in lieu of participation in Profits.

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Scrip Dividend for 1861 .....60 per cent.
Scrip Dividend for 1862 .....60 per cent.

Washington Insurance Co.,

172 Broadway, cor. Maiden Lane.

Assets Feb. 1, 1863	$523,521 51
Contingent Liabilities	5,000 00
Cash Capital and Surplus	$523,521 51

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COLUMBIAN (MARINE) INSURANCE

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Corner of WALL and NASSAU Streets.

CASH CAPITAL....$1,000,000

Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.

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Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

E. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

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MARKED with initials of Road, with chains and keys. **EXTRA LOCKS AND KEYS**—when ordering Locks and Keys to match others, enclose key in letter

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Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

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Boston.

March 1863.

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Quotations by telegraph furnished to parties desiring them.

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Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS**, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

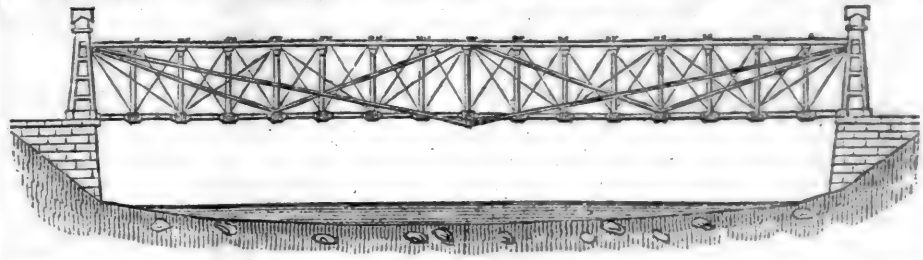
I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, 21 Nassau st., or by addressing

CHAS. W. WELSH,
Secretary.

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THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of

WOODRUFF'S, KNIGHT'S, MYERS'

AND OTHER PATENTS FOR

SEATS AND COUCHES IN SLEEPING CARS,

would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their

SLEEPING CARS,

and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.

The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, **No. 1347 Brown st., PHILADELPHIA**, will receive immediate attention.

Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that intringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above,

O. W. CHILDS, President.

KING'S NOTES ON STEAM. LESSONS AND Practical Notes on Steam. The Steam Engine, Propellers, etc., etc., for young Marine Engineers, Students, and others. By the late W. R. King, U. S. N. Revised by Chief Engineer J. W. King, U. S. Navy. Fourth Edition, enlarged and improved.

"This is the second edition of a valuable work of the late W. R. King, U. S. N. It contains lessons and practical notes on Steam and the Steam Engine, Propellers, etc. It is calculated to be of great use to young marine engineers, students, and others. The text is illustrated and explained by numerous diagrams and representations of machinery. This new edition has been revised and enlarged by Chief Engineer J. W. King, U. S. N., brother to the deceased author of the work."—[Boston Daily Advertiser.

"This is one of the best, because eminently plain and practical treatises on the Steam Engine ever published."—[Philadelphia Press.

"Its republication at this time, when so many young men are entering the service as naval engineers, is most opportune. Each of them ought to have a copy."—[Philad. Ev. Bulletin.

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DURING the past twenty years, Messrs. MUNN & Co., in connection with the publication of the WEEKLY ILLUSTRATED SCIENTIFIC AMERICAN, (the only paper devoted to the Mechanic Arts in the country,) have acted as Attorneys for procuring letters patent in the United States and all foreign countries.

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PRICE $150 each. 3m47

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THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
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New York, 1st June, 1859.

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2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
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RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50" 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 23, 1862. 28 Beaver st.

RAILROAD IRON.

THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

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JOHN A. GRISWOLD, Agent,
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BUSSING, CROCKER & CO.,
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COPAKE IRON MINES.

THIS Company is now prepared to deliver, in quantities of 2,000 to 20,000 tons monthly, the very superior **IRON ORE** produced at its Mines in the town of COPAKE, Columbia County, N. Y.

The **COPAKE ORE** is a Hematite of the best quality known in the country, and has been extensively used by Iron Manufacturers for many years.

Applications will be received at the office of the Company, **No. 7 Nassau st.**, over the Continental Bank, New York. Communications by Mail may be addressed to **CHARLES H. MILLS**, President. 6m42

REMINGTON VERNAM,
Late of firm of HOYT & CO.,
STOCK & BOND BROKER,
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23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.
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GOLD AND SILVER,
TREASURY NOTES.
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

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NOTE BROKER,
No. 1 WALL ST., near Broadway.
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Loans obtained on good securities.

AGENCY FOR THE SALE OF
U. S. Five-Twenty Bonds.
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HAVING been appointed Agents for the U. S. 5-20 Loan, we are prepared to receive subscriptions to the above bonds at par. Interest in gold, commencing on the day of deposit. Orders accompanied by draft on this city will receive our prompt attention.

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CIRCULAR NOTES AND LETTERS OF CREDIT,
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REUBEN W. HOWES. CHARLES A. MACY.
HOWES & MACY,
BANKERS.

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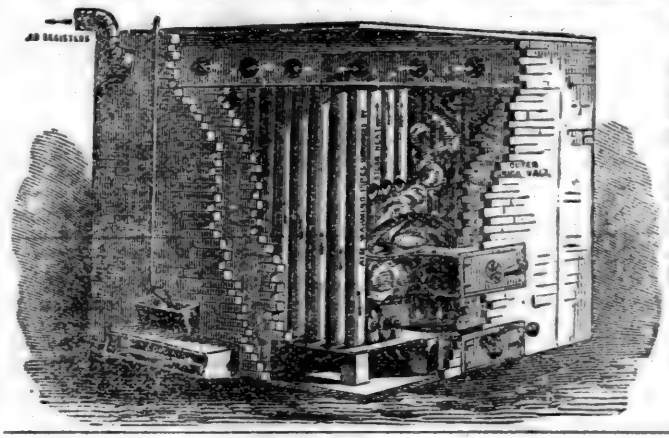
The Light is very strong and brilliant, requiring no reflectors, and **lighting up** the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

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☞ Either of the above sizes mounted upon Muslin.

WHITE DRAWING PAPER, IN ROLLS, from 40 inches to 56 inches wide.
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PROTRACTORS in Boxwood and Ivory. SCALES in Boxwood and Ivory. SECTORS in Boxwood and Ivory.
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BOXWOOD TRIANGULAR PLOTTING SCALES, 6, 12, and 24 inches long, of assorted divisions.
ORDINARY DRAWING SCALES, Series A, ½, ¼, ⅛, ¹⁄₁₆, and 3 inches to the foot.
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ENGLISH EBONY PARALLEL RULES, 6, 9, 12, 15, 18, 21, and 24 inches long
THUMB TACKS in Brass and German Silver, different sizes and qualities.
RULING PENS, in Brass, Steel and German Silver.
DIVIDERS, 4, 5, and 6 inches, in Steel and German Silver, of various qualities.
FRENCH PROPORTIONAL DIVIDERS.
ENGLISH MATHEMATICAL INSTRUMENTS, in Fish Skin, and Mahogany Cases
FRENCH MATHEMATICAL INSTRUMENTS in Brass, Double Gilt, and German Silver, from $2 to $75 per Case
CHESTERMAN'S ENGLISH TAPE LINES 50, 60, 70, 80, and 100 feet, in tenths and links.

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RAILWAY TIRES

MANUFACTURED BY

FRIED. KRUPP,

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These Celebrated Tires are made WITHOUT A WELD. Over 70,000 of them HAVE BEEN SUPPLIED.

By their extreme durability they are more economical than any others, being cheaper at their cost than Iron ones gratis.

THESE TIRES have been furnished to the following American Railways: Erie; Hudson River; Camden and Amboy; Housatonic; Nangatuck; New Haven; Chicago, Burlington and Quincy; Quincy and Toledo; Ohio and Mississippi; Beaver Meadow; Central Georgia; Don Pedro 2nd (Brazil); Grand Trunk, Great Western (Canada); European and North American (N. B); Cleveland and Mahoning; Cleveland, Painesville and Ashtabula.

STEAMBOAT SHAFTS. KRUPP'S CAST STEEL RAILWAY AXLES. ANCHOR FLUKES.

CITY RAILWAY COMBINATION WHEELS AND AXLES.

PROPELLER BLADES, ETC., ETC., ETC.

They wear equally and are free from lamination. They are not liable to fracture and are unaffected by extreme cold.

LAP-WELDED IRON BOILER TUBES.

TUBE EXPANDERS. TUBE BRUSHES. THREE-CUTTER DRILLS.

Glass-Enamled Iron Water Pipe, Steel Tubes, etc., etc.

They have received the highest approval from all RAILWAY COMPANIES that have them in service.

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PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 51 Beekman st., (up-stairs,) New York.

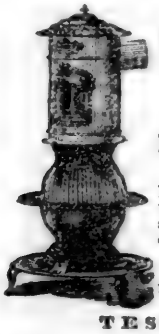
RAILROAD, SHIP, BOAT AND BRIDGE SPIKES,

MANUFACTURED BY THE

NEWARK SPIKE CO.,

Newark Avenue,

NEWARK, N. J.



SANFORD'S

MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N.Y.

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. BEGARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any here tofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water street, New York.

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO.,
ALBANY, November 2, 1863.

THE annual election for Directors of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the ninth,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS,
Secretary.

5t45

The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,



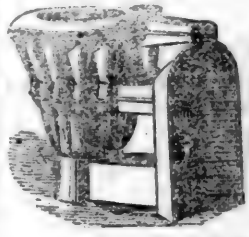
Introduced one year ago, already ranks as the LEADING STOVE for PARLORS, SITTING ROOMS, and all places where a cheerful pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water st., N. Y.



Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE OR AS FIRE PLACE HEATERS,



FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR

Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,

WITH AND WITHOUT REGISTERS.

THE MOST POWERFUL HEATERS AND THE

Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

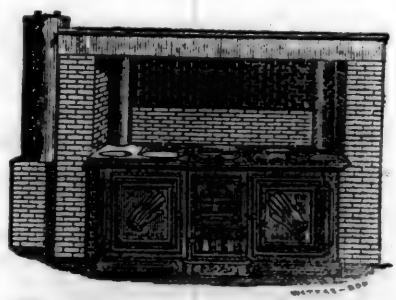
SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water st., N. Y.

BROWNE'S METALLIC WEATHER STRIPS AND Window Bands

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., 412 Broadway, corner of Fulton st.

Local Agents wanted everywhere. 6m11



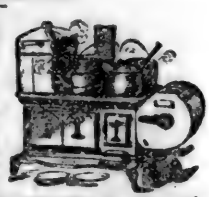
Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the LARGEST OVENS of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary ECONOMY OF FUEL, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,

239 and 241 Water st., N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 49.] SATURDAY, DECEMBER 5, 1863. [WHOLE No. 1,442, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 5, 1863.

Weights and Measures.—The Metrical System.

A bill is pending in the British House of Commons for the adoption of the French system of weights and measures, known as the metrical system. The controversy naturally arising out of a proposed charge as great as this, has been ably carried on among the learned, and how it will end it is impossible to foresee. After a careful examination of the arguments we have come to the conclusion, that the English system suits the English better than the metrical; and what is very singular is the fact that the French people themselves do not conform to their own laws on the subject.

For more than a hundred years the subject of a uniform standard of weights and measures has interested the world. Our own country has also engaged in its consideration, and one of our most interesting public documents was that prepared by the late John Quincy Adams, appointed a commissioner to make a report upon it. The first idea of obtaining a true standard of length was taken from the vibrations of the pendulum, and to deduce therefrom an invariable model for all weights and measures. And this the English savans preferred, because the movement of a pendulum is ascertained to be made through equal areas in equal times, and because when of a certain length it beats seconds, or vibrates in equal times. It is easy to see therefore, that this being the case, its length to produce this being known, the result would be invariable. But it was found that in different latitudes, the oscillations were not the same, the figure of the earth not being spherical, and the force of gravitation at different parts of its surface not being equal. The 45th degree was therefore chosen as a mean, being the half of 90; the distance between the poles and the equator. This was believed as accurate as it was possible to be. The French themselves for a time inclined to this view of the subject, and the National assembly in the close of the reign of Louis XVI, adopted a decree, requesting the English Government to unite with their own in obtaining that standard. It did not come to anything, either through the obstinacy of George III, or the disturbed condition of public affairs. The French had not up to that time contemplated the adoption of the metrical system. On the contrary, they originated a number of scientific expeditions to ascertain what the beats of a pendulum of a given length would be in different parts of the earth's circumference. And this was effected by taking watches that were known to beat seconds regularly at Paris, to other parts of the world, as at the equator and at Lapland, and comparing their beats with those of a second pendulum. From these observations it was clearly ascertained that the second beating pendulum had to be increased in length by a regular series in going from the equator to the poles. After long and labored discussions among their principal astronomers and mathematicians, a report in favor of adopting the meridian as the best standard of linear measure, was made to the Academy in 1791, by Laplace, Condorcet, Borda and Monge, all eminent men. If we had space it would be a pleasing task to refer to the ingenious arguments they offered against the adoption of the pendulum standard, and in favor of the arc of a meridian, and also the reasons why an arc of the *equator* should not be adopted. Means were then taken to procure accurate measurements of a meridian in various parts of the globe, and it is an interesting fact not known to all who have heard time out of mind of Mason and Dixon's line in this country, that these persons measured two degrees in the State of Pennsylvania, probably being the most accurate of them all, which was referred to in the settlement of the question. Finally the meridian which had been measured in Peru was adopted as a standard by the French commission, and the ten millionth part of this meridian was declared a *metre*, by the law of the 10th of December, 1799. This is equal to about 39⅓ inches English. Notwithstanding very considerable errors have latterly been detected in the original meridianal measurement, the French system has been retained, and it is as follows. From the metre thus obtained it will be perceived by multiplication decimally, the following results are arrived at. Thus:—

The ten millionth of the quadrant, or distance from the equator to the poles is 39⅓ inches, or 1 metre—length.

The cube of the 100th of a metre of water at its greatest density weighs, 1 gramme—weight.

The cube of the 10th of a metre holds 1 litre—capacity.

The cube of 1 metre is 1 stere—solidity.

The square of 10 metres is 1 are, square measure.

These starting points being settled, the division of them for practical purposes is made as follows, by adding the decimal increase to the above terms:

LENGTHS.

Milli metre or 1,000th of a metre.....		.001
Centi metre or 100th	"	.01
Deci metre or 10th	"	.1
1 metre		1.
Deca metre or 10 metres		10.
Hecto metre or 100	"	100.
Kilo metre or 1,000	"	1000.
Myria metre or 10,000	"	10000.

Weights.—The unit of weight under the French system is the gramme, which is ascertained by weighing that quantity of distilled water which is contained in a cube of a centi metre or 100 metres. This is found equal to 15,433 grains Troy, and

16,924 grains avoirdupois. These are multiplied in tenths by the affixing of the Greek terms Deca, Hecto, Kilo, Myria, or divided, by the Latin Deci, Centi, Milli. Kilogramme therefore means 1,000 grammes, and is equivalent to 2 lbs., 3 oz., 4 drachms, and 16 grains avoirdupois, English, and this weight is common in commercial transactions.

Capacity.—The litre is the measure of capacity, and is obtained by ascertaining the weight of a deci metre, equal to 16,028 cubic inches, or 1¾ pint imperial of water, or 1,000 grammes exactly, or one kilogramme.

It is multiplied or divided by the same prefixes we have already given. The Bordeaux ton well-known to importers of wine in this country is 931,318 litres, or 1,640 pints English.

Land Measure.—The French unit of land measure is a square of ten metres each side, and called an are. This is multiplied or divided in the same way as before by the use of the Greek and Latin prefixes.

Solid Measure.—The unit of this measure is a cubic metre, and it is also multiplied or divided as before stated.

The French system obtains in many parts of Europe and South America. Our merchants, who for example ship to Colombia, are obliged to make out their invoices in kilogrammes, as the duties in that country are very absurdly regulated by the weight and not the value of the articles, with very few exceptions.

The English on the contrary, up to this moment are regulated by the pendulum. The act of parliament of January, 1826, called the *act of uniformity* establishing the Imperial system, required the following to be the standard, viz: A pendulum which should vibrate seconds in London, on a level with the sea *in a vacuum*. All that portion of the pendulum lying between the axis of suspension and the centre of oscillation, (for these are different,) is then to be divided into 391,393 equal parts, 10,000 of these parts make an inch imperial, twelve a foot and thirty-six a yard.

Weight.—The unit of weight is a cube of one inch of distilled water at 62° Fahrenheit. This is weighed by any weight, and such weight is then to be divided into 252.458 equal parts. A thousand of these parts make a grain Troy, 5,760 grains a pound Troy, and 7,000 a pound avoirdupois, the operation being performed in the air. Ten pounds of these make a gallon, containing 277 cubic inches, and 274-1000 parts of another cubic inch.

It is a curious circumstance, that both in France and England notwithstanding legislation has absolutely fixed the standards of weights and measures, they are not fully observed.

The French astronomers, geographers and seamen, calculate by degrees and minutes. The market women sell eggs at so many liards each, equivalent to the 4th part of a sou. Potatoes, beans, peas, charcoal and wood, are not sold by the metrical or decimal system, nor wine, nor grain, nor is small change current on this principle.

The stone weight in England varies in ten different numbers of lbs., according to locality and custom. So of the quarter, which may be 28 or 30 lbs. So of the ton which may be 20 cwt. of 112 lbs., or 120 lbs. There are English, Scotch and Irish miles; in cloth measure, nails, quarters, ells; in surveyors' work, links, chains, rods, poles, perches; in navigation, fathoms, knots, leagues, and geographical miles; and then there are the palm, the pace, the step, span, cubit, and the screw and iron gauges.

So in our own country we hear of cords of ore in the mining districts instead of tons, a most curious, yet found to be a practical, useful, and easy method of measurement.

Many of our most learned and philanthropic countrymen have turned their attention to this subject, in hopes of procuring a uniformity of system throughout the world; and foreign scientific Congresses have sympathized with them in the attempt.

We have no faith in their success as long as humanity is what it is, any more than we have in the plan of a universal language, long ago suggested by Bishop Wilkins.

When the lion lies down with the lamb, when men shall learn war no more, when all shall think alike and act alike; in short, when the millenium arrives, when weights and measures shall go out of use by losing their necessity, and when all men shall believe in all men, and work for love and not for money, then and not till then shall we be able to attain uniformity in weights and measures, and not till then.

Louisville and Nashville Railroad.

The annual meeting of the stockholders of this company was held in Louisville on the 5th of October last. The Annual Reports of the President and Directors, Secretary, Superintendent of Transportation, and Superintendent of Machinery and Road Department, were read, adopted and ordered to be printed. We have been favored with a copy of this report, from which we learn that the receipts from transportation, etc., during the fiscal year ending June 30, 1863, were:

	Memphis Branch.	Lebanon Branch.	Main Stem.
From pass'gers.	$20,643 76	$55,503 68	$773,240 22
" freight ..	16,274 41	35,109 03	642,595 03
" express .	3,264 87	6,210 21	56,993 03
" rent	.....	140 00	.....
" mail, etc.	.....	.....	30,328 89

Total Main Stem	$1,503,156 67
" Lebanon Branch	96,962 92
" Memphis Branch	40,183 03
Amount charged U. S.—being difference between Government and local tariff on freight from April 1, 1862 to Jan. 1, 1863	137,680 93

Total main line and branches, viz:

From passengers	$849,387 66	
" freight	831,659 40	
" express	66,468 11	
" mail, etc.	30,468 39	
		1,777,983 56

And the expenses have been:

Repairs of road	$163,436 41	
" bridges	10,330 49	
" buildings, etc.	10,553 61	
" cars	36,408 66	
" engines	29,471 59	
Motive power	42,431 55	
Fuel	49,211 14	
Oil and waste	7,211 87	
Watchmen	7,870 11	
Loss and damage	5,979 32	
Salaries	15,099 80	
Transportation	80,083 65	
Miscellaneous	28,260 20	
Reconstruction	229,470 07	
		715,818 47
Net earnings (59.74 per cent.)		$1,062,165 09

In March last application was made by this company to the Secretary of War for a restoration of the tariff of freights existing before the war. This was allowed, upon condition that the company pay for the Cumberland River Bridge at Nashville, and other bridge repairs and work done by the government. These terms were acceeded to, and the earnings of the fiscal year made up according to the company's tariff rates of freight, and not that of the government. The above amount of $137,680 93 is the difference between the local tariff and the amount charged at the government rates on all government freight carried from April 1, 1862, to Jan. 1, 1863.

The road was in operation through to Nashville for a period of 7 months and 12 days—during the balance of the year it was only partially operated. The time during which it may be considered to have been operated for its entire length is equivalent to 9½ months.

The following table shows the comparative cost of repairs of road per mile during the past four years:

	Ordinary Repairs.	Renewal of iron and ties.	Total per mile of road.	Per revenue train mile.
1859-'60.	$470 73	$135 00	$605 73	26.03 cents
1860-'61.	339 54	48 93	388 47	14.84 "
1861-'62.	321 28	219 78	541 06	38.18 "
1862-'63.	382 29	389 56	771 85	38.30 "

During the year upwards of 433 tons of new iron were purchased, 95 tons of which were used to replace iron destroyed by the rebels. About 95 tons have been re-rolled, and 333 repaired and used on the 1st division. Besides which the defective ends of 225 tons of the tubular iron on the 2d division have been cut off, and the rails welded solid at the ends. The total amount of new, re-rolled and repaired rails used during the past year is 1122 tons. This amount was not sufficient for the necessities of the road, but it was impossible to obtain more. At least 2,500 tons of new iron will be required during the coming year. The cost of repairing solid rails has been $4 per ton, and that of repairing tubular rails $6.35 per ton. Upwards of 16,000 cross-ties were purchased during the year, all that could be procured by contract. At least 40,000 new ties will be required during the ensuing year.

The business of the Lebanon Branch was seriously hindered by the destruction of bridges. The cost of repairs and renewals during the year was $341 32 per mile, or 50.02 cents per revenue train mile. During the year, 22 tons of iron have been repaired, and 4,367 new cross-ties put in the track; 200 tons of new iron and 10,000 cross-ties will be required during the coming year to keep the track in order.

The Memphis Branch has been obstructed during the greater portion of the year, although the trains were run on a part of it all the time. It may be considered to have been in use its whole length about 9 months. The cost of repairs per mile per year has been $232 26, and per train mile 32.78 cents.

The engines have run in the service of transportation department 519,742 miles at a cost for repairs of $29,471.59; in the service of the road department, and on the Bardstown Branch and Memphis, Clarksville and Louisville Railroad, 75,516 miles, at a cost for repairs of $3,813.73. Total miles run, 595,258. Total cost for repairs,

$33,285.35, or 5.59 cents per mile run. Total cost per mile run by engines, 24.03 cehts, against 23.06 cents in 1861–'62, and 18.49 cents in 1860–'61. Average cost per mile of all trains 28.72 cents.

The Bardstown and Louisville Railroad 18 miles, has been operated as a branch of this road under a contract made Feb. 24, 1860, by which this company were to furnish the motive power and rolling stock, and were to divide the net profits after paying expenses. The accounts were settled up to March 31, 1861. The earnings from that time to June 30, 1863, were $20,469.46, and the expenditures for running, repairs and reconstruction, $19,011.71. The operation has not been profitable, but is a great convenience in procuring material, etc.

The company also agreed to operate the 14 miles of the Memphis, Clarksville and Louisville Railroad, between the State line and Clarksville, and to divide the profits after paying cost of operating. The rebel raids and unsafe condition of the country prevented the operation, except for a few months. The gross earnings of the 14 miles for the three months ending with June were $554.23; and the cost of operating including the amount expended in the re-construction of the Red River bridge, $6,811.89. This contract may be terminated on ten days' notice, the Clarksville company refunding the cost of the bridge, and balance due this company.

The equipment of road July 1, 1862, consisted of 37 locomotives; 18 passenger, 6 baggage, 4 express, 166 box, 102 flat, and 5 boarding cars. These have been added during the year, 6 locomotives; 10 passenger, 4 baggage, 4 express, 111 box, 28 flat, and 6 boarding cars. There have been destroyed by raids, 1 passenger, 2 baggage, 45 box, 7 flat and 4 boarding cars.—Leaving on the road July 1, 1863, 43 locomotives; 27 passenger, 8 baggage, 8 express, 232 box, 123 flat and 7 boarding cars.

Condensed Balance Sheet.

MAIN STEM.

Grading and masonry	$2,288,867 59	
Railway superstructure	1,660,239 19	
Locomotives	358,915 40	
Rolling stock	305,766 45	
Sundry interest accounts	1,138,800 99	
Depot grounds	102,949 45	
Lands for road and stations	99,815 16	
Depot buildings, shops, stations, etc.	175,194 81	
Bridge superstructures	283,944 35	
Engineering expenses	230,761 94	
Locomotive works	84,682 02	
Construction account	102,210 35	
Office and agency expenses	74,819 76	
Contingent and court expenses	33,484 63	
Total cost of road		$6,940,452 07
Accounts due the Co.	$556,579 29	
Materials on hand	87,772 08	
Real state	5,750 91	
Cash on hand	17,887 31	
Memphis Branch	26,771 61	
Lebanon "	134,030 99	
		828,792 19
		$7,769,244 26
Capital stock	$4,562,295 46	
First mortgage bonds	1,804,000 00	
State of Tennessee	560,500 00	
Back interest	14,483 36	
Second mort. bonds given for interest	26,900 00	
Due contractors, etc.	3,403 76	
Bills and pay rolls for June, 1863	71,745 75	
Profit and loss account	725,915 93	
		$7,769,244 26

LEBANON BRANCH.

Grading and masonry	$253,137 62	
Railway superstructure	327,006 47	
Sundry interest accounts	270,339 19	
Lands for roads and stations	6,594 98	
Construction account	204,270 72	
Legal and contingent expenses	6,432 16	
Total cost of road		$1,067,781 14
Real estate, notes, etc.		549 49
		$1,069,330 73
Capital stock	$562,878 78	
Due Main Stem	134,030 99	
" sundry contractors	327 16	
City of Louisville bonds loaned	225,000 00	
Mortgage bonds	108,000 00	
Back interest	4,995 91	
Second mort. bonds given for interest	5,400 00	
Profit and loss	27,697 89	
		$1,068,330 73

MEMPHIS BRANCH.

Construction account	$818,664 78	
Locomotives	70,283 13	
Rolling stock	48,129 30	
Sundry interest accounts	183,446 81	
Total cost of road		$1,120,524 02
Due for bonds sold	614 69	
		$1,121,138 71
Capital stock	$767,025 24	
Mortgage bond account	300,000 00	
Back interest	827 75	
Second mort. bonds given for interest	5,700 00	
Due Main Stem	26,771 61	
" sundry persons	1,238 06	
Profit and loss account	19,576 05	
		$1,121,138 71

CONSOLIDATED STATEMENT.

Cost of road and branches	$9,128,757 23	
Resources	669,153 87	
		$9,797,911 10
Capital stock	$5,892,199 48	
Bonded debt	2,997,500 00	
Floating debt	76,714 73	
Back interest	58,307 02	
Profit and loss	773,189 87	
		$9,797,911 10

The office of the company is at Louisville, Ky. The officers and directors are:

President—James Guthrie.

Directors—James Guthrie, Thomas Quigley, U. E. Ewing, H. D. Newcomb, James B. Wilder, James Speed, Jo. C. Guild, Russell Huston.

Secretary—Willis Ranney.

Sup't of Transportation—B. Marshel.

Sup't of Machinery and Road Department—Albert Fink.

Gold's Improved Steam and Water Heating Apparatus.

The component parts of Gold's Improved Steam Heating apparatus, manufactured by the Union Steam and Water Heating Company, 634 Broadway, N. Y., are the Generator and Radiator. The Generator or Boiler is made of cast iron, in separate sections, each section a complete boiler in itself. The steam and water connections between the sections being made by means of pipes, without the use of any packing whatever, and should any defect or flaw be discovered in any one of the castings, the pipes can be disconnected, and plugs being inserted in the holes, the defective section can remain in its place until convenient to replace it, thereby losing only the use of the one section; and subsequently, when the repairs are made, the cost is only that of the fractional part of the whole boiler. In no other construction of boiler can repairs be made without losing for the time being, the use of the entire heating apparatus. An "Automatic Regulator" is connected with the draft and feed doors, which carefully guards against a waste of fuel, and the generation of more steam than is necessary to supply the wants of the Radiators. Should there be a Register closed, preventing the passage of air from one of the air-chambers, there is at once a diminution of condensation in the contained condensing chambers, and, as a matter of course, an excess of steam in the system, which makes itself felt through the automatic regulator, and reduces the consumption of fuel to the requirement of the diminished demand for steam.

The "Condensing Chambers" or Radiators are, like the Generator, made up of any desired number of cast iron sections, each complete in itself, a sufficient number being united to form the required amount of warming surface for any given locality. These are connected with the Generator by means of pipes, and placed directly under the parts of the building to be warmed, and each story supplied from a separate and distinct chamber of radiators, so that there is no possibility of a transfer of the heat designed for one room to another, under any change of wind, or by a stronger draught in the registers conducting to the upper apartment. The construction of these radiators admits of a very low pressure of steam (not more than one-half pound to the inch being used,) from the fact of their being made with large steam chambers, throughout which the lowest pressure is sufficient to cause the steam to circulate.

A complete apparatus, fully illustrating every point of construction, is on exhibition at the office of the Company, where the public are respectfully invited to call and examine this novelty in warming apparatus.

In presenting this valuable improvement in heating apparatus to the public, the Company have no desire that the statements made regarding it shall be received without full investigation. On the contrary, they invite the strictest scrutiny into the construction and operation of the apparatus. And to that end they are ready at all times to substantiate the correctness of everything that is asserted above, and to convince the most skeptical that Gold's Heater stands unrivalled for Economy, Safety and Durability; and, moreover, that *it is the only Heater that warms without vitiating the atmosphere.*

The Wallkill Valley Railroad.

We have received the report of Geo. S. Avery, Esq., engineer, with accompanying estimates and calculations in relation to the Wallkill Valley railroad, which it is proposed to construct from Washingtonville, on the Newburgh branch of the Erie Railway, to Shawangunk village in Ulster Co. The report is also accompanied by an excellent map.

The road is to be 13⅜ miles in length, and its cost is computed at $16,320 17 per mile, and we have no doubt it can be constructed at that rate, if it is to be exempt from the manipulation of bondholders, bankers, and commission agents. The actual cost entire will then be but $218,285 01. The estimates of receipts from passengers, from and between Little Britain and Coldenham, (the

early homes of the Clintons and Coldens,) and Walden and Shawangunk are put at $6,832 per annum; the milk freight from the same places at $21,291 66; the general freight at $12,667 20; and the mails and express $1,000—being a total of $41,791 66. We think the estimate of passengers altogether too low, for besides this way travel between the villages, there will arise a large increase of travel through to New York, not only from these places but from a large distance. It is estimated that the business circle around a railway station, on any great through line is equal to thirty miles if there is no competing line; so that the business of at least fifteen or twenty other thriving villages may be considered as likely to be given in great part to this road, which opens for them a new and short route to the City of New York.

The maximum grade is but 50 feet, and the minimum is 6 feet. The curves are easy and occur but seldom.

The resources of the road besides the one of passenger traffic, are the enormous amounts of milk, butter and cheese, which Orange and Ulster Counties produce. The Wallkill Valley is one of the most productive, healthful, and beautiful in the State of New York. On the Wallkill River are thriving manufacturing villages, such as Montgomery, Walden, Shawangunk, Galeville, Tuthill, Bruynswick, where there is a thriving population with numerous factories, flour mills, and a large unemployed water power. As the route is an easy one for construction, the road can readily be put in operation in one year.

The report offers many considerations to induce the parties most nearly affected in interest to give it their support, all of which are so obvious, so undeniable, and so well sustained in the example of the Warwick road, which has proved a great success, that we need not add any arguments of our own.

The Wallkill road is a necessity, it will be a productive and paying road, it will enhance the value of the farm lands and village plots through which it will pass, afford new markets to many of the agriculturists of Ulster and Orange, and will naturally affect the prices of many descriptions of food in the city of New York, give larger supplies and keep the prices steady. Every such railway as the Wallkill should find friends among our merchants and capitalists, for our working population must be fed and well fed, if industry is to flourish, and our laboring people are to thrive.

An important part of the plan in building this road is to have it extended through Ulster and the other "west side" river counties to Albany, thus giving a through "west side" railroad in connection with the Erie Railway from New York to that city.

☞ The St. Paul *Press* thus enumerates the railways which are about to be constructed, in connection with that place—viz.: first, the St. Paul and Pacific, the main line between the Minnesota and Mississippi rivers; second, the branch line of the St. Paul and Pacific, north of the Mississippi rivers; third, the Superior and Mississippi; fourth, the Cedar Valley; fifth, the Minnesota Valley; sixth, a branch of the Tomah and St. Croix from Prescott; seventh, the Winona and St. Paul; and there is even a considerable probability that an eighth will be built, viz: from St. Paul via Hudson to Bayfield.

Bridge over the Susquehanna.

The following is a description of the new railroad bridge now being constructed over the Susquehanna river at Havre-de-Grace, by the Philadelphia, Wilmington and Baltimore Railroad Company: The bridge will be supported by thirteen piers, erected in the river, at the distance of twenty-four feet apart, the entire length of the bridge being 3,300 feet. It is well known that during the winter season the Susquehanna at this point, where the bridge is being erected, is subject to heavy drifts of ice, that would render a bridge not substantially built liable to be carried away. This matter has received full attention at the hands of Mr. GEORGE A. PARKER, the engineer of the road, and piers for the support of the bridge are being constructed that might well defy the onslaught of all the ice that ever drifted down the river, combined in one grand attack on said piers. But one of these piers is as yet near completion, but another is being rapidly pushed forward.

An idea of the solidity of the foundation of the bridge can be arrived at from a brief description of the manner of constructing the piers. We will take pier Number Three, which is now in a somewhat advanced state, as a sample of the rest. The depth of water at this pier is forty-two feet. Piles have been driven for the support of the pier, and the interstices filled up with stone. These piles have been sawed off by means of an ingenious contrivance, so that they present a flat even surface at the bottom of the river. A wooden platform, four feet thick, rests on these piles, and is securely fastened to the same. A wrought iron caisson, or hollow frame of that material, twenty-four feet in length and eight feet in width, with sharpened ends pointing up and down stream, rests securely on this platform; said caisson forming an outside covering to the masonry, which constitutes the main strength of the pier.

This caisson is lowered to its position in the stream by means of a mechanical contrivance, of the cog-wheel order, which lowers the caisson three-eighths of an inch for every revolution of a wheel about twenty inches in diameter. When the said caisson is securely fastened to the platform that rests on the piles the masonry is built up inside of it, which consists of massive granite blocks, about four feet by two in dimensions. The iron work of these caissons vary from one-eighth to one-third of an inch in diameter, and when the pier is completed it extends upwards eleven feet from the surface of the water at low tide, which is beyond the limit of the height of ice so far. Seven of these piers are being built on pile foundations, and six on rock foundations, the stream having both a sandy and rocky bottom at this point.

The estimated cost of the bridge is $700,000; so far, some $200,000 have been expended, but the total expense may come under the above sum. It has not yet been decided whether the bridge will be constructed of wood or iron. It was originally intended that iron should be used, but the increased price of that article makes it a matter of some doubt whether the original idea will be carried into effect.

The railway on the bridge will consist of a single track, but it will be of sufficient width to place another track on it if occasion should warrant it. The track will be twenty-five feet from the surface of the water, and the entire height of the bridge will be fifty feet. A highway for the use of carriages and foot passengers will surmount this bridge.

A draw will be attached to the bridge for the passage of vessels; it will be of the pivot order, and will have two openings of seventy feet each. The weight of the spans from pier to pier will be one and a quarter tons to the foot. Portable iron piers are being used for the purpose of securing the permanent piers to the rocky foundations. These piers are light, and after being used for this purpose they can be used as permanent piers for the draw, when piles cannot be driven. The water varies in depth where the bridge is being built from five to forty-two feet, and runs with an average velocity of three miles per hour. When completed, the "Susquehanna Bridge" will be the grandest work of the kind in the United States, and a perfect triumph of engineering skill.

Opening of the Pacific Railroad.

The San Francisco papers contain accounts of the opening of a portion of the railroad which is to extend from San Francisco to San Jose. The *Alta California* informs us that this road really composes a part of the great Trans-Continental Road which is to unite the shores of the Atlantic and Pacific. It says:

In California there are three sections and three companies; First, the San Francisco and San Jose Railroad Company, which has a section of fifty miles between these two places. Secondly, the Western Pacific Railroad Company, which has a section of one hundred and fifteen miles from San Jose to Sacramento. Thirdly, the Central Pacific Railroad Company, which has the section from Sacramento to the Eastern boundary, in Truckee Valley, a distance of one hundred miles. The San Jose Railroad was the first to commence work; it is the only one which has any of its road finished; it will be the first to complete its section.

The San Francisco and San Jose Railroad Company was organized in 1860. The capital stock is $2,000,000, of which $300,000 was taken by the city of San Francisco, $200,000 by the county of Santa Clara, $100,000 by the county of San Mateo, $300,000 by the contractors, (A. H. Houston and C. McLaughlan,) and $300,000 by other individual subscribers. All the stock has been taken, and all the assessments have been paid, with some insignificant exceptions. The cost of the road, when complete, will just about absorb the total capital stock. The cost of the road is about $40,000 per mile. When the road shall have been completed, the Company will receive from the National Government the sum of $16,000 per mile in Federal bonds.

The road is not finished as yet, but about thirty-one miles of it are finished, from the Mission to Mayfield. From the latter point to San Jose the road is graded, and men are at work laying down the iron, of which four hundred tons—enough for five miles—are on hand, and a thousand tons or enough for thirty miles, are due. Only eight hundred tons more are required to complete the road. It is expected that the cars will run through from Fourth street to San Jose in December next.

The Western Pacific Railroad Company, organized to build the road from San Jose to Sacramento, a distance of one hundred and fifteen miles, will, in three weeks, make an earnest commencement by grading the road from San Jose to Vallejo's Mill, a distance of eighteen miles. The route is to pass through the Contra Costa ridge of the Coast Mountains, through the canon of Alameda Creek, and after passing through Sunol Amadore and Livermore Valleys, will cross the Diablo ridge of the Coast Mountains by the Corral Hollow Pass, and thence go direct to Stockton. The route has been finally determined upon, and there is scarcely any doubt that it will be so located. The surveying party are now at Carroll Hollow.

Mr. T. Dame is President of both roads, and several of the directors in one are also directors in the other.

Qualified Stockholders.

A question having arisen as to the qualifications necessary in this State, to enable stockholders to vote at the election for directors, and to render stockholders eligible as directors, we produce the law upon the subject:

"In the election of directors, each stockholder shall be entitled to one vote, personally or by proxy, on every share held by him thirty days previous to any such election." "No person shall be a director unless he shall be a stockholder, owning stock absolutely in his own right, and qualified to vote for directors at the election at which he shall be chosen."

The General Railroad Law of Pennsylvania says:

"No share or shares transferred within sixty days next preceding any election, or general meeting of the stockholders, shall entitle the holder or holders thereof to vote at any election or general meeting; nor shall any proxy be received, or entitle the holder to vote, unless the same shall bear date, and have been duly executed within the three months next preceding such election or general meeting."

☞ Daniel Stone, the celebrated bridge builder, died recently in Philadelphia, during a fit of temporary insanity. Mr. Stone has been connected with the business of bridge construction for over twenty-five years. There is scarcely a railroad in the Eastern and Middle States that have not upon their great lines the evidences of his skill. The fine bridge over the Susquehanna at Harrisburg and vicinity, are specimens of his "handy work." The bridge at Market street in Philadelphia is another. In fact, to enumerate and write the history of the works executed by him, would be to write the history of most of the railway enterprises of the country. His name deserves to stand recorded near to and along with "Wernwag, Burr and Ellet."

New Railroad to the Coal Fields of Pennsylvania.

Another project has just been started, having for its object the construction of a branch railroad from West Greenville, Penn., to the coal fields of Mercer, Butler and Armstrong counties in that State. The route most talked of will commence on the line of the Atlantic and Great Western Railroad, near West Greenville, and run thence via Mercer to the coal fields. The *Argus*, alluding to the matter, says: "We learn that work will commence soon, so far at least, as preliminary surveys are concerned, and the character of the parties having charge of the project is a pretty sure indication that it will be carried through. The coal fields which it proposes to open up are very extensive, and the coal is of an excellent quality. The field extends beyond the limits of Butler county to the eastward into Armstrong county. Extensive and favorable leases have been made as far eastward as Brady's Bend, by parties interested in the project."

It has long been known that veins of coal of almost fabulous thickness, and of superior quality underlie the section of country through which it is proposed to construct this road, and we are pleased to know that the treasure is now in a fair way to be developed.

The Columbia *Spy* learns that the Reading and Columbia Railroad Company intend starting a branch road at Salunga, to cross the Susquehanna by a new bridge at Chiques.

Railroad Earnings—Weekly.

The traffic of the Great Western Railroad for the week ending Nov. 27, 1863, was as follows:

Passengers	$19,984 94
Freight and live stock	40,808 94
Mails and sundries	2,515 98
Total	$63,309 86
Corresponding week of 1862	67,723 73
Decrease	$4,413 87

The earnings of the Grand Trunk Railway for the week ending November 21, 1863, were:

Passengers	$27,747 73
Freight and live stock	66,179 15
Mails and sundries	5,647 00
Total	$99,573 88
Corresponding week, 1862	93,294 97
Increase	$6,278 91

The earnings of the Chicago and Alton Railroad for the 3d week of November, 1863, were:

Passengers	$15,923 42
Freight	29,195 27
Sundries	1,474 34
Total	$46,593 03
Same week last year	26,350 14
Increase	$20,242 89

The approximate earnings of the Marietta and Cincinnati Railroad, in the 3d week of November, 1863, were:

Passengers	$4,692 34
Freight	14,131 38
Mail express and telegraph	872 00
Total	$19,695 72
Same week, 1862	11,641 81
Increase	$8,053 91

The earnings of the Galena and Chicago Union Railroad for the 3d week of Nov., 1863, were:

Freight	$42,671 57
Passengers	10,033 57
Mails	1,300 00
Total	$54,005 14
Same week, 1862	36,683 43
Increase	$17,321 71

The earnings of the Chicago and Northwestern Railway for the 3d week in November, 1863, were | $33,877 32
Do., 1862 | 23,851 81
Increase | $10,025 51

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in Nov. have been | $36,116 01
Same week, 1862 | 28,714 03
Increase | $7,401 98
Total from January 1, 1863 | $1,097,260 20
" " 1862 | 1,076,415 06
Increase | $20,845 14

The earnings of the Chicago and Rock Island Railroad for the 3d week of November, 1863, were | $51,316 00
Do., 1862 | 34,081 00
Increase | $17,235 00

The earnings of the Michigan Central Railroad for the 3d week of Nov., 1863, were | $74,446 09
Same period, 1862 | 72,534 26
Increase | $1,911 83

The earnings of the Toledo and Wabash Railroad Company for the 2d week of November, 1863, were | $34,292 43
Same week, 1862 | 38,695 43
Decrease | $4,405 05

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of Nov., 1863, were | $75,599 00
Do., 1862 | 64,540 00
Increase | $11,059 00

The Junction Railroad.

The Junction Railroad, on the West side of the Schuylkill river, over which the through trains from New York to Washington now pass, diverges from the Reading Railroad at the foot of the old Inclined Plane, and passes along the river shore to Eaglesfield, where it crosses Torr avenue over a bridge, and then under Girard avenue, between Thirty-seventh and Thirty-eighth streets, thence to Westminster street, which is back of Solitude, known as the old Penn Property, where it crosses Thirty-fifth street, and then runs directly alongside of the Pennsylvania Railroad to near Market street. At this point it diverges, and will pass through Mansion street, and under Market, Chesnut and Walnut streets, coming out on the river slope, and thence through the Almshouse and Woodland Cemetery property, so as to connect with the Philadelphia, Wilmington and Baltimore Railroad Company at Gray's Ferry.

The cars of the Philadelphia and Trenton road diverge from the road near Lehigh avenue, and pass over the Richmond branch of the Reading Railroad to the Falls of the Schuylkill, thence on the main line to the Columbia Bridge, where they will meet the Junction road, and pass over it to its intersection with the Pennsylvania Railroad, thence by its Delaware extension to the P., W. & B. R., near the Arsenal. This route will be used until the connecting railroad of the Philadelphia and Trenton Railroad is completed.

The route proposed is as follows: Diverging from the Philadelphia and Trenton Railroad near Frankford, thence on a line half-way between Erie avenue and Venango street to Front, thence turning in a southwesterly direction across the North Pennsylvania Railroad, with bridges over Allegheny avenue, Germantown Pike, Broad street and Germantown Railroad; thence to a line parallel with and immediately in the rear of the Odd Fellows' and Glenwood Cemeteries, and across under Ridge Avenue; thence bridging over Reading Railroad, and running to Point of Rocks, north of the Spring Garden Water Works, and across the Schuylkill by a new bridge. Bridges will also be constructed over Girard avenue, on the west side of the Schuylkill; also, Thirty-sixth and Thirty-seventh streets, and the Junction Railroad, which will enable the connection to be made directly with the Pennsylvania Railroad near Thirty-fifth street.

☞ The Illinois Central Railroad Company has instructed its London agents to give notice that a cash dividend will be declared in January on both classes of its shares, and on the cancelled bonds scrip, payable to the parties in whose names the shares and scrip are registered, and only upon an order for the entire dividend due upon either class.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R R STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guaran'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	23
Catawissa (preferred)	1,150,000	7	—	30
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarantied)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	50
Chicago & Alton (preferred)	2,464,336	7	—	90
Chicago & Northwestern (pref.)	----------	7	—	56
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	833,000	6	—	49½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	52
Erie (preferred)	8,535,700	7	7	101
Hannibal & St. Joseph (preferred)	5,309,258	7	—	41
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	830,000	7	—	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	70
" " (2d preferred)	3,424,169	7	—	50
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	135
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	100
" " " (2d pref.)	1,014,000	7	7	87
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,509,000	8	—	110
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guaranteed)	639,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	89
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	90
Pittsfield & North Adams (guar.)	450,000	6	6	----
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,703	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,800,000	6	—	75½
Toledo & Wabash (preferred)	926,200	7	—	85½
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J.	1886	101½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,709,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	103
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	------	----
Erie and Pennsylvania:					
1st Mortgage	7'2,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation					
1st Mortgage	823,172	6	M. & S.	1870	106½
Unsecured bonds	2,773,723	6	J. & J.	'63–'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	105
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	101½
2d Mortgage	3,980,870	6	J. & J.	1882	89
Improvement	568,500	6	M. & N.	1876	89
Susquehan'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	983,000	6	" "	1878	65
Preferred Interest b'ds.	227,539	6	" "	1878	25
Union, (Pa.):					
1st Mortgage	2,500,000	6	M. & N.	1883	27
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	100

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
Canal and Navigation Stocks:	$	$	p c	$
Chesapeake and Delaware	100	1,343,563	—	74½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	40
Delaware and Hudson	100	7,500,000	7	179½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	—	----
Lehigh Navigation	50	2,500,000	6	60
" " (scrip)	50	1,803,000	6	49
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	73
" (preferred)	100	1,175,000	10	139
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	17
" " (preferred)	50	2,722,607	—	33
Susquehanna and Tide Water	50	2,048,260	—	15½
Union (preferred)	50	2,750,000	—	⅝
West Branch and Susquehanna	100	1,000,000	6	110½
Wyoming Valley	100	500,000	6	82
Steamship and Transit:				
Central American Transit	----	----------	---	30
Nicaragua Transit	----	----------	---	----
Pacific Mail Steamship	100	4,000,000	---	211
Union Steamship (Boston)	----	----------	---	158
Express:				
Adams'	100	2,000,000	---	----
American	100	1,000,000	---	----
National	100	250,000	---	----
Overland Mail	100	500,000	---	----
United States	100	800,000	---	----
Wells, Fargo & Co	100	1,000,000	---	----
Telegraph:				
American	100	1,600,000	---	----
Atlantic	----	----------	---	----
Insurance Stocks:				
Ætna Fire	50	200,000	---	----
Columbian (Marine)	100	500,000	---	----
Mercantile Mutual	100	600,000	---	----
New England Mutual (Life)	----	----------	---	----
Washington (Fire)	50	400,000	---	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	---	----
New York Life Insurance & Trust	100	1,000,000	---	----
United States Trust	100	1,000,000	---	----
Land and Improvement:				
Boston Water Power	----	----------	---	47½
Boston and Roxbury Mill	----	----------	---	60
Canton (Baltimore)	100	5,000,000	---	3½
Cary Improvement	5	300,000	---	10
East Boston	----	----------	---	13¾
Essex (Boston)	100	1,000,000	---	89
Waverly (Boston)	----	----------	---	2¾
Gas-Light:				
Baltimore	100	----------	8	----
Boston	500	1,000,000	---	850
Brooklyn	25	2,000,000	---	----
Cincinnati	----	----------	---	----
City (Brooklyn)	----	----------	---	----
Citizens' (Brooklyn)	20	----------	---	128
Hartford	----	----------	---	----
Jersey City and Hoboken	----	----------	---	----
Manhattan, N. Y. (stock)	50	4,000,000	---	272
" " (scrip)	37½	----------	---	239
Maryland (Baltimore)	25	----------	---	----
Metropolitan, N. Y.	100	----------	---	134
New Haven	----	----------	---	----
New York	50	750,000	---	----
Philadelphia	----	----------	---	----
Pittsburg	----	----------	---	----
St. Louis	----	----------	---	----
Southwark (Philadelphia)	----	----------	---	----
Williamsburg	50	----------	---	----
Unclassified:				
American Coal	25	1,500,000	---	90
American West India	100	1,000,000	---	----
Baltimore Coal	100	----------	---	----
Baltimore and Cuba Smelting	100	----------	---	145
Central Transportation	----	----------	---	----
Cherry Run Petroleum	----	----------	---	9
Cumberland Coal (preferred)	100	5,000,000	---	32
George's Creek Coal and Iron	100	1,000,000	---	71
Gold Mining of Colorado	----	----------	---	----
Hazleton Coal	50	----------	---	----
Hudson River Bridge	100	----------	---	----
Mariposa (gold)	100	10,000,000	---	36
Metropolitan Coal	100	----------	---	----
New Almaden (quicksilver)	----	----------	---	----
New Jersey Zinc	100	1,200,000	---	----
Pennsylvania Coal	50	3,200,000	---	160
Quicksilver	----	----------	---	63
Santa Clara (quicksilver)	----	----------	---	3
Santa Rita (silver, copper, and lead)	----	----------	---	----
Sonora Expl. & Mining (silv. & cop.)	----	----------	---	----
West India Cotton	100	100,000	---	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Div'd'ds last year.	Market price p.sh.
Acton (copper)	----	2½	200,000	----	4½
Adventure (copper)	----	----	----------	----	----
Albany and Boston (copper)	----	11½	20,000	----	13½
American and Mexican Silver	----	----	----------	----	----
Algomah (copper)	----	----	20,000	----	2½
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	----	20,000	----	5
Balt. and N. Carolina (copper)	----	5	----------	----	20
Bay State (copper)	----	----	20,000	----	19
Bedford (copper)	----	----	20,000	----	80c.
Black River (copper)	----	----	20,000	----	50c.
Bohemian (copper)	----	7½	20,000	----	8
Bucks County (lead)	----	----	----------	----	1½
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	90c.	20,000	----	1½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----------	----	----
Central (copper)	----	5	20,000	----	58
Chaudiere (copper)	----	5	20,000	----	3½
Columbian (copper)	----	4½	20,000	----	8½
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	11
Copper Falls (copper)	----	25½	20,000	----	28
Dacotah (copper)	----	----	20,000	----	5½
Dana (copper)	----	----	20,000	----	4½
Doylestown (copper)	----	----	----------	----	----
Dudley (copper)	----	----	20,000	----	4½
Eagle River (copper)	----	----	20,000	----	7½
Everett (copper)	----	----	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	----	----------	----	7½
Flint Steel River (copper)	----	----	20,000	----	9½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	8	20,000	----	47½
French Creek (copper)	----	----	100,000	----	----
Gardner (copper)	5	5	20,000	----	1½
Grand Portage (copper)	----	----	20,000	----	----
Great Western (copper)	----	----	20,000	----	4
Guilford (copper)	----	5	20,000	----	60c.
Hamilton (copper)	----	----	20,000	----	4½
Hancock (copper)	----	4½	20,000	----	13
Hanover (copper)	----	----	20,000	----	4½
Highland (copper)	----	----	20,000	----	6
Hilton (copper)	----	----	----------	----	----
Humboldt (copper)	----	----	20,000	----	7
Huron (copper)	4	12½c	20,000	20	31½
Indiana (copper)	----	----	----------	----	----
Isle Royale (copper)	----	16½	20,000	----	25
Jefferson (copper)	----	----	----------	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	----	20,000	----	9
Madison (copper)	----	----	20,000	----	----
Mandan (copper)	----	----	20,000	----	3½
Manhattan (copper)	----	----	20,000	----	4½
Mass (copper)	----	----	20,000	----	----
Meanard (copper)	----	3½	20,000	----	13
Minnesota (copper)	----	3½	20,000	----	70
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5c	20,000	----	30½
Native (copper)	----	----	20,000	----	4½
Naumkeag (copper)	----	----	20,000	----	7½
New England (copper)	----	----	20,000	----	3½
North Cliff (copper)	----	2½	20,000	----	6½
North State (copper)	----	5	20,000	----	9½
North Western (copper)	----	----	20,000	----	10
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	----------	----	----
Ogima (copper)	----	----	20,000	----	3½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	----	102,000	----	40c.
Pennsylvania (copper)	25	2½	20,000	----	4½
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3½	20,000	----	63½
Phœnix (copper)	----	10	20,000	----	25
Pittsburg and Boston (copper)	----	5½	20,000	----	82½
Placentia B'y (lead)	----	5	200,000	----	----
Pontiac (copper)	----	2½	20,000	----	7
Prince of Wales (copper)	----	----	----------	----	----
Providence (copper)	----	----	----------	----	----
Quartz Hill (gold)	----	----	----------	----	20½
Quincy (copper)	----	10	200,000	----	95½
Rockland (copper)	----	5	20,000	----	18½
Saginaw (saline and mineral)	----	----	----------	----	----
St. Mary's (copper)	----	----	----------	----	11
Shawangunk (lead)	----	5	120,000	----	----
Sheldon (copper)	----	----	----------	----	----
Silver Hill	----	5	----------	----	----
Silver Valley	----	5	----------	----	10
South Side (copper)	----	1½	20,000	----	5½
Springfield (copper)	----	5	20,000	----	2½
Star (copper)	----	----	20,000	----	6½
Superior (copper)	----	4	20,000	----	10½
Toltec (copper)	----	19	20,000	----	3½
Tremont (copper)	----	----	20,000	----	4½
Union (lead)	----	----	----------	----	50c.
Vermont (copper)	5	----	----------	----	----
Waterloo (copper)	----	----	20,000	----	11
Wickham (copper)	----	----	20,000	----	75c.
Wickopee (copper)	----	5	100,000	----	4½
Winthrop (copper)	----	----	20,000	----	6½
Wyandotte (copper)	----	----	----------	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single trk.	Length. In progress or projected	Equipment. Horses.	Cars. 2 horse.	Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	49
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	65
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	125½
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	--	Lynn and Boston	193,310	85,200	50,000	55,547	61,935	501	—	....	....
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	78,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	69½
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	107½
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	....
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	100	69	....
30 Sep. '62	24.01	—	—	6	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	48	....
30 Sep. '62	56.18	1.00	—	140	20	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	115,390	8	100	150
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Centr'l P'k, N. & E. Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	—	—	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	389,985	121,565	12	100	....
30 Sep. '62	....	....	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '62	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.00	16.00	—	42	—	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	88
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	....
30 Sep. '62	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	57½
31 Oct. '62	8.13	—	122	13	5	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	15	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	6,052	16,534	5½	....	32½
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	58
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	69
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	27
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	46
31 Oct. '62	—	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	11.17	....	....	....	....	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	10.47	0.52	57	10	3	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	7.04	—	—	19	—	Philadelphia and Darby	88,983	99,439	17,000	500	21,241	4,606	2½	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	12.03	—	64	19	3	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	6.16	—	—	—	—	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	5.20	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	19½
31 Oct. '62	7.78	—	56	10	3	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	....
31 Oct. '62	19.46	—	378	60	9	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	21½
31 Oct. '62	5.53	—	46	1	12	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24	....	83
31 Oct. '62	8.35	—	—	17	5	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	11½
31 Oct. '62	7.65	1.51	170	39	9	Spruce & Pine (Phil. & Gr'nF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	14½
31 Oct. '62	6.25	—	123	16	1	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	47
31 Oct. '62	9.31	—	228	44	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	54
						West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	70½
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.68	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	19.20	—	—	—	—	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,500	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,500	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	....
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	95½
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	26,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	—	J. & J.	1870	....
Second Avenue:					
1st Mortgage	150,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,500	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " .....coupon		6	" "	1867	....
Loan of Dec. 31, 1848.....registered	8,908,242	6	" "	1868	105
" " " .....coupon		6	" "	1868	106
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	98
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	98
" " " .....coupon		5	" "	1874	98
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " .....coupon		5	" "	1871	98
Oregon War Debt of June, 1861.... coupon	1,023,600	6	" "	1881	104
" " " " " ... coupon		6	Yearly.	1881	105
Loan of F b. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	108
" " " .....coupon		6	" "	1881	109
Loan of July 17, 1861.....registered	59,042,800	6	" "	1881	....
" " " .....coupon		6	" "	1881	....
Loan of Feb. 25, 1862 (5-20s).....registered	40,239,000	6	May & Nov.	1882	100
" " " (5-20s).....coupon	350,000,000	6	" "	1882	10[illegible]
Treasury Notes of Feb. & Aug. 1861.coupon	52,931,000	7.3	Feb & Aug.	1864	100
" " Apr. & Oct. 1861.coupon	86,984,500	7.3	April & Oct.	1864	100
Treasury Notes of 1863 (legal tender),coupon	50,00 ,000	5	" "	1865	....
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	....
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's	....
" "	70,814,639	5	" "	notice.	....
Certificates of Indebtedness.....(coin)	167,093,241	6	" "	1 year	101
" " .....(currency)		6	" "	1 year	98
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est paid for many yrs	1868	....
" " " (B'k of State). "	610,000	6		1868	....
" " " (" "). "	34,000	5		1868	....
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	120½
" " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,000	7	" "	1872	....
Connecticut - War Fund bonds....coupon	2,000,000	6	Jan. & July.	'71-'75	....
" " " " " "		6	" "	'81-'85	107½
" " " " " "	1,000,000	6	" "	1885	....
Florida—State bonds.....coupon	143,000	7	.....	.....	....
Georgia—State bonds.....coupon	724,000	5	Jan. & July.	1872	....
" " " (R. R & B'k).. "	2,073,750	6	" "	'69-'80	70
" " " (R. R.)..... "	525,000	7	" "	'92-'72	....
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	102
" " " bonds..... "	1,922,085	6	" "	1877	105½
" —Interest stock..... "	737,222	6	" "	1880	106
" —Refunded stock.....coupon	2,187,000	6	" "	'65-'80	104
" —War bonds..... "	2,000,000	6	" "	1870	101
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	101
" " " (dollar)..... "	1,999,397	6	" "	1870	102
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1886	81
" " " ..... "	2,058,153	2½	" "	1886	55
" —State Int. Imp bonds (not adjusted)	394,000	.....	.....	d'm'd.	....
" —State War Loan bonds.....coupon	1,311,780	6	May & Nov.	1891	98
" —Canal Preferred stock..... "	4,079,550	5	Jan. & July.	.....	82½
" " " special stock "	1,214,737	5	" "	.....	....
" " Deferred stock..... "	1,213,000	5	" "	.....	....
" " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	2,200,000	7	Jan. & July.	1868	....
" " " (war loan)..... "	803,000	7	" "	'81-'82	....
" " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	....
Kansas—State bonds (sinking fund)...coupon	116,000	7	Jan. & July.	1879	....
" " " " ..... "	54,000	7	May & Nov.	1878	....
" " " (domestic)..... "	65,000	6	July.	1885	....
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	'66-'75	....
" " " ..... "		5	" "	'81-'91	....
" " " ..... "		5	" "	'93-'96	....
" " " (bank)..... "	600,000	5	" "	1891	....
" " " ..... "	67,500	6	" "	'91-'93	104
" " " (war loan)..... "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	.....	d'm'd	60
" " " (R. R. etc.)... "	3,902,000	6	.....	'67-'95	....
" " " (banks)..... "	5,398,533	6	.....	.....	....
" " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds.....coupon	.....	6	Mar. & Sept.	'63-'77	105
" " " (war loan)..... "	1,000,000	6	Jan. & July	'81-'83	106½
Maryland—State bonds (st'g).....coupon	816,000	5		1885	....
" " " (st'g conv.).. "	200,876	5		1885	....
" " " (s'g)..... "	5,586,595	5		'89-'90	105
" " " (st'g conv.).. "	2,490,579	5		'89-'90	103
" " " (dollar).... inscribed	500,000	3		1894	....
" " " (").... "	10[illegible],000	4½		1888	....
" " " (").... "	747,560	5	Chiefly quarterly.	'42-'58	....
" " " (").... "	399,108	5		1880	....
" " " (").... "	118,711	5		'89-'90	....
" " " (").... "	133,689	6		plens.	....
" " " (").... "	3,990,000	6		1890	115
" " " (").... "	35,[illegible]00	6		1885	....
" " " (").... "	603,333	6		'89-'90	112
Massachusetts—State b'ds (Western R R.).stg.	3,995,595	6	April & Oct.	'68-'71	....
" " " (T. & G. R. R.)... "	538,380	6	" "	'88 '93	....
" " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " (" "). "	500,000	5	" "	1893	....
" " " (East'rn R R) "	500,000	6	Jan. & July.	'65-'71	....
" " " (N. & W. R R "	400,000	6	" "	1870	....
" " " (Cons St t sc) "	150,000	6	" "	1870	....
" " " (Buildings sc) "	200,000	6	June & Dec.	'68-'77	117
" " " (" ") "	345,000	5	April & Oct.	'65-'74	....
" " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" " " (" ") "	91,000	5	Jan. & July.	1874	....
" " " scrip.....	200,000	6	" "	'64-'66	....
" " "	247,000	6	June & Dec.	'68-'72	....
" " "	53,000	5	" "	'68-'72	....

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	....
" " —Bounty Fund Loan.... "	600,000	5	" "	'77-'78	117½
" " —Coast Defence Loan... "	1,000,000	5	May & Nov	1883	....
" " —Back Bay Loan..... "	168,000	5	" "	1890	....
Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100
" " —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	....
" " —War Loan.....(" ") "	587,000	7	" "	1886	104
" " —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	....
Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	105
" " " (Indian war). "	100,000	7	" "	1871	....
" " " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	.....	'41 '71
Missouri—Bank stock Loan of 1857.....	62,000	5½	Jan. & July.	1863	....
" " " " " "	199,000	6	" "	1863	....
" " " " " "	100,000	6	April & Oct	1863	....
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	....
" —Renewal Loan of 1853.....	20,000	6	" "	1863	....
" —R. R. Loans: Pacific R R...coupon	7,000,000	6	" "	'72 '88	67
" " " S.W. Branch.. "	4,000,000	6	" "	'87-'89	....
" " " H & St. Joseph "	3,000,000	6	" "	'3 '87	83½
" " " N. M ssouri.. "	4,750,000	6	" "	'72-'87	....
" " " Iron Mountain "	3,501,000	6	" "	'78-'89	....
" " " C. & Fulton.. "	650,000	6	" "	'87-'89	....
" " " Platte Co..... "	700,000	6	" "	1884	....
" —Revenue bond § ..... "	431,000	9	June & Dec.	'64-'66	....
" —tate Defense warrants	7[illegible],000	.....	.....	.....	....
New Hampshire—State bonds.....coupon	555,000	6	Feb. & Aug.	1876	107½
" " —Notes.....	200,000	6	.....	.....	....
New Jersey—State stock .....registered	96,000	6	Jan. & July.	Var.	....
" " —State bonds (war loan).coupon	631,820	6	" "	'65-'71	....
" " " (" ").	200,000	6	" "	1871	....
New York—General F'd: Astor Debt.....	501,500	5	Jan. & July	pleas.	....
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	....
" " — " " " ..	100,000	5	" "	1875	....
" " — " " " ..	442,001	5	May & Nov.	1876	107
" " — " " " ..	1,189,781	6	Jan. & July	pleas.	....
" " — " " " ..	1,000,000	6	" "	'68-'78	115
" " — " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	....
" " — " " " ..	11,050	6	.....	d'm'd.	....
" " — " " " ..	14,230	6	.....	d'm'd.	....
" " — " " " ..	421,000	6	Jan. & July.	'65-'67	....
" " — " " Railr ad Loans.....	287,700	4½	J., A., J., & O.	1874	....
" " — " " " "	68,000	5	Feb. & Aug.	1876	....
" " — " " " "	28,000	5½	J., A., J., & O.	1865	....
" " — " " " "	320,000	5½	Jan. & July	1865	....
" " — " " " "	100,000	6	" "	1867	....
" " —Canal Fund Loans.....	6,92[illegible],74	6	" "	'63-'74	105
" " — " " "	1[illegible]88,025	6	" "	'61-'77	115
" " — " " "	1,000,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,605	6	Various.	Var.	59
Ohio—State bonds (foreign debt) ....coupon	1,0[illegible]5	6	Jan. & July.	1860	....
" " " (" ") .... "	1,015,000	6	" "	1865	95
" " " (" ") .... "	[illegible]7,850	6	" "	1868	....
" " " (" ") .... "	2,183,532	6	" "	1870	103½
" " " (" ") .... "	1,000,000	6	" "	1875	104
" " " (" ") .... "	4,095,309	6	" "	1881	108
" " " (domestic debt).....	2,400,000	6	" "	1886	108
" " " (war loan).....coupon	275,385	6	" "	1863	103
" " " (" ").....coupon	299,[illegible]04	6	" "	1866	....
" —Irreducib e debt (school funds, etc)...	280,969	6	" "	1868	....
Oregon—State scrip	2,920,403	6	Yearly.	.....	....
Pennsylvania—State Stock Loans.....	55,372	.....	.....	.....	....
" " " "	1[illegible]1,200	4	April & Oct.	due.	....
" " " "	10,780,095	5	Jan. & July.	due.	99½
" " " "	3,886,070	5	Feb. & Aug	due.	....
" " " "	3,699,614	5	Mar. & Sept.	due.	103½
" " " "	3,241,598	5	June & Dec.	due.	....
" —Interest Certificates	210,243	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,850	5	" "	1864	....
" " " "	675,029	5	Feb. & Aug.	1864	....
" " " "	1,045,629	5	June & Dec.	1864	....
" " " "	1,538,673	5	Jan. & July.	1865	....
" " " "	2,277,755	5	" "	1868	....
" " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,880,000	5	Feb. & Aug.	1877	103
" " " " "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	....
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,937	5	.....	.....	....
" —Relief Notes in circulation...	97,360	.....	.....	.....	....
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	....
Rhode Island—State bonds (war loan).coupon	2,[illegible]00,000	6	Mar. & Sept.	1882	108
South Carolina—State bonds (stg)....coupon	484,444	5	.....	1868	....
" " —Inscribed certificates	1,708,017	6	.....	'68-'80	....
" " —State b'ds (railroads) coupon	1,210,000	6	.....	1877	....
Tennessee—State bonds (banks) .....coupon	1,123,000	6	.....	1882	59½
" " " (interu. impr.) "	2,063,666	5	.....	Var.	....
" " " (railroads) ... "	12,799,000	6	.....	Var.	....
" " " (capitol) ..... "	608,000	5	.....	1890	60
" " " (Hermitage) . "	48[illegible]00	6	.....	1890	....
Texas—Had no debt in 1861	.....	.....	.....	.....	....
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	....
" —State bonds (war loan) .....coupon	58,000	6	.....	'62-'63	....
" " " (" ") ..... "	75[illegible],000	6	Jan. & July	1870	104½
Virginia—Inscribed certificates (civil).....	401,000	5	Various.	Var.	....
" " " (railroad) ..	18,264,642	6	Jan. & July.	'83-'93	55
" —State bonds (railroad) .....coupon	12[illegible],000	6	" "	'85-'93	....
" " " (ster ing)..... "	1,865,000	5	" "	1892	....
West Virginia—No information	.....	.....	.....	.....	....
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67 '68	....
" " " (war) ..... "	200,000	6	Jan. & July.	1867	....
" " " (domestic)... "	100,000	6	" "	1877	....
" " " (" ... "	1,100,000	6	" "	'78-'88	....

Labor and Capital.

There is a class of men whose mental vision is always colored by their interests. If their generosity is not overmatched in intensity by selfishness, yet spending most of their time in securing for themselves the comforts of life, they are longer under the influence of those feelings which tend to individual aggrandisement, than they are under those which arise from looking to the wants of others, and assisting in promoting the prosperity of the whole. They consequently see but one-half of the truth, and that half is limited to what happens to be the extent of their individual experiences. Thus we find capitalists who are forever dwelling upon the benefit which the employment of their funds confers upon the individual employee, or laborer, and upon the country at large, and leaving entirely out of view the fact that without the laborers capital itself would be worthless. On the other hand, we find employees who look upon capital as their natural enemy, forgetting that without capital they would be in a still worse condition.

In an important sense, and in a manner more readily apprehended because more immediate in its effect upon the great masses of mankind, capital and labor are antagonistic. But in another, and a far more important sense, capital and labor are mutually beneficial; they are and ought to be fast friends.

Were we to entirely divorce the two, capital could find no employment, it could earn no interest or dividends, but would lie unemployed in the hands of the holder; while labor, thus left without the power of organization could only supply its thousand wants by the wholly inadequate efforts of its individual hands.

It is the legitimate province of capital to earn to itself interest. For this purpose it is the duty of the capitalist to look about and find the safest and the most lucrative business in which to invest his money. If money is plenty, competition will tend to lessen its value, and the result will be shown by a reduction in the rate of interest, or the sum which people are willing to pay for the loan of its use. If, however, it is scarce the contrary result will follow. It is the right also of the capitalist to make the best use of his money which legitimate business operations will afford, and if in doing this he finds it desirable to divert his money from one branch of trade to another, the employees engaged in the comparatively unprofitable trade cannot justly complain. Such employees may be sufferers thereby, but that the community at large will be gainers is proved by the fact, that they are willing to pay more for the money employed in the new or different business. So too the capitalist has the right to make the best possible use of his money, by employing the cheapest labor the market affords. If a man possessing a limited capital is obliged to pay his business employees three dollars per day, instead of one dollar and a half per day, it is quite evident that he would be able to do but one half the amount of business which he could do at the cheaper rate, and of course the return of money for his investment would be proportionately less. It is therefore right for him to come into the labor market and accept the services of the lowest bidders. In this manner labor and capital are antagonistic, and this is the only view which many (we will not include the mass of American workmen because we believe that these are too intelligent) employees take of the subject. But even this antagonism is not without its compensating benefit. If the employer pays his laborer higher wages, he must increase the price of his goods an equal amount, and when this universally takes place all prices increase, and the laborer with his increased wages buys no more of the necessaries of life than he formerly did with his lesser wages. Hence while the employer resists the increase of wages, he is at the same time helping to keep down the prices of all of the commodities which are bought and sold in the community. He may be and usually is governed entirely by selfish motives, but this does not change the beneficial effect of his action.

But the laborer also has the right to demand for himself the best remuneration which he can obtain for his services in the general market. He may leave one employer and go to another, as often as he finds the change beneficial. By this means he makes use of the competition of capitalists to obtain his just dues. The amount of pay he gets is limited by profits which, on the average, accrues in the particular line of business in which he is engaged, and not by the cupidity of the employer or capitalist. Whether laborers or employees have the moral right to band themselves together, and to demand an increase of wages upon condition of resuming work, is questionable if not wholly unjustifiable. Such action can only be defended on the ground that employees are the weaker parties to the contract, and that a union of their strength is necessary in order to make labor equal in the struggle to capital. There may be occasions when such a course is justifiable; as for instance, when a branch of trade is monopolized by a few wealthy men, and the profits earned by the capital invested is proportionately greater than the profits paid to the employees under the name of wages. But as a general rule such organizations are injurious both to the actors and the public; and are no more justifiable than would be a combination of capitalists for the purpose of starving workmen into a willingness to work for lower wages.

The demand for an increase of wages which is now so universal throughout the country is the natural result of the war and the issue of Paper Money. The drain of men to fill the ranks of the union army has rendered laborers more scarce, and consequently the services of those remaining is more valuable. The issue of paper money has made the currency of the country cheaper than formerly; and while an increase of wages is justly due to the laborer in order to make his increase simply equal to what it formerly was, it also tends to absorb the currency and to properly adjust the relative value of all articles of trade in the community.

☞ The Boston and Maine Railway Company has leased the Cocheco Road for a term of years. This arrangement puts an end to the projected road between Dover and Portsmouth, for which a charter was obtained at the last session of the Legislature. The Boston and Maine hires the Dover and Winnipisseogee for fifty years, paying annually $29,000 for its use, and buying all its rolling stock. This will give the bondholders of the latter 6 per cent. The steamer Dover is included in part of this arrangement, the Boston and Maine taking the interest which the Dover and Winnipisseogee Road owned in the boat, which was about $12,000.

Rights of Carriers.—Duties of Consignors.

CONSIGNORS BOUND TO INFORM CARRIERS OF THE NATURE OF DANGEROUS ARTICLES SHIPPED BY THEM.

The law concerning common carriers consists for the most part of rules prescribing the duties and liabilities of the carrier, but there are certain duties imposed upon the consignor, which are of great importance, though not of so frequent application. Among these duties may specially be noticed the obligation resting upon the shipper of a dangerous article to inform the carrier of its nature, so that he may take the proper precautions against accident. The justice of such a rule is manifest, but the rule itself has seldom been so fully set forth as law, and so well illustrated, as in the late case of Farrant against Barnes, in the English Court of Common Pleas.

This was an action brought by the plaintiff to recover damages for an injury sustained by him from the insufficient packing of a carboy of nitric acid which he was employed to carry for the defendant.

The cause was tried before BLACKBURN, J., at the Summer Assizes at Croydon. It appeared from the plaintiff's evidence that he and his father were in the employ of one Russell, a carrier between London and Croydon; that it was part of the plaintiff's duty to collect goods in the city, and to convey them in a van to the Elephant and Castle at Newington, where he transferred the goods he had collected to a cart, in which they were conveyed to Croydon; that on the 1st of May, 1861, whilst going his round, he met in Cannon street, in the city, one Rayner, a carman in the employ of one Pescott, a railway carrier, who asked him if he would take a carboy, (which he told him contained "acid" without more,) and a bottle for, Croydon; and upon his agreeing to do so Russell brought them and placed them in the plaintiff's van, the carboy being a glass bottle encased in wicker work, weighing a little over 1 cwt., and having attached to its *neck* a wooden label, on which was written, "Mr. Wateman, dyer, Croydon. Acid;" that he proceeded with his van containing these and various other goods to the Elephant and Castle, at a foot pace; that on his arrival there the other goods having first been taken out, his father removed the carboy from the front to the tail of the van, and put it upon the plaintiffs shoulder; that as he walked with it towards the Croydon, cart part of the contents (which proved to be nitric acid,) escaped, and flying over the plaintiff burned him so severely that he was unable to resume his employment for more than a month, and was still not perfectly cured; that the carboy appeared to be sound when he received it from Rayner; that it received no injury whilst in the van; that he never saw any label on it except the one containing the direction; and that he did not know the contents to be dangerous, and would not have taken it if he had known the fact.

The plaintiff's evidence was corroborated with respect to what passed, when Rayner delivered the carboy to him, by that of his father, and as to what occurred at the Elephant and Castle, by the evidence of his father and two other witnesses.

Rayner who was called as a witness for the

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate	Interest: Periods.	When due.	Market Price.
UNITED STATES LOANS					
Loan of June 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	105
" " " ..... coupon		6	" "	1867	
Loan of Dec. 31, 1848 ..... registered	8,998,242	6	" "	1868	105
" " " ..... coupon		6	" "	1868	105
Texas Indemnity, of Sep. 9, 1850 ..... coupon	3,461,000	5	" "	1865	98
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	98
" " " ..... coupon		5	" "	1874	98
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	98
" " " ..... coupon		5	" "	1871	98
Oregon War Debt of June, 1851 ..... coupon	1,023,600	6	" "	1881	104
" " " ..... coupon		6	Yearly.	1881	100
Loan of Feb. 8, 1861 ..... registered	10,415,000	6	Jan. & July.	1881	108
" " " ..... coupon		6	" "	1881	109
Loan of July 17, 1861 ..... registered	53,042,800	6	" "	1881	----
" " " ..... coupon		6	" "	1881	----
Loan of Feb. 25, 1862 (5-20s) ..... registered	40,239,000	6	May & Nov.	1882	100
" " " (5-20s) ..... coupon	59,098,000	6	" "	1882	10[illegible]
Treasury Notes of Feb. & Aug. 1861 ..... coupon	52,931,000	7 3	Feb & Aug.	1864	----
" " Apr. & Oct 1861 ..... coupon	86,984,500	7 3	April & Oct.	1864	10[illegible]
Treasury Notes of 1863 (legal tender), coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	----
Certificates of Deposit	28,059,265	4	On call	10 d's	----
" "	70,814,639	5	"	notice	----
Certificates of Indebtedness ..... (coin)	157,093,241	6	" "	1 year	101[illegible]
" " ..... (currency)		6	" "	1 year	1[illegible]
(N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.)					
STATE LOANS.					
Alabama—State bonds ..... coupon	8,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	869,000	6	No interest paid for many yrs	1868	----
" — " " (B'k of State) ..... "	610,000	6		1868	----
" — " " (" ") ..... "	35,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July	1878	120
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,090,000	6	Jan. & July.	1871-77	----
" — " " " ..... "		6	" "	1878-86	107[illegible]
" — " " " ..... "	1,000,000	6	" "	1885	----
Florida—State bonds ..... coupon	148,000			----	----
Georgia—State bonds ..... coupon	7,[illegible]0,000	5	Jan & July.	1872	----
" — " " (R. R & B'k) .. "	2,07[illegible],750	6	" "	1877-86	70
" — " " (R. R) ..... "	525,000	7	" "	1872-77	----
Illinois—New Int. Impr. stock ..... Inscribed	1,970,967	6	Jan. & July.	1870	102
" — " " bonds ..... "	1,[illegible]2,085	6	" "	1847	102[illegible]
" —Interest stock ..... "	75[illegible],922	6	" "	1880	105
" —Refunded stock ..... coupon	2,187,000	6	" "	1853-89	104
" —War bonds ..... "	2,000,000	6	" "	1870	101
" —Canal bonds (sterling) ..... "	1,778,424	6	" "	1850	101
" — " " (dollar) ..... "	1,9[illegible]8,397	6	" "	1850	102
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1880	81
" — " " ..... "	2,058,173	2[illegible]	" "	1886	55
" —State Int. Imp bonds (not adjusted)	391,000	--	----	d'm'd	----
" —State War Loan bonds ..... coupon	1,571,780	6	May & Nov.	1851	98
" —Canal Preferred stock	4,079,500	5	Jan. & July.	----	82[illegible]
" — " special stock "	1,21[illegible],337	5	" "	----	----
" — " Deferred stock ..... "	1,213,000	b	" "	----	----
" — " special stock "	479,515	5	" "	----	----
Iowa—State stocks ..... coupon	2,[illegible]00,000	7	Jan. & July	1868	----
" — " (war loan) ..... "	803,000	7	" "	18[illegible]-82	----
" — " bonds to School Fund .... "	122,245	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..... coupon	116,000	7	Jan. & July.	1[illegible]	----
" — " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	6-[illegible]	----
" — " " ..... "		5	" "	18[illegible]-[illegible]	----
" — " " ..... "		6	" "	19[illegible]-[illegible]	----
" — " " (bank) ..... "	600,000	5	" "	1[illegible]91	----
" — " " ..... "	67,500	6	" "	91-93	1 4
" — " " (war loan) ..... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	----------	d'm'd	60
" — " " (R. R. etc) ..... "	2,[illegible]0[illegible],000	6	----------	67-99	----
" — " " (banks) ..... "	5,398,533	6	----------	----	----
" — " " (war loan) ..... "	670,000	6	----------	----	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	65-71	105
" — " " (war loan) ..... "	1,000,000	6	Jan. & July	81-89	100
Maryland—State bonds (stg) ..... coupon	816,000	5		1885	----
" — " " (stg conv.) .. "	200,[illegible]78	5		1[illegible]5	----
" — " " (stg) ..... "	5,[illegible]5[illegible],5[illegible]5	5		89-90	105
" — " " (stg conv.) .. "	2,490,5[illegible]9	5		90-[illegible]6	10[illegible]
" — " " (dollar) ..... inscribed	500,0[illegible]0	3		1890	----
" — " " (") ..... "	10,[illegible]00	4[illegible]		1888	----
" — " " (") ..... "	7[illegible],560	5	Chiefly quarterly.	92-95	----
" — " " (") ..... "	39[illegible],[illegible]08	5		1880	----
" — " " (") ..... "	118,711	5		89-90	----
" — " " (") ..... "	3[illegible],[illegible]82	6		ples.	----
" — " " (") ..... "	3,000,000	6		1870	115
" — " " (") ..... "	35,[illegible]00	6		1885	----
" — " " (") ..... "	6[illegible],[illegible]33	6		89-90	112
Massachusetts—State bonds (Western R R.) stg.	3,[illegible]95,5[illegible]5	6	April & Oct.	68-[illegible]	----
" — " " (T. & G.R.R.) ... "	5[illegible],[illegible]80	6	" "	88-90	----
" — " " (" ") .dollar	416,560	6	" "	90-91	121
" — " " (" ") . "	5[illegible],000	5	" "	1893	----
" — " " (Eastern R R) "	500,000	6	Jan. & July.	65-71	----
" — " " (N. & W. R R) "	400,000	6	" "	1879	----
" — " " (Cons St'k sc) "	150,000	6	" "	1870	----
" — " " (Buildings sc) "	200,000	6	June & Dec.	68-77	117
" — " " (" ") "	345,000	5	April & Oct.	65-74	----
" — " " (" ") "	200,000	5	May & Nov.	65-72	----
" — " " (" ") "	91,000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	64-66	----
" — " "	247,000	6	June & Dec.	68-72	----
" — " "	53,000	5	" "	68-72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate	Interest: Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	71-76	----
" — " ..... "	[illegible]0,000	5	" "	77-78	11[illegible]
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1[illegible]6	----
" —Coast Defence Loan ..... "	1,000,000	5	" "	1[illegible]2	----
" —Back Bay Loan ..... "	1[illegible],000	5	" "	1[illegible]1	----
Michigan—Renewal Loan ..... coupon	2[illegible],000	6	Jan. & July	1878	100
" —Canal Loan ..... (stk'g Fd) "	1[illegible],000	6	" "	1879	----
" —War Loan ..... (" ") "	5[illegible],000	7	" "	1868	104
" —Redemption Fn (" ") "	2,[illegible]0,000	6	" "	68-[illegible]	----
Minnesota—State bonds ..... coupon	2[illegible],000	8	J n. & July.	1867	105
" — " " (Indian war) "	1[illegible],000	7	" "	1871	----
" — " " (Railroads) "	2,[illegible]75,000	7	" "	1[illegible]	----
Mississippi—State bonds (Banks) ..... coupon	2,[illegible]00,000	6	----------	41-71	----
" — " " ..... "	6[illegible],00	5[illegible]	Jan. & July.	1866	----
" — " " " "	100,000	6	" "	1865	----
" — " " " "	100,000	6	April & Oct	1865	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1865	----
" —Renewal Loan of 1853	20,000	6	" "	1884	----
" —R. R. Loans: Pacific R R ..coupon	7,[illegible]00,000	6	" "	72-88	67
" — " " S.W. Branch .. "	4,[illegible]00,000	6	" "	67-89	----
" — " " H & St. Joseph "	2,[illegible]0,00	6	" "	1 3 87	85[illegible]
" — " " N. Missouri .. "	4,50[illegible]00	6	" "	72-87	----
" — " " Iron Mountain "	3,[illegible]00	6	" "	73-[illegible]	----
" — " " C. & Fulton .. "	65[illegible]00	6	" "	87-89	----
" — " " Pacific Co. .... "	7[illegible]0,0[illegible]	6	" "	1884	----
" —Revenue bonds ..... "	4[illegible],000	9	June & Dec.	64-66	----
" — tate Defense warrants	7[illegible],000			----	----
New Hampshire—State bonds ..... coupon	5[illegible],000	6	Feb. & Aug.	1856	10[illegible]
" —Notes	2[illegible],000	6	----------	----	----
New Jersey—State stock ..... registered	[illegible],000	6	Jan. & July.	Var.	----
" —State bonds (war loan) .coupon	1[illegible],000	6	" "	65-71	----
" — " (") . "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	5[illegible],500	5	Jan. & July	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " ..	100,0[illegible]	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1883	107
" " — " " " " ..	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " ..	1,[illegible]00,000	6	" "	68-75	115
" " — " " " " ..	700,00	7	" "	1870	113
" " — " " Comptroller's bnds	28,[illegible]98	5	----------	d'm'd	----
" " — " " " " ..	11,[illegible]50	5[illegible]	----------	d'm'd.	----
" " — " " " " ..	1[illegible],230	6	----------	d'm'd.	----
" " — " " Railroad Loans	42[illegible],000	6	Jan. & July.	65-67	----
" " — " " " " ..	287,700	4	J., A., J., & O.	1874	----
" " — " " " " ..	6[illegible],000	5	Feb. & Aug.	1876	----
" " — " " " " ..	2[illegible],000	6	J., A., J., & O.	1865	----
" " — " " " " ..	320,000	5[illegible]	Jan. & July.	1865	----
" " — " " " " ..	[illegible],000	6	" "	1867	----
" " — " " Canal Fund Loans	[illegible],[illegible]2[illegible],[illegible]74	5	" "	68-[illegible]	105
" " — " " " " ..	1,88[illegible],[illegible]25	6	" "	61-77	115
" " — " " " " ..	1,[illegible]00,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,[illegible]2[illegible],[illegible]05	6	Various.	Var.	[illegible]9
Ohio—State bonds (foreign debt) ..... coupon	1,[illegible]4[illegible]05	6	Jan. & July.	1[illegible]0	----
" — " " (") ..... "	1,015,000	6	" "	1865	95
" — " " (") ..... "	[illegible]7,8[illegible]3	6	" "	1868	----
" — " " (") ..... "	2,[illegible]3[illegible],[illegible]52	6	" "	1870	103[illegible]
" — " " (") ..... "	1,000,000	6	" "	1875	104
" — " " (") ..... "	4,[illegible]95,[illegible]09	6	" "	1881	108
" — " " (domestic debt)	2,[illegible]00,000	6	" "	1886	108
" — " " (war loan) ..... coupon	2[illegible],[illegible]04	6	" "	1863	103
" — " " (" ") ..... "	230,[illegible]9	6	" "	1866	----
" —Irreducible debt (school funds, etc) ...	2,[illegible]26,[illegible]03	6	" "	1868	----
Oregon—State scrip	5[illegible],[illegible]72	6	Yearly.	----	----
Pennsylvania—State Stock Loans	1 1,20[illegible]	4	April & Oct.	due.	----
" — " "	10,786,095	5	Jan & July.	due.	99[illegible]
" — " "	3,[illegible]86,[illegible]70	5	Feb. & Aug	d e.	----
" — " "	3,[illegible]00,[illegible]14	5	Mar. & Sept.	due.	103[illegible]
" — " "	3,241,[illegible]88	5	June & Dec.	due.	----
" —Interest Certificates	21[illegible],[illegible]24	6	Feb. & Aug.	due.	107[illegible]
" —State bonds ..... coupon	200,000	4	Jan. & July.	1882	----
" —State Stock Loans	1,177,[illegible]0	5	" "	1 64	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,[illegible]27	5	June & Dec.	1804	----
" — " "	1,5[illegible],[illegible]73	5	Jan. & July.	1865	----
" — " "	2,[illegible]77,[illegible]75	5	" "	1868	----
" — " "	1,7[illegible],[illegible]14	5	" "	1870	100[illegible]
" —State bonds ..... coupon	4,[illegible]0,000	5	Feb. & Aug.	1877	103
" — " " ..... "	[illegible]28,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,[illegible]47	5	----------	----	----
" —Relief Notes in circulation ...	[illegible]7,8[illegible]0		----------	----	----
" —Military Loan bonds ..coupon	3,0[illegible],0[illegible]0	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan) .coupon	2,[illegible]7[illegible],000	6	Mar. & Sept.	1882	108
South Carolina—State bonds (stg) ...coupon	484,141	5	----------	1868	----
" " —Inscribed certificates	1,708,917	6	----------	68-[illegible]0	----
" " —State bonds (railroads) coupon	1,[illegible]10,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	59[illegible]
" — " " (intern. impr.) "	2,[illegible]00,[illegible]05	5	----------	Var.	----
" — " " (railroads) ... "	12,709,000	6	----------	Var.	----
" — " " (capitol) ..... "	698,000	6	----------	1890	60
" — " " (Hermitage) .. "	[illegible]8,[illegible]00	6	----------	1890	----
Texas—Had no debt in 1861	----------		----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	62-[illegible]	----
" —State bonds (war loan) ....coupon	58,000	6	----------	62-63	----
" — " (" ") "	7[illegible],00	6	Jan. & July	1870	104[illegible]
Virginia—Inscribed certificates (civil)	40[illegible],000	5	Various.	Var.	----
" " " (railroad) ..	1[illegible],[illegible]64,642	6	Jan. & July.	82-91	55
" —State bonds (railroad) .....coupon	12[illegible],[illegible]4,00	6	" "	82-[illegible]	----
" — " (ster ing) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----------		----------	----	----
Wisconsin—State bonds (civil) ..... coupon	[illegible]00,000	6	April & Oct.	67 68	----
" — " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " (domestic) ... "	100,000	6	" "	1877	----
" — " (" ... "	1,[illegible]00,000	6	" "	78-88	----

Labor and Capital.

There is a class of men whose mental vision is always colored by their interests. If their generosity is not overmatched in intensity by selfishness, yet spending most of their time in securing for themselves the comforts of life, they are longer under the influence of those feelings which tend to individual aggrandisement, than they are under those which arise from looking to the wants of others, and assisting in promoting the prosperity of the whole. They consequently see but one-half of the truth, and that half is limited to what happens to be the extent of their individual experiences. Thus we find capitalists who are forever dwelling upon the benefit which the employment of their funds confers upon the individual employee, or laborer, and upon the country at large, and leaving entirely out of view the fact that without the laborers capital itself would be worthless. On the other hand, we find employees who look upon capital as their natural enemy, forgetting that without capital they would be in a still worse condition.

In an important sense, and in a manner more readily apprehended because more immediate in its effect upon the great masses of mankind, capital and labor are antagonistic. But in another, and a far more important sense, capital and labor are mutually beneficial; they are and ought to be fast friends.

Were we to entirely divorce the two, capital could find no employment, it could earn no interest or dividends, but would lie unemployed in the hands of the holder; while labor, thus left without the power of organization could only supply its thousand wants by the wholly inadequate efforts of its individual hands.

It is the legitimate province of capital to earn to itself interest. For this purpose it is the duty of the capitalist to look about and find the safest and the most lucrative business in which to invest his money. If money is plenty, competition will tend to lessen its value, and the result will be shown by a reduction in the rate of interest, or the sum which people are willing to pay for the loan of its use. If, however, it is scarce the contrary result will follow. It is the right also of the capitalist to make the best use of his money which legitimate business operations will afford, and if in doing this he finds it desirable to divert his money from one branch of trade to another, the employees engaged in the comparatively unprofitable trade cannot justly complain. Such employees may be sufferers thereby, but that the community at large will be gainers is proved by the fact, that they are willing to pay more for the money employed in the new or different business. So too the capitalist has the right to make the best possible use of his money, by employing the cheapest labor the market affords. If a man possessing a limited capital is obliged to pay his business employees three dollars per day, instead of one dollar and a half per day, it is quite evident that he would be able to do but one half the amount of business which he could do at the cheaper rate, and of course the return of money for his investment would be proportionately less. It is therefore right for him to come into the labor market and accept the services of the lowest bidders. In this manner labor and capital are antagonistic, and this is the only view which many (we will not include the mass of American workmen because we believe that these are too intelligent) employees take of the subject. But even this antagonism is not without its compensating benefit. If the employer pays his laborer higher wages, he must increase the price of his goods an equal amount, and when this universally takes place all prices increase, and the laborer with his increased wages buys no more of the necessaries of life than he formerly did with his lesser wages. Hence while the employer resists the increase of wages, he is at the same time helping to keep down the prices of all of the commodities which are bought and sold in the community. He may be and usually is governed entirely by selfish motives, but this does not change the beneficial effect of his action.

But the laborer also has the right to demand for himself the best remuneration which he can obtain for his services in the general market. He may leave one employer and go to another, as often as he finds the change beneficial. By this means he makes use of the competition of capitalists to obtain his just dues. The amount of pay he gets is limited by profits which, on the average, accrues in the particular line of business in which he is engaged, and not by the cupidity of the employer or capitalist. Whether laborers or employees have the moral right to band themselves together, and to demand an increase of wages upon condition of resuming work, is questionable if not wholly unjustifiable. Such action can only be defended on the ground that employees are the weaker parties to the contract, and that a union of their strength is necessary in order to make labor equal in the struggle to capital. There may be occasions when such a course is justifiable; as for instance, when a branch of trade is monopolized by a few wealthy men, and the profits earned by the capital invested is proportionately greater than the profits paid to the employees under the name of wages. But as a general rule such organizations are injurious both to the actors and the public; and are no more justifiable than would be a combination of capitalists for the purpose of starving workmen into a willingness to work for lower wages.

The demand for an increase of wages which is now so universal throughout the country is the natural result of the war and the issue of Paper Money. The drain of men to fill the ranks of the union army has rendered laborers more scarce, and consequently the services of those remaining is more valuable. The issue of paper money has made the currency of the country cheaper than formerly; and while an increase of wages is justly due to the laborer in order to make his increase simply equal to what it formerly was, it also tends to absorb the currency and to properly adjust the relative value of all articles of trade in the community.

☞ The Boston and Maine Railway Company has leased the Cocheco Road for a term of years. This arrangement puts an end to the projected road between Dover and Portsmouth, for which a charter was obtained at the last session of the Legislature. The Boston and Maine hires the Dover and Winnipisseogee for fifty years, paying annually $29,000 for its use, and buying all its rolling stock. This will give the bondholders of the latter 6 per cent. The steamer Dover is included in part of this arrangement, the Boston and Maine taking the interest which the Dover and Winnipisseogee Road owned in the boat, which was about $12,000.

Rights of Carriers.---Duties of Consignors.

CONSIGNORS BOUND TO INFORM CARRIERS OF THE NATURE OF DANGEROUS ARTICLES SHIPPED BY THEM.

The law concerning common carriers consists for the most part of rules prescribing the duties and liabilities of the carrier, but there are certain duties imposed upon the consignor, which are of great importance, though not of so frequent application. Among these duties may specially be noticed the obligation resting upon the shipper of a dangerous article to inform the carrier of its nature, so that he may take the proper precautions against accident. The justice of such a rule is manifest, but the rule itself has seldom been so fully set forth as law, and so well illustrated, as in the late case of Farrant against Barnes, in the English Court of Common Pleas.

This was an action brought by the plaintiff to recover damages for an injury sustained by him from the insufficient packing of a carboy of nitric acid which he was employed to carry for the defendant.

The cause was tried before BLACKBURN, J., at the Summer Assizes at Croydon. It appeared from the plaintiff's evidence that he and his father were in the employ of one Russell, a carrier between London and Croydon; that it was part of the plaintiff's duty to collect goods in the city, and to convey them in a van to the Elephant and Castle at Newington, where he transferred the goods he had collected to a cart, in which they were conveyed to Croydon; that on the 1st of May, 1861, whilst going his round, he met in Cannon street, in the city, one Rayner, a carman in the employ of one Pescott, a railway carrier, who asked him if he would take a carboy, (which he told him contained "acid" without more,) and a bottle for, Croydon; and upon his agreeing to do so Russell brought them and placed them in the plaintiff's van, the carboy being a glass bottle encased in wicker work, weighing a little over 1 cwt., and having attached to its *neck* a wooden label, on which was written, "Mr. Wateman, dyer, Croydon. Acid;" that he proceeded with his van containing these and various other goods to the Elephant and Castle, at a foot pace; that on his arrival there the other goods having first been taken out, his father removed the carboy from the front to the tail of the van, and put it upon the plaintiffs shoulder; that as he walked with it towards the Croydon, cart part of the contents (which proved to be nitric acid,) escaped, and flying over the plaintiff burned him so severely that he was unable to resume his employment for more than a month, and was still not perfectly cured; that the carboy appeared to be sound when he received it from Rayner; that it received no injury whilst in the van; that he never saw any label on it except the one containing the direction; and that he did not know the contents to be dangerous, and would not have taken it if he had known the fact.

The plaintiff's evidence was corroborated with respect to what passed, when Rayner delivered the carboy to him, by that of his father, and as to what occurred at the Elephant and Castle, by the evidence of his father and two other witnesses.

Rayner who was called as a witness for the

plaintiff, stated that being at the warehouse of the defendant, who is a dry salter in Lawrence, Pountney Lane, on the day in question, he was asked by the foreman if he could take a carboy and bottle of acid to Croydon; that he told him he could not, as articles of that description were only carried by the railways on Mondays, (when special provision was made for the carriage of dangerous articles;) that the foreman saying he particularly wished it to go, he (Rayner,) asked the plaintiff if he could take it, and on his assenting went back and told the foreman, who then gave him the carboy, which he carried on his back to the plaintiff's van; that he (Rayner,) knew that it was acid and dangerous, but not that it was nitric acid; and that he told the plaintiff to be careful of it.

It was submitted on the part of the defendant, that there was no case to go to the jury, inasmuch as there was no privity between him and the plaintiff. But the learned judge declining to stop the case, the defendant's foreman was called. He stated that the carboy was securely packed by himself in the usual way; that the bottle was sound; and that it had on it besides the address of the consignee another label, (that of the manufacturer,) which stated what the vessel contained, and which was tied to the *handle* of the carboy. The witness was corroborated as to this latter fact, by a man who was with Rayner at the time he received the carboy at the defendant's warehouse. Upon this it was urged on the part of the plaintiff, that there was evidence from which the jury might assume that Rayner as the defendants agent, fraudulently removed the label which intimated that the carboy contained nitric acid. The learned judge, however, thought there was no evidence to justify him in leaving that question to the jury.

The learned judge then left it to the jury to say—first, whether they thought the defendant took precautions to make the carrier's servants aware that the article they were about to carry were dangerous—secondly, whether the plaintiff was in fact ignorant that it was dangerous; and if so, whether that arose from want of reasonable prudence and skill on his part—thirdly, whether it was made out to their satisfaction that the accident occurred from the acid being improperly packed unknown to the plaintiff: telling them that they were not to say that the accident arose from bad packing, unless affirmatively satisfied that it was so—fourthly, what amount of compensation the plaintiff was entitled to for the injury he had sustained.

The jury answered the first question in the negative; as to the second, they found that the plaintiff was in fact ignorant, but not from want of reasonable prudence and skill on his part; and as to the third, that it was not proved that the accident occurred from the acid being improperly packed; and they assessed the damages at 50*l*.

Pursuant to a previous arrangement with the respective counsel, a non-suit was entered; leave being reserved to the plaintiff to move to enter a verdict for 50*l*. on the findings of the jury, if on those and the evidence the court should be of opinion that there was a cause of action for the plaintiff; the court to have all the powers of amendment which the judge had.

Erle, C. J.—The facts of the case are these: The defendant wishing to have a dangerous article, a carboy of nitric acid conveyed to Croydon, his foreman asked one Rayner, a carman in the employ of a railway carrier to forward it. Being unable in consequence of the company's regulations to forward it by railway in time to answer the defendants purpose, Rayner applied to the plaintiff, the servant of one Russell, a Croydon carrier to take it for him. And thus the carboy was in effect delivered by the defendant to the plaintiff to be carried to Croydon according to his accustomed course of business. The application to the plaintiff being an application to take charge of, and to carry and deliver a dangerous article, it was the duty of the defendant who knew the danger to take care that the dangerous character of the article should be made known to all persons who were to be concerned in the carriage of it. The jury have found that he did not do so. There was no evidence as to how the accident occurred; probably it was from the explosive nature of the article. But, be that as it may, if notice had been given of the dangerous character of the article, greater precaution might possibly have been used in the handling of it. I think the plaintiff is brought into such direct contact with the defendant, that the distinction relied on to take the case out of the principle upon which the decision in Langridge *vs.* Levy, (4 M. & W. 337,) proceeded fails. The defendant knowing the dangerous character of the article, and omiting to give notice of it to the plaintiff, so that he might exercise his discretion as to whether he would take it or not, was guilty of a clear breach of duty. The case, however, upon which I rely is Brass *vs.* Maitland, (6 Ellis & B. 470.) There the defendants caused a dangerous substance to be put on board the plaintiff's ship, as bleaching powder, without giving him any notice of its dangerous qualities; and by reason of the insufficiency of the casks in which the article was contained, the contents escaped and damaged the rest of the cargo; and it was held by Lord Campbell and Wightman J., that there is an implied undertaking on the part of shippers of goods on board a general ship, that they will not deliver to be carried on the voyage packages of a dangerous nature, which those employed on behalf of the ship owner may not on inspection be reasonably expected to know to be of a dangerous nature, without giving notice.

The present case, even falls within the principle there laid down by Crompton J., who held the liability to be more limited. Lord Campbell says, in giving the judgment of himself and Wightman J., that "where the owners of a general ship undertake that they will receive goods and safely carry them and deliver them at the destined port, I am of opinion that the shippers undertake that they will not deliver to be carried on the voyage packages of goods of a dangerous nature, which those employed on behalf of the ship owner may not on inspection be reasonably expected to know to be of a dangerous character, without expressly giving notice that they are of a dangerous character." Crompton J., says: "Probably an engagement or duty may be implied, that the shipper will use and take due and proper care and diligence not to deliver goods apparently safe, but really dangerous, without giving notice thereof; and any want of care in the course of the shipment, in not communicating what he ought to communicate, might be negligence for which he would be liable; but where no negligence is alleged, or where the plea negatives any alleged negligence, I doubt extremely whether any right of action can exist." Here it is expressly found by the jury that the defendant took no precaution to inform the plaintiff of the dangerous nature of the article in question when he intrusted it to him to carry. It seems to me that the principle on which the decision of Brass *vs.* Maitland is founded, taking it in the narrowest and most limited way, authorizes us to say that the defendant in this case is responsible for the injury which the plaintiff has sustained, and that consequently the verdict must be entered for the latter, for the amount of damages assessed by the jury.

Willes, J.—I am of the same opinion. I apprehend that as matter of legal duty a person who gives another dangerous goods to carry, goods which require more care and caution than ordinary merchandize, and which are likely in the absence of such caution to injure persons handling them, is bound to give notice of their dangerous character to the party employed to carry them, and is liable for the consequences which are likely to ensue from the omission to give such notice. A simple instance of this, is the case of a merchant putting on board a ship, goods which are liable under certain circumstances to spontaneous combustion, or which in the absence of extraordinary care, are likely by escaping to damage other parts of the cargo. It is clear that such a person would be liable to an action at the suit of any one who might be injured by his wrongful omission. This doctrine though more fully considered in the recent case of Brass *vs.* Maitland, (6 Ellis & B. 470,) is by no means modern. It was considered in Williams *vs.* the East India Company, (3 East, 192.) The plaintiff there failed in the result for want of proof, that the goods were put on board without due notice of their dangerous character; but the court treat the obligation of the shipper as not resting upon contract, but upon the duty to give notice. Lord Ellenborough says: "In order to make the putting on board wrongful, the defendants must be conusant of the dangerous quality of the article put on board; and if being so they yet give no notice, considering the probable danger thereby occasioned to the lives of those on board, it amounts to a species of delinquency in the persons concerned in so putting such dangerous articles on board, for which they are criminally liable and punishable, as for a misdemeanor at least." The court there treat it as a duty which is owed to all persons who may be injured by the neglect to give notice. What is there laid down may not so far as the supposed criminal responsibility goes, be applicable to a case like this; but it clearly shows that there would be a civil responsibility for the non-performance of this duty by the defendant or his agent.

The case of a shipment of dangerous goods may be an extreme case; but it serves to illustrate the general principle, that wherever a person employs another to carry an article which from its dangerous character requires more than ordinary care, he must give him reasonable notice of the nature of the article, and that if he fails to do so he is responsible for the probable consequences

of his neglect. The only remaining question then here is whether the injury of which the plaintiff complains, was the probable result of the want of notice. The plaintiff was injured whilst carrying this carboy of nitric acid in the way in which goods of the like bulk are ordinarily carried, viz., on the shoulder. If he had known the nature of the article it is extremely improbable that he would have carried it in that manner. When, therefore we take into account the fact that the plaintiff was the servant of the carrier, and that the carboy was delivered to him to be carried in the ordinary way, it would seem to be a waste of words to argue that the injury was the result of the defendant's omission to give notice.

KEATING, J.—I am of the same opinion. It is clear that persons sending dangerous articles by a carrier, are bound to give notice of their character. I did not understand Mr. Archibald to contend that there was no duty to give such notice, but that the duty was confined to giving notice to the person employed to carry them, and did not extend to his servants. Without defining the extent to which the duty of the defendant ought to go, I entertain no doubt that it goes to the extent of including the case of the present plaintiff. He was the person to whom the defendant caused the article to be delivered for the purpose of being carried. The defendant knew he was employed to carry and deliver it.

Judgment was accordingly entered for the plaintiff.

Grand Trunk Railway of Canada.—An English View.

The prosperity and progress of a country is so immediately dependent upon the condition of its communications, that we may almost venture to test the condition of a population by the condition of their railways. In this point of view the Report of the Grand Trunk Railway of Canada, recently presented to the bond and shareholders at their general meeting at the London Tavern, would afford a favorable impression of the improvement of Canada. After almost unparalleled depression, the Grand Trunk is beginning to recover itself. Its traffic, though still much below what it ought to be, is steadily increasing, showing, we hope, a corresponding improvement in the condition of the province.

There are few territories to which a railroad promised more advantage. Canada is a new country, and the first want of a new country is a road. Canada is an agricultural country, and the first requirement of an agricultural population is access to a market. Canada, moreover, labors under a peculiar physical disadvantage; for nearly six months in every year the country is 'snowed up.' The broad and rapid river St. Lawrence, which forms the natural mode of communication between all parts of Canada and the seaboard, is congealed throughout its course during half of every year. Before the formation of railroads commerce in Canada was therefore, restricted to the summer months. Between November and April transport was impossible, and even ordinary intercourse was not unattended with difficulty, for a sleighing excursion of 180 miles, between two such cities as Quebec and Montreal, was an achievement not to be accomplished in a Canadian winter without some danger, and at any rate considerable cost. The opening of the Grand Trunk Railway and of the Victoria-bridge across the St. Lawrence may, therefore, almost be said to have added six months in every year to Canadian existence.

Few railways were ever ushered into existence under apparently brighter auspices than the Grand Trunk. It was in April, 1853, that its first prospectus was issued to the British public with the authority of the highest names in Canada, associated with those of the greatest of our London merchants. The line itself was proposed as "a comprehensive system, protected from the possibility of competition as well by natural causes as by legislative enactment." It would, it was said, engross the traffic of a district more than 1,100 miles in length, extending in one direct line from Lake Huron, through the Canadas, to Portland in the State of Maine, and ultimately to St. Johns in New Brunswick, and Halifax in Nova Scotia. Commencing at the debouchure of the three largest lakes in the world, Lake Superior, Lake Michigan, and Lake Huron, it was calculated that the accumulated traffic of the rapidly increasing West would pour itself by the railway, in one unbroken line throughout the length of Canada, into the St. Lawrence at Montreal and Quebec, and into the ocean, at Portland, St. Johns, and Halifax.

Financially the scheme of the Grand Trunk was not less promising. A capital of £9,500,000 was asked for to purchase and construct 1,112 miles, including the largest engineering work in the world, the Great Victoria Bridge at Montreal. Of the total capital, £3,000,000, or nearly one third, was subscribed in the province, partly by the legislature and partly by private capitalists. It was estimated that the line, when completed, would produce above £25 per mile per week; that its working expenses would average 40 per cent., and that there would be "a profit on the share capital of nearly 11½ per cent."

How has it happened that calculations founded on such a basis, supported by such authorities, and entrenched (as it were) by such important influences, have been throughout, so grieviously disappointed? The latest Grand Railway meeting reveals something, but to elucidate the whole facts we have to look further back and to trace the position of the railway from the beginning of the enterprise.

In the first place, it is necessary to dispel misconceptions. The non-success of the Grand Trunk Railway has been attributed to various causes. It has been said that the line was expensively constructed. It does not appear that anything of the sort was the case. If we look at the cost of the various great lines of the world we shall find few instances in which a railroad has been made so cheap. Taking the whole expenditure upon the line, including the permanent way, stations, rolling stock, and all the accessories of a railway, the Grand Trunk appears to have been handed over to its proprietary at a price little exceeding £10,000 per mile, a sum remarkably small considering the cost of constructing a railway which may almost be said to have been made in England and exported to America. This amount is exclusive of the cost of the Victoria Bridge. It has been urged that the cost of that bridge has been the greatest burden on this railway. But without the Victoria Bridge the railway would have been a merely local and most imperfect line. Canada would have been an isolated territory north of the St. Lawrence, without communication with the United States, and consequently cut off from a great market for its produce. The Victoria Bridge, which cost £1,400,000 in its construction, is emphatically the key of the Grand Trunk railway communication; and there can be no doubt that, constructed as it is on the most permanent basis, it will ultimately be found to be the most lucrative portion of the system, as well as the cheapest to maintain. The Grand Trunk was especially devised for the carriage of all the produce of the great Western territory. Here there has been a dreadful disappointment, arising partly from the incompleteness of the line, and partly from the effects of competition. At the time the Grand Trunk was proposed the canal system of Canada was very perfect. The water carriage of heavy commodities by canal and river can always be carried on at very moderate rates of charge, and all experience testifies that it is one of the most difficult classes of traffic to divert. So long as the canals and rivers are open, therefore, the Grand Trunk has always found itself exposed to a competition along its whole route by steamboats, &c.—a competition not limited to corn and merchandise, but even extending itself in summer weather to the passenger traffic of the country.

Nor was this all. The Canadian canals were always opposed to American competition; and, indeed, one great object of the colonists in promoting the Grand Trunk was to defeat that competition. But, pending the period between 1853, when the Grand Trunk was first proposed, and 1859, when the Victoria Bridge across the St. Lawrence was opened for traffic, an immense development took place upon the shores of the Western lakes, and a corresponding railway system was opened up in the United States. The town of Chicago, at the bottom of Lake Michigan, became the great grain depot for the new and rapidly increasing Western States of Wisconsin, Minnesota, Iowa, Illinois, and Michigan. Towards the city of Chicago railways were constructed by the dozen. The most important of them pointed directly across the territory of the United States towards New York. And New York, as everybody knows, is the great market of North America. Now, as a rule, produce will find its way to the market where there are the most purchasers. The produce of these States accordingly found its way direct to New York, instead of along the route of the Grand Trunk; and hence the Grand Trunk of Canada, instead of receiving almost the entire grain traffic of the West at Port Sarnia, as had been anticipated, found itself exposed to a most violent competition at its western extremity with American and other lines, compelling it to make competing rates for the carriage of produce, which proved anything but profitable.

Cut off from access to British seaports at one end, and exposed to American competition at the other, the Grand Trunk became dependent upon the internal trade of Canada. Now, for some years after the formation of the company, Canada, unfortunately, was not in thriving circumstances. In 1854, 1855 and 1856 the war in Europe checked emigration. In 1857, 1858 and 1859 Canada experienced three successively bad harvests. These were accompanied and followed by financial embarrassments, which operated disastrously on the fiscal resources of the railway. The line itself, moreover, was incomplete as a means of transit, until the Victoria Bridge was fairly opened for traffic, which was not until the autumn of 1859. The consequence was that the traffic of the Grand Trunk presented lamentable deficiencies. It had been estimated to produce £25 per mile per week, but in January, 1859, with 880 miles of railway open, the line only produced £8 6s per mile per week; and the working expenses at that period had risen to 80 per cent. of the gross receipts.

The consequence was a great period of disaster. The income of the line was insufficient to defray even the interest on the debenture debt of the company. Great expenditure also had been and was being incurred. In order to meet the competition of the American and other lines it had been found necessary to make arrangements, at very great cost, and to carry the line beyond its original boundary. All this added to capital. The £9,500,000 was increased to £14,000,000, and as there was nothing for the shareholders, great complaints arose. The aspect of affairs attained its worst in 1860. The line was then dreadfully involved in debt, and did not pay its way. Its working stock was threatened with seizure. Its shareholders of various descriptions were quarrelling for their respective rights. Help was sought from a variety of quarters; amongst others, from the Canadian Legislature. None could be obtained. This state of things led to criminations and recriminations of the worst character. The capitalists concerned in the railway were assailed not only by interested parties in the colony, but by the shareholders at home. It was necessary, at last, to bring things to a crisis. In 1862 an act of parliament was obtained, called "The Grand Trunk Arrangements Act," which classified and defined the interests of the various stockholders. It commenced by a terrible admission:

"Whereas the interest of all the bonds of the Grand Trunk Railway of Canada is in arrear, as well as the rent of the railways leased to it; and

the company has become deeply indebted, both in Canada and in England, on simple contract, to various persons and corporations; and several of the creditors have obtained judgment against it, and much litigation is now pending; *and whereas the keeping open of the Railway for traffic, which is of the utmost importance to the Province, is thereby imperilled;* and whereas the terms of a compromise have been settled, but in order to facilitate and give effect to the same the intervention of the Legislature is necessary; therefore her Majesty, by and with the advice, &c., enacts, &c."

The result of the working of this act was shown at the meeting to which we commenced by referring. Differences have been abated, a great effort has been made to put this important railway on a better footing. The result has been by no means unsatisfactory. With the last year a material reduction has been made in working expenses, and a largely increased revenue has been earned at a diminished cost. The line is now put upon a footing which enables it to pay its way. All its creditors have been arranged with, every judgment debt removed, and the permanent working of the line placed beyond peril. Since the opening of the Victoria Bridge, the traffic also has shown a satisfactory increase. The net revenue of the line has risen as follows;—

	First Half-year.	Second Half-year.	Total.
1859	£20,868	£52,490	73,358
1860	46,001	56,684	102,685
1861	46,786	95,708	142,494
1862	63,436	106,798	170,234
1863	124,173.		

This increase shows the extent to which this line is capable of development, if proper means are applied to effect that object. A great work, however, still remains to be done. The Grand Trunk Railway is, even at this day, far from being what it was designed to be. Its communications with the colonies of Great Britain in the East are still incomplete, and its relations with other railways in the West are still by no means satisfactory. We regret that space does not allow us to enter more at large into these considerations. But, at present, we must rest satisfied with this imperfect, though impartial, sketch of the history and position of the Grand Trunk, which we hope hereafter to find increasing in prosperity, contributing to the welfare of the great Province with whose destinies it is so intimately associated, and receiving from colonists of all shades and parties the encouragement and support which so great a work deserves.—*London Daily News.*

Telegraph to India.

England has determined upon a most gigantic enterprise, no less than the connection of her soil by telegraph with the most remote corners of her Indian empire. The vessels which convey the last links in the great cable have just sailed from England. The route to be followed by the line of telegraph is thus described by the London *Times*:

"The five stations will be from Kurrachee to Gwadel, a distance of two hundred and fifty miles, from Gwadel across the Gulf to the peninsula of Khasab, from Khasab to Bushire, and from Bushire to a place called Faw, a small eastern township on the estuary at the mouth of the Euphrates, where the submarine wire meets the land lines which carry it to Bagdad, thence to Mosul, (the ancient Nineveh,) thence to Diarbekir, and thence to Scutari, on the Bosphorus, where it joins a dozen European land routes."

The line will probably be laid next February. The *Times* apprehends that there will be trouble on the land part of the line, extending from the Gulf to Scutari, as a part of the country is in the hands of the Arabs, and the line from Bagdad to Scutari is worked by Turkish operators, who work only when they feel like working. To escape the Arabs another land line is nearly or quite completed from Bushire to Teheran, and from Teheran to Bagdad, and to check the Turks, a line will be completed from Teheran via Tiflis, connecting with the Russian lines.

Progress in Wool Growing in Minnesota.

It is calculated that the wool clip of Minnesota the present year will not be less than 500,000 lbs. From 2,000 to 5,000 are shipped below from our levee daily. The progress in wool growing in Minnesota has been so unprecedented and gratifying, that it shows we are approaching a time when the wool trade of our State will be one of its chief sources of wealth. Commencing in 1850, our progress toward this is as follows:

	No. Sheep.	Clipped lbs.
1850	80	800
1859	4,000	7,000
1860	2,595	19,306
1861	25,000	75,000
1863	175,000	500,000

There is no wool growing State in the Union which can show such a sudden increase in its whole clip or flocks as Minnesota, and yet our farmers have scarcely began to get under way in their wool growing operations. By the time our State census is taken in 1863, our flocks will have increased to 500,000, and our wool clip to 2,000,000 lbs.

Three or four years ago, a few grain sacks held the entire wool clip of the State. Now it has become a department of trade, and a large item (at present prices) in our exports.

Vermont grown wool is now the finest in the world, having taken the first prize at the Hamburg Fair, in competition with European Saxony fleeces. It is a gratifying fact that most of our Minnesota blooded sheep are of Vermont Merino stock, and have actually improved by the emigration. Our pure blood sheep can, therefore, safely challenge those of any part of the world to bear finer wool or heavier fleeces.

Charles Hoag, of Diamond Lake, Hennepin County, who has some fine flocks of Southdowns and Merinos, has sent a large quantity of wool to Milton, Indiana, to be manufactured into cloth, and returned to him. He has reason to believe that he can induce the manufacturer to locate himself at the Falls, and start a manufactory of fine woolens.—*St. Paul Press.*

New York City and County Loans.

LOANS OF THE COUNTY OF NEW YORK.

1. *Riot Damages Indemnity Bonds*—For the payment of damages for which the county became liable under the provisions of chapter 428 of the Laws 1855, in consequence of the proceedings of the mob during the riots in July last:

Amount authorized	$1,000,000 00
Amount heretofore issued	426,000 00
Balance to be issued from time to time, as the money is required for the payment of claims for damages	$574,000 00

These bonds are redeemable on the 1st day of August, 1864, and bear interest at the rate of six per cent. per annum.

2. *Soldiers' Substitutes Bounty Fund Bonds.*—For the procurement of substitutes for drafted soldiers, &c.:

Amount authorized	$2,000,090 00
Amount subscribed for	48,300 00
Balance	$1,951,700 00

These bonds are redeemable on the 1st day of June, 1864, and bear interest at 6 per cent. per annum. The loan will, without doubt, be duly legalized at the next session of the Legislature, and provision will be made at the same for funding the amount.

3. *The New York County Court-house Stock.*—This stock was authorized by chapter 167 of the Laws of 1862, and by an ordinance of the Board of Supervisors, passed April 18, 1862. The amount limited by the act is $1,000,000, of which the sum of $700,000 has already been issued. Of the proceeds of the amount issued $450,000 was paid to the Corporation for the benefit of the Sinking Fund for the redemption of the City debt, and $250,000 to the erection of the New Court-house in Chambers-street. The remainder of the amount authorized, say $300,000, is now offered, and will be awarded to the highest bidders (not less than par,) on Saturday, the 28th of November, inst.

This stock bears interest at six per cent., payable half-yearly, (May and November,) and the principal is redeemable in 1875, 1877, 1878 and 1879—the Board of Supervisors being authorized and required to raise the sum of $100,000 by taxation in each year, commencing in 1875, for that purpose.

LOANS OF THE CITY OF NEW YORK.

There are no loans of the Corporation now in the market. It is probable that $230,000 of Water Stock will shortly be authorized by the Common Council, that sum having been called for by the Croton Aqueduct Board, and recommended by the Comptroller, to provide means for finishing up the New Grand Reservoir, and the improvements at High Bridge.

This stock will bear interest at five per cent., payable quarter-yearly, and the principal will be redeemable in 1879.

We notice that a proposition for another loan has been introduced in the Board of Aldermen for building water-works at or near Carmansville, and building storage reservoirs in the Croton Valley.

The Corporation loans for war purposes, that is to say, for aiding the families of soldiers from this City, will be continued during the war at the rate of a million and a half or two million dollars per annum. In order to divide the burden, Comptroller BRENNAN procured the enactment of a law last Winter, which provides that not over $500,000 of said loans shall be made payable in any one year.

A Large Locomotive.

The largest locomotive in the United States, if not in the world, has just been built for the Philadelphia and Reading Railroad Company. It has 12 driving wheels 43 inches in diameter. The cylinder is 20 inches in diameter, and the stroke of piston 26 inches. The fire boxes 10 feet 8 inches long, and 41¾ inches wide. Inside diameter 48 inches. The weight of the locomotive when in running order is 100,820 pounds. This locomotive is intended for a pushing one, to force the heavy coal trains up the grades of the road. It was designed and constructed by Mr. James Milholland, of Reading.

Changing the Current of the Potomac.

Col. Seymour, Engineer-in-Chief of the Aqueduct, has submitted a plan to the Secretary of the Interior for changing the current of the Potomac to the Washington side of the river. It provides for the construction of a breakwater from the lower extremity of Mason's Island, to extend easterly on the flats to the neighborhood of the Long Bridge, midway of the causeway so called. This will give a current of twenty-five to thirty feet along the Washington wharves, which will be of great service to the Government in the matter of transportation.

Building in Philadelphia.

We learn that a very large number of buildings have been erected in Philadelphia the past year, particulaarly in the Northern and Western sections. In West Philadelphia great improvements have been made in the architectural designs; the fronts are of stone instead of brick; the dwelling houses are large and commodious, and spacious side courts are attached to them. This is a commendable variation from the old style, and will be found of great advantage.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,104	58,881	56,174	45,903	48,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,107	59,523	51,429	74,034	83,324	84,322	91,398	850,846
1863	100,183	81,130	109,376	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burlington and Quincy:													
1860	104,802	111,889	139,183	178,465	229,081	166,913	154,723	230,022	225,896	241,984	158,566	117,607	2,075,209
1861	149,068	115,525	158,097	191,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,635	2,070,926
1862	187,772	110,054	151,179	159,056	182,585	226,082	220,211	212,812	270,816	304,943	252,984	229,789	2,557,224
1863	242,729	204,537	239,269	306,097	329,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,428	81,453	103,695	94,928	107,758	73,751	64,937	938,641
1861	81,581	75,621	78,361	65,358	75,210	63,761	73,474	138,597	141,114	122,487	104,254	89,246	1,099,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	125,191	132,629	119,469	115,201	111,955	1,225,091
1863	96,266	107,443	196,816	127,295	140,107	154,617	162,226	167,966	188,939	185,591	.....	.....	.....
Chicago and Rock Island													
1859	60,053	55,497	68,116	71,792	73,578	72,292	67,076	87,223	120,013	126,090	100,440	82,282	984,577
1860	72,834	66,703	77,498	89,170	104,272	100,403	82,595	139,049	134,500	145,739	92,873	75,457	1,181,093
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	129,519	118,753	1,267,050
1862	120,776	90,607	75,676	76,459	102,363	138,373	119,947	117,396	146,268	161,793	138,795	135,895	1,423,438
1863	140,024	130,225	122,512	127,607	144,995	171,700	158,363	151,565	209,391	208,569	.....	.....	.....
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,201	28,066	24,326	28,536	51,340	55,821	55,003	42,101	400,449
1860	32,192	33,408	46,346	48,019	62,392	45,985	29,500	49,171	80,819	108,737	74,381	63,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	69,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,515	95,340	71,306	104,084	124,787	108,956	90,941	994,577
1863	69,691	81,160	92,483	100,904	107,366	124,233	115,861	106,491	172,072	210,476	.....	.....	.....
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	70,759	92,652	97,014	92,073	80,568	84,926	1,019,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,823	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	85,392	95,081	96,435	89,028	82,640	105,535	129,703	135,050	140,561	164,916	1,265,094
1862	135,850	110,826	103,352	115,115	112,854	123,465	131,423	173,152	192,174	172,581	165,178	180,063	1,716,943
1863	166,687	152,435	155,000	185,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,095	50,186	66,573	84,903	94,406	82,467	82,400	889,499
1861	85,239	78,918	85,633	90,324	65,302	63,137	52,269	60,285	84,040	98,529	88,401	105,253	956,959
1862	106,283	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,807	117,284	164,876	1,167,544
1863	145,916	146,889	165,780	121,278	100,225	100,085	91,368	102,130	132,130	140,013	.....	.....	.....
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	363,322	380,273	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,583	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	526,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	699,124	587,242	561,448	412,723	5,785,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,106	963,859	8,409,934
1863	835,453	629,734	946,041	988,453	898,867	760,868	72[illegible],889	678,359	814,528	955,571	.....	.....	.....
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,783	93,254	115,505	93,449	84,705	166,541	216,528	252,168	142,658	94,560	1,462,752
1861	97,253	76,559	101,600	103,795	105,707	102,823	145,389	150,259	209,226	241,226	172,700	122,200	1,732,506
1862	109,867	105,424	74,346	90,180	1[illegible],194	225,048	190,456	129,019	188,370	208,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,091	172,343	212,946	143,517	163,794	267,520	261,814	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	167,443	232,013	1,993,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	149,860	161,220	180,000	193,951	169,549	220,370	2,078,922
1861	223,157	205,245	167,560	138,751	150,808	122,683	114,804	138,299	146,424	173,261	197,762	246,283	2,023,037
1862	307,330	281,568	308,963	202,346	192,442	151,427	150,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	263,160	302,174	.....	.....	.....
Illinois Central:													
1859	132,936	134,311	154,630	153,614	144,894	149,592	139,102	181,612	246,829	245,302	250,742	192,322	2,124,086
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,471	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	184,280	268,983	289,862	284,020	248,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	262,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,706	.....	.....	.....
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	80,847	147,192	95,816	50,806	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,063	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,490	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	165,615	99,900	44,935	799,841
1861	54,246	44,027	43,037	49,102	112,266	141,771	107,117	90,463	134,726	177,579	130,184	67,980	1,153,407
1862	88,993	62,807	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,569	122,372	61,385	1,168,704
1863	67,130	76,132	44,925	83,177	100,987	111,260	71,587	69,352	156,417	205,064	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	172,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	263,851	274,722	203,492	134,472	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,813	276,109	3[illegible],018	304,984	279,539	2,647,823
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	238,512	300,822	371,261	.....	.....	.....
Michigan Central:													
1859	101,886	102,959	151,864	143,143	127,145	119,770	108,393	150,366	210,937	226,077	181,617	132,949	1,756,116
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,348	193,540	291,423	390,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,844	30[illegible],333	242,069	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,024	295,954	322,869	307,475	256,033	2,650,701
1863	242,073	245,857	236,432	238,495	230,453	204,221	215,449	215,449	308,139	375,487	.....	.....	.....
New York Central:													
1859	380,349	370,514	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	627,792	520,396	6,303,703
1860	387,123	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,786	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	528,[illegible]58	662,076	696,175	927,086	952,930	872,985	7,996,783
1862	749,163	651,956	710,814	770,223	736,114	610,417	749,571	752,541	892,744	1,004,721	963,185	.....	.....
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,199	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,686	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,556	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,485	107,033	99,135	125,715	1,220,019
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	220,377	248,362	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,061	3,315,560
1861	161,103	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	276,219	2,906,939
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,823	4,088,837
1863	335,685	361,834	396,771	429,929	605,517	464,809	451,384	574,486	714,302	815,902	.....	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	202,853	245,938	286,844	231,253	191,138	2,535,854
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,234	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	345,003	404,898	467,321	508,146	.....	.....	.....
Toledo and Wabash:													
1859	38,903	39,471	61,770	63,667	60,071	58,258	57,734	72,584	74,689	74,680	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,423	84,879	122,785	108,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,285	47,142	56,098	83,582	106,845	113,578	115,214	168,219	170,580	172,870	147,548	139,929	1,403,14
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,764	116,379	130,700	151,052	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'64-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	98½
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	107
" " " 1850	700,000	6	Jan. & July.	"	1880	107
" " " 1855	1,128,500	6	Jan. & July.	"	1875	108½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	108
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,023	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	793,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	100½
Extra Dividend Loan	334,465	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $300,000	790,600	6	"	"	1870	104
" " $375,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	102½
" " $2,500,000	867,000	6	"	"	1889	105½
Consolid. Mort. Loan $5,000,000				"		106
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1862	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	104
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	43½
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	3,034,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1875	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	95
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	109
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage	3,600,000	7	" "	" "	1885	93½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	75
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
Cincinn., Wilm. and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	674,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	668,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	102
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	85
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106½
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	239.000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1883	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	500,000	5	Jan & July.	London.	1872	95
3d Mortgage (convertible)	672,500	6	Feb. & Aug.	Boston.	1874	103
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,119,000	7	Feb. & Aug.	New York.	'62-'63	111
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	108
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83½
Land Security	5,000,000	7	April & Oct.	" "	1881	55
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster :						
New Dollar Bonds	631,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	183,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	112
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1883	120
3d Mortgage	1,340,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,101,000	6	" "	New York.	1875	117
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	" "	----	110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			----	----
1st Mortgage	260,000	7			----	----
2d Mortgage (convertible)	1,000,000	7			----	----
3d Mortgage	600,000	7			----	----
Guaranteed by Covington & Cincinnati (exchanged)	200,000	6			----	----
	100,000	6			----	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†			----	----
City of Keokuk, (special tax)	150,000	10†			----	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8			----	----
City of Keokuk	200,000	8			----	----
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	106
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102½
Extension Bonds	175,000	7	May & Nov.	" "	1820	107
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'93-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	569,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6			----	----
Mortgage	24,000	7			----	----
Mortgage	10,000	6			----	----
Marietta and Cincinnati :						
1st Mortgage Bonds	185,669	7	Feb. & Aug.	New York.	1891	90
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			----	----
1st Mortgage	1,800,000	7			1880	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6			----	----
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6			----	----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,593,000	8	" "	N.Y. & Boston	1869	120
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	121
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	104
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,656,500	7	" "	" "	1877	104
*Milwaukee and Beloit :						
1st Mortgage	630,000	8			----	----
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.	----	107
2d Mortgage	200,000	8	" "	" "	----	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8			----	10
2d Mortgage	600,000	8			----	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7			----	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.	----	----
2d Mortgage (S. F.)	400,000	8		" "	----	----
Oskaloosa Division	500,000	7		" "	----	----
1st Land Grant	2,000,000	7		" "	----	64
2d Land Grant	700,000	---		" "	----	----
Mississippi and Tennessee :						
Tennessee State Loan	93,000	6			1885	----
Mississippi State Loan	202,799	6			----	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6			----	----
Tennessee State Loan	674,860	6			----	----
Alabama State Loan	389,410	6			----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			----	----
Montgomery and West Point :						
Alabama State Loan	122,622	---			----	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee :						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---			----	----
Chat. and Clev. Subsc. (endors.)	231,000	---			----	----
*New Albany and Salem :						
Crawfordsville	175,000	7			----	----
1st Mortgage	500,000	10			----	----
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	----
New Jersey :						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	6			'63 '68	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mortgage (S. F.)	566,000	8			1880	----
New York Central :						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	106
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	116
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	101
Real Estate Bonds	252,975	6	" "	" "	1883	101
Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1864	102
New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	138
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	110
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	115
3d Mortgage	6,000,000	7	" "	" "	1883	112
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	106
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	109½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100½
3d Mortgage	980,300	7	Jan. & July.	"	1867	102
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable).	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	104½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100½
2d Mortgage	3,077,000	7†	" "	" "	1861	23
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96
Chattel Mortgage	360,000	10	" "	"	1887	121½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	106½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,263,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,930,000	6	Jan. & July	Philadelphia.	1880	110
2d Mortgage	2,421,000	6	April & Oct.	"	1875	105
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	103½
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	120
" 1856, "	1,470,000	7	" "	"	1886	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	135
Improvement	58,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	109
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$630,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	65
2d Mortgage	937,500	7	" "	"	1863	18
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1873	----
Sandusky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	12,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1868	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mspt)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July	"	'75-'76	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91
" " (series D)	1,400,000	7	May & Nov	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	85
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----	----	----	90½
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	77
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	13
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1672	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	107
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's, endorsed by State.	100,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	....	*Alabama and Florida*	1,451,736	*	—	877,053	503,500	105,255	1,515,704	54 0	.....	101,102	37,806	—	.....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,552	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,406	—	1,067,006	777,777	240,485	2,176,0 8	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	.....
1 May, '61	469.3	13.5	....	49.4	46	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb, '60	88.5	28.4	....	—	23	14	252	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	...	...	...	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
... ...	—	—	—	301.4	...	...	...	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	...	Memphis and Little Rock	553,877	*	—	551,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	...	Sacramento Valley	1,493,856	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104 994	—	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,516	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2 037,500	211,574	4,443,584	122.4	229,088	301,402	126,018	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	598,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439 775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	208,420	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	23	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H.	4	.....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,159	75,526	—	696,827	66 0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	467	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000 000	—	5,774,362	117.4	518 810	1,036,437	454,096	12	128
30 Nov. '62	59.4	7.0	8.5	—	16	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,17	353,664	158,927	—	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	.....
31 Oct. '62	10.2	—	....	—	—	—	—	Newcastle and Frenchtown	794,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
... ... '62	154.2	—	....	150	...	...	...	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
... ... '62	59.8	—	5.0	—	...	...	...	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
... ... '62	100.0	8.9	10.0	153.5	...	...	...	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	121	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
... ... '62	92.6	—	8.7	70.9	...	...	...	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	80.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	...	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,998	95,612	—	.....
30 Apr. '60	43.5	—	....	23.7	...	...	...	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	...	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	10	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,531	—	669,950	249,000	—	1,020,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	896,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	632 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721,057	261.0	976,381	1,225,001	457,794	—	82
30 Apr. '63	138.0	—	20.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	116½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,882	120,000	988,000	762,885	198,095	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	86	25	705	Chicago and Northwestern	12,325,8 9	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 083,054	448,508	—	42½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,050,884	1,529,141	513,100	6	102½
10 Nov. '62	33.2	—	....	—	...	...	...	Fox River Valley	580.000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,389	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551.145	341 7	1,420,341	1,777,541	834,605	6	106½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '62	454.8	252.5	.....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,260	15,060,500	—	36,071,686	708.5	2,561,192	3,445,827	1,870,723	4	116½
— — —	148.0	—	....	—	81.5	...	...	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	148.0	—	....	—	...	...	...	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	....	—	...	...	...	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
— — —	—	—	—	129.0	...	...	...	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
... ... '62	186.0	—	....	—	...	...	...	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '62	100.0	—	....	—	...	...	...	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000.000	100 0	oper.by	Bur. &	Quincy	—	.....
... ...	1.0	—	....	—	...	...	...	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,693	568,020	—	55
								INDIANA.													
— — —	108.0	—	....	—	...	...	...	Cincinnati and Chicago	2,030,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	...	...	...	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	...	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,567	119,342	—	.....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,0 8	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,039,900	1,232,284	140,689	3,458,108	110 0	.....	448,858	230,834	9	87
31 Dec. '62	84.0	—	....	—	...	...	...	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,499	11,036	2,193,839	84.0	.....	450,079	247,338	—	.....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,224	108.0	312,859	527,863	288,156	—	.....
... ... '59	64.0	—	....	—	...	...	...	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	.....	772,812	661,812	.....	1,588,748	132 0	.....	265 974	104,951	—	100
... ... '58	285.0	—	....	—	...	...	...	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,927	371,40	—	36½
... ... '58	74.0	—	....	—	...	...	...	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000 000	74 0	.....	.....	.....	—	.....
30 Nov. '62	75.0	—	....	—	18	17	295	Terre Haute and Richmond	1,611,150	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	...	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,763	50 0	.....	.....	.....	—	.....
31 Dec. '59	96.0	—	....	—	...	...	...	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,0 4	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,083,599	63,196	—	2,992,427	300,000	222,601	3,179,823	111 0	.....	228,560	122,931	—	.....
... ...	38.5	—	....	438.0	...	...	...	Iowa Central Air Line	.....	.....	—	243,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,676	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	...	Keok., Mt. Pleasant and Muse.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
... ... '62	138.0	95.0	....	312.0	...	...	...	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,000,000	15,000	.....	233.0	.....	.....	.....	—	37
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	...	Covington and Lexington	3,763,977	276,024	—	1,582,169	2,930,000	337,532	4,375,99	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	...	Lexington and Big Sandy	624,024	*	—	sold, 1859,	for $26,0 00.	.....	.....	20 0	.....	.....	.....	—	.....
... ... '58	13.0	—	....	22.0	...	...	...	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13 0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '62	29.0	—	....	—	}	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	130,000	.....	746.068	29 0	215,031	78,965	28,791	2	80
30 Jun. '62	65.1	—	—	—	}	—	—	—	} Louisville and Frankfort	1,296,229	126,735	6,540	1,104,487	402,519	—	1,6 5.8 8	65 1	—	179,251	62,421	2	66
30 Jun. '62	185.0	53.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.8	5 5 258	1 777,985	1 062,165	—	.....
... ... '59	18.5	—	....	70.2	...	...	...	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18 8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
... ...	22.0	—	....	—	...	...	...	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
... ...	27.0	—	....	—	...	...	...	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	349,297	5,856,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206 0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,670,452	1,040,752	—	.....	2,645,000	1,150,717	.....	206.0	.....	1,202,624	555 434	—	.....
1 Aug '60	68.7	—	....	135.3	...	...	...	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,960	103,434	1,710,819	68.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance 'Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,838	444,638	205,584	767,381	36.5	76,344	79,761	43,461	—	.....
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,088,491	—	7,883,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 May, '63	93.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,926	1,050,860	2,068,491	139,952	4,259,303	109.2	186,240	323,092	174,029	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	178,014	180,497	300,000	75,000	—	—	—	—	—	—	.....
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	283,197	170,276	6	110
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	23,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,396	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,601,731	3,579,907	13,118,902	10,781,633	566,070	31,241,011	256.8	.....	3,922,203	2,305,788	6	98½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	120
31 Dec. '62	138.0	4.0	18.4	—	61	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,654	9,838,621	155.0	940,558	1,920,841	927,341	—	41
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	28.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,515	70.9	336,565	421,909	136,191	6½	106
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,880,350	400,463	498,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	128½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,962,600	207,400	—	3,160,000	122,720	—	2,462,989	61.6	435,121	702,222	355,862	8	134
30 Nov. '62	45.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,385,584	83.6	564,117	1,006,130	490,304	8	136½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,365	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,501,100	250,000	—	1,900,919	52.4	170,018	265,152	153,854	6	105
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30,000	4,760,000	89.0	452,168	635,629	315,734	—	98½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,760	764,119	21.2	56,482	55,501	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,829,341	93.4	342,592	580,580	254,146	6	114
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,228	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,819	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,932	28,748	—	282,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,276	—	200,000	75,000	11,782	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	553,919	95,684	—	600,000	—	—	802,401	71.0	148,515	158,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14.000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	18
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,098,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	143
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	130½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	404	471,170	oper. by B	and Lyn	17,500	4	110	
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,567	39,226	—	259,685	150,000	1,466	531,715	11.5	22,218	64,425	20,484	—	18
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,000	4,100	—	448,700	—	—	448,700	oper. by Ho	usatonic.	31,409	7	.....	
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,870	—	—	923,810	979,308	42,552	1,945,470	oper. by 'T.	and B.	.....	—	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,509,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	39½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,529	47,000	14,424,472	218.0	1,257,201	2,095,922	943,564	8	150
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,741	92,979	5½	83
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	od by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,569	Michigan Central	13,895,576	*	—	6,057,436	7,999,486	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	133
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	18,616,624	1,644,259	1,658,252	9,018,200	9,527,078	—	18,645,278	527.0	2,060,637	2,818,831	1,461,276	—	78½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,902	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '55	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	.....	.....	.....	*Cairo and Fulton*	1,213,497	*	—	560,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	16.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	206.8	oper. by Con	n. River	428,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,776	804,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	703,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	57.3	34	30	420	*Pacific*	11,182,670	662,617	—	3,486,019	7,000,000	137,019	20,455,420	196.7	507,040	679,056	227,398	—	.....
28 Feb. '63	77.0	—	3.9	200.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,015	150,000	109,982	506,000	oper. by Con	n. River	1,620	—	—	.....
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,886	93.5	.....	247,279	124,406	—	50
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,715	*	—	2,085,592	803,700	—	3,049,738	82.6	263,324	298,056	104,643	—	50½
30 Nov. '62	28.1	—	2.5	—	4	4	23	Cocheco	848,400	*	—	—	—	57,461	887,462	28.1	.....	34,645	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	434	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,566	61.5	.....	243,651	112,327	7	62
30 Nov. '62	49.9	8.0	.....	—	—	—	—	Concord & Portsmouth, guar.	500,000	*	—	350,000	—	—	350,000	oper. by Con		25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.4	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,295	oper. by Eas	tern Mass.	—	—	4	98½
31 Jan. '62	20.5	—	1.2	25.5	3	2	27	Great Falls and Conway	433,404	40,697	—	169,743	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	25.3	—	2.5	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	.....	oper. by C'd		162,423	74,395	7	115
30 Nov. '62	29.3	—	2.5	—	2	4	80	Merrimac and Conn. Rivers	695,258	*	—	695,583	568,000	—	.....	52.7	.....	34,918	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	70
31 Mar. '62	24.7	—	2.5	—	5	2	50	Sullivan	1,450,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	178,982	3,231,244	70.0	.....	259,921	112,523	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,252	*	3,971,080	5,000,000	3,020,181	.....	.....	124.2	.....	3,040,145	1,728,548	10	165
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,396	*	—	1,000,000	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	13
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,000,000	2,000,000	820,633	6,322,193	64.0	687,204	1,597,587	774,341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	18	91	Morris and Essex	1,622,202	*	57,000	1,167,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	8,583 951	397,378	1,397,974	4,397,800	678,000	400 017	5,695,704	32.8	512,349	1,111,037	652,124	10	.....
31 Dec. '62	21.3	—	—	—	4	6	17	Northern New Jersey	422,297	*	—	156,800	264 200	77,798	488,798	21.2	.....	99,619	29,592	—	160
31 Dec. '62	15.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	oper. by Erie R. R.		65,400	8	.....	
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	oper. by Erie R. R.		26,560	5½	.....	
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,558	1,250,000	143,605	2,597,161	—	(2 mos.	10,588	.....	—	25
31 May, '62	.....	.....	.....	.....	.....	.....	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	88.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	531,893	212,500	31,743	821,984	—	82,963	90,122	46,223	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending..	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	660,000	*	—	660,000	—	—	660,000	incl.	in Rens. & Sarat.	—	—	—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	r by Tioga.	44,100	—	—	—
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	—
30 Sep. '62	14.5	—	9.6	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,443	10,867	—	48
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	160
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,625	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	—	—	Coney Island and Brooklyn	501,361	*	—	493,800	7,000	2,717	503,517	10.8	182,036	21,457	.....	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,125	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	.....	30,000	6	—
30 Sep. '62	448.0	19.0	290.0	—	226	101	3,279	Erie	39,985,792	*	—	19,973,200	19,831,500	480,065	40,285,265	663.0	4,582,369	7,863,973	2,993,542	—	104½
30 Sep. '62	144.0	4.0	115.1	—	66	117	688	Hudson River	10,749,863	1,363,921	—	3,758,466	9,363,750	268,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	121
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,437	2	40
30 Sep. '62	297.8	258.1	381.8	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,500	24,000,000	14,279,533	—	41,866,835	854.9	5,368,772	9,356,828	3,749,077	6	138
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,355,740	650,804	—	5,717,100	5,095,051	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	90½
30 Sep. '62	93.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	6	—	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,000	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,691,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	0.25
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,625	—	396,340	208,500	16,375	815,161	38.1	75,023	140,634	77,450	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 026	27.2	.....	276,276	66,846	6	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	488,684	incl.	in Rens. & Sar.	.....	.....	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,237	882,337	51.3	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	906,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	39	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,191,960	358,033	88,285	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	65,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,767	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	550,736	62,978	12	240
30 Sep. '62	24.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	803,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462 500	....	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	50,000	680,000	—	752,601	....	oper. by	the 4	Comp'a	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,255,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	15	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,500	171.9	.....	469 458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	.....	.....	.....	.....	.....	.....	.....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	118.2	.....	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	1,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	.....	.....	—	41	39	558	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	10
31 Mar. '63	60.3	.....	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,085	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	120
31 Dec. '60	30.0	.....	.....	69.1	—	—	.....	Cinc. and Indianapolis Junc	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
1 May, '59	131.8	.....	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv	6,250,641	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc	4,250,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,038	1,724,917	1,033,637	20	155
31 Dec. '62	67.0	—	.....	18.0	13	6	316	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,035	1,752,400	128,857	2,917,322	67.0	248,387	375 209	226,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,297	1,551,628	9 5,923	38½	185
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,695	94,329	8,251,646	293.5	.....	1,436,317	552,800	—	102½
31 May '63	109.3	79.4	.....	—	32	40	498	Cleveland and Toledo	6,760,495	520,727	55,025	3,526,800	3,667,595	—	7,810,558	188.6	663,371	1,361,637	747,562	—	112
31 Dec. '58	61.4	.....	.....	53.0	5	6	99	Clev., Zanesville and Cincin	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	.....	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,302	ope	r. w. Lit.	Miami.	229,883	15	—
31 Mar. '63	144.0	—	7.9	—	16	8	378	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	—
31 Aug. '60	36.6	.....	.....	—	5	3	87	Dayton and Western	999,178	104,912	—	307,240	716,000	80,545	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	880,498	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	.....	.....	—	6	6	72	Eaton and Hamilton	1,101,744	79,022	62,680	499,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	—
-- -- '59	36.0	.....	.....	84.0	—	—	.....	Fremont and Indiana	.....	*	—	.....	.....	.....	1,358,867	.....	.....	.....	.....	.....	.....
31 Oct. '61	32.0	.....	.....	—	6	5	68	Greenville and Miami	888,600	*	—	300,000	473,000	75,000	.....	47.0	.....	69,355	.....	—	—
30 Nov. '58	13.0	.....	.....	34.0	1	2	59	Iron	172,850	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,120	10,466	—	—
30 Nov. '62	83.5	—	37.5	—	25	22	437	Little Miami	3,544,118	492,979	442,283	2,981,26	1,498,000	—	4,879,806	138.0	846,882	1,642,488	689,649	15	40
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,485	53,095	11,164 820	226.6	445,157	620,025	299,650	—	—
30 Apr. '62	192.3	—	.....	—	48	31	628	Ohio and Mississippi	16,883,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	177.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '63	153.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,326	599,880	116,290	—	—
31 Dec. '62	116.0	0.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82,988	—	—
30 Nov. '58	55.6	.....	.....	74.0	7	3	64	Scioto and Hocking Valley	1,105,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	195,590	8,785,373	250.0	1,614,532	1,938,202	950,462	—	44
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	.....	.....	—	.....	.....	.....	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191 545	365,961	210,811	8	77½
30 Sep. '62	65.0	—	4.2	—	18	12	276	Catawissa	3,634,000	*	—	3,350,000	284,000	116,752	3,749,752	146.0	540,945	276,880	.....	—	10
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,000	59 545	1,284,456	74.6	.....	255,500	105,425	7	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,538	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,468	6	185
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,114	105,245	—	492,190	598,500	27,478	1,118,168	35.9	150,602	1 3,395	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,088,607	78.0	2,5,088	347,852	133,451	—	55
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,550	53,826	10	—
31 Oct. '62	38.0	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,582,560	*	—	1,182,550	700,000	—	1,882 550	55.5	oper. by	Penn.	R.R. Co.	7	71
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,585	500,000	100,000	2,409,585	32.1	23,476	29,790	5,078	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570 961	1,166,020	289,153	2,026,144	50.8	150,984	196,064	164 183	—	23½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205.000	2,662,833	80.0	242,400	567,388	1 9,064	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,263	—	2,297,250	1,465,000	31,547	3,927 3.6	76.0	367 230	622,927	466,516	5	64½
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,310	68,801	—	54½
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 246	*	—	3,250,000	—	—	3,252,265	130.0	—	481,918	174,455	—	61
30 Nov. '62	55.6	13.2	8.8	—	18	27	577	North Pennsylvania	5,485,476	406.187	—	3,147,250	3,106,360	287,009	6,447 780	66.4	263 533	397,106	218,961	—	22
31 Dec. '62	355.6	55.8	318.0	—	256	157	3,871	Pennsylvania	19,306,347	3,582,304	—	12,274,100	3,52 .40.	—	8,824,215	441.	.....	10,304,291	4,872,21	8	71½
31 Oct. '62	17.0	7.9	42.0	17.0	16	42	214	Phila., Germant'n & Norristn	1,521,520	236,286	—	1,243,500	438,900	—	1,859 698	34.0	220.9 8	262,336	129,742	6	68½
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,85.	*	—	4,322,450	6,08 ,500	157 739	12,124,857	190.0	213,674	413,47.	80,909	—	29½
30 Nov. '62	147.4	5.5	137.8	—	148	67	7,800	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,523,16	355.0	2,088,16	3,911,83	2,056,776	—	60½
31 Oct. '62	31.0	—	0.8	45.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	212,003	675,500	5,00	892,52	4.0	8,218	5,416	29,561	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
31 Oct. '62	28.6	—	1.9	—				*Pennsylvania, (Continued.)*													
31 Oct. '62	95.9	—	34.8	—	57	110	630	*Philadelphia and Trenton*	552,422	51,460	—	999,230	250,000	—	1,240,200	28.2	102,304	432,251	228,844	8	173
31 Oct. '62	59.5	—	6.4	80.5	16	14	63	Phila., Wilmington and Balt.	6,979,934	744,428	3,129	5,620,500	2,579,000	—	9,608,496	260.5	582,616	2,250,862	1,080,493	9	6½
31 Oct. '62	468.8	—	59.7	—	121	61	1,312	Pittsburg, Ft. Wayne & Chicago	17,736,355	*	—	5,709,592	12,935,17-	312 392	19,451,976	468.3	2,694,467	3,745,311	1,802,895	—	81½
31 Oct. '62	54.0	1.1	5.6	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.8	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & Reading.		5	----
31 Oct. '62	28.0	—	6.2	—	6	1	429	Shamokin Valley & Pottsville	1,178,773	112,824	—	530,000	791,597	5,659	1,297,256	----	5	159,534	99,086	—	39
31 Oct. '62	29.0	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,000	65,825	797,912	29.6	8	134,188	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	963,20-	5,000	1,644,639	20.4	105,800	141,101	79,544	—	10½
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,900	—	----------	62.0	237,700	415,309	199,155	6	55
30 Nov. '62	18.0	—	0.5	—	4	3	7	Providence, Warren & Bristol	427,945	13,229	—	4.5, 17	8,500	—	----------	13.6	23,924	25,594	9,739	----	----
								SOUTH CAROLINA.													
31 Dec. '61	13.8	1.5	----	182.4	2	—	2	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,616	84,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.0	—	----	—	15	9	176	Charlotte and South Carolina	1,719,045	*	—	1,291,000	584,000	—	----------	109.6	----------	283,263	151,538	6	----
— — '58	40.5	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	148.2	21.5	----	—	----	----	----	Greenville and Columbia	2,439,769	324 161	—	1,429,008	1,145,000	345,546	2,919,554	184.5	----------	841,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	209,000	—	—	209,000	22.5	----------	----------	----------	5	----
31 July '58	82.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	82.0	----------	27,568	8,527	—	----
28 Feb. '59	162.0	—	----	—	----	----	----	North-Eastern	2,011,662	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	103.0	----	62	55	790	----	South Carolina	----------	----------	----------	----------	2,643,333	----------	----------	----------	----------	1,499,836	701,943	7	----
31 July '58	25.1	—	----	41.0	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,135	—	505,214	514,000	99,110	1,137,707	47.6	----------	20,987	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,547	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,456	—	----
1859	30.0	—	1.1	—	12	10	173	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156.264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,309,949	2,659,000	280,113	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	29.0	3.9	8	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1860	160.0	—	20.6	55.5	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	728,285	554,949	312,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.5	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	682,500	22,360	----------	47.4	54,175	83,129	44,666	—	----
1860	34.2	—	7.0	—	1	2	81	McMinnville and Manchester	533,807	56,516	—	144,594	400,000	6,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,852	*	—	2,966,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1857	----	—	----	—	----	----	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	108.0	----	----	----	Buffalo Bayou, Braz. & Colorado	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '58	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275,000	240,000	177,599	----------	50.0	31,300	32,570	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,946	196,568	—	----
— — '58	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '58	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	29.0	----------	----------	----------	—	----
								VERMONT.													
31 Aug. '62	110.5	—	6.6	—	8	12	193	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,490	800,000	----------	----------	90.7	93,639	208,857	----------	—	80
31 Aug. '62	119.0	—	15.0	—	20	18	548	Rutland and Burlington	3,959,708	556,275	—	2,234,376	3,183,038	663,019	6,579,434	119.0	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	6	193	Rutland and Washington	950,000	221,082	—	1,097,000	----------	----------	----------	62.5	133,209	140,868	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	11	20	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713 418	191,466	—	75c.
30 Jun '62	47.6	8.5	4.1	—	—	—	—	Vermont and Canada	1,378,500	—	—	1,378,500	—	—	1,378,500	oper. by	Vt. Central	----------	----------	4	164½
30 Jun '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	792,200	110,145	----------	23.7	53,041	45,278	7,187	—	----
30 Jun '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,085,365	*	—	332,000	700,000	----------	----------	oper.	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.8	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,402,194	42,000	—	1,402,018	36,188	83,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.0	0	5	29	Manassas Gap	2,942,548	210,080	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,036,878	122,166	—	1,500,124	500,610	156,161	9 months	79.2	47,702	54,121	16,382	—	----
30 Sep. '59	103.5	----	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,712,229	----------	----------	103.5	345,427	248,004	loss	—	19½
30 Sep. '60	88.9	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,055	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	278	Petersburg and Lynchburg	3,040,630	374,990	—	1,305,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59.2	21.2	----	—	14	17	151	Petersburg and Roanoke	1,225,250	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.9	—	28	30	415	Richmond and Danville	3,724,037	*	—	1,981,191	1,200,000	75 908	6,753,655	143.2	224,014	660,004	282,228	—	57
30 Sep. '59	75.1	—	4.6	—	11	19	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,930	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	885,750	201,898	26,953	----------	43.5	1,056,054	103,766	79,585	6	60
30 Sep. '59	25.7	—	0.2	14.0	2	—	25	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	17	161	Seaboard and Roanoke	1,409,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	18	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.0	—	39	27	374	Virginia and Tennessee	5,994,259	538,475	2,400	3,462,813	3,265,000	571,988	10,283,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,396	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Jan. '63	55.6	—	2.0	121.0	5	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	----------	55.0	----------	----------	----------	—	----
31 Dec. '62	199.0	—	23.5	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	6	10	78	Milwaukee and Chicago	1,800,075	*	21,304	1,000,000	600,000	246,265	1,908,556	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	912,757	*	—	1,101,200	—	—	----------	42.0	10 mos.	60,086	----------	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	82	677	*Milwaukee and Prairie du Chien*	7,000,000	*	—	4,820,800	2,454,000	221,222	7,978,841	234.4	----------	1,163,734	414,741	—	55
— — '57	50.6	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,258	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.0	—	----	8	1	575	—	Racine and Mississippi	3,502,016	*	—	2,705,720	1,417,000	1,086,826	5,692,471	142.0	364,331	314,760	83,339	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----------	----------	----------	operated	by	Fox River	Val.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	37	27	40	Buffalo and Lake Huron (£ y	11,938 000	*	—	11,700 000	188,000	—	11,938 000	16.10	----------	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	14	1	214	Montreal and Champlain	2,403,960	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	3	3	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
30 Jun. '62	1,096	137.0	----	78.0	204	156	2,866	Grand Trunk	77,210,345	*	—	15,122,480	54,750,510	7,336,405	77,210,345	1,096	----------	4,388,610	1,154 855	—	----
31 July, '62	229.0	115.5	63.0	—	92	75	1,689	Great Western	23,033,750	*	1,250,000	16 862,745	9,251,435	----------	26,084,180	357.0	----------	3,011,880	1,649,510	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.0	----	—	17	20	387	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.0	----------	----------	----------	—	----
— — '62	54.0	—	----	—	6	5	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.6	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	103.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,656,708	—	—	4,658,708	108 0	160,421	107,640	20,005	—	----
1 July,'61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60 0	----------	132,559	56,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,278,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
1 Dec. '62	43.5	—	----	—	11	23	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,728	43.7	----------	1,743,291	1,013,444	12	187

New York Stock Exchange.

Actual Sale Prices for the week ending December 2.

	Th 26.	F.27	Sat 28.	M.30.	Tu.1.	W.2
American Coal Co.	....	....	92	92	91	90
Buffalo, N. Y. & E., 1M.	....	....	....	....	....	....
California 7s	....	....	....	....	123½	....
Canton Co.	33¾	33½	33¾	33½	32½	
Central Am. Transit.	30	34	....	30	30	
Chicago & Alton	81	84	84	83	82	
" " pref.	....	....	92	....	90	
" " 1 M.	....	....	104	....	....	
" " Inc. b'ds	....	....	....	....	....	
Chicago, Burl. & Q.	....	110½	....	110½	....	
" " " 8 p.c.	....	....	....	....	....	
Chic. & Northwest'n	46	47½	47	45½	45½	
" " pref.	....	....	....	....	....	
" " 1st M.	93	93	93½	93½	....	
" " 2d M.	....	77	....	76	75	
" " S. F.	....	....	....	....	....	
" " A. B.	....	....	....	....	....	
" " I. B.	....	....	....	....	....	
Chicago & Rock Isl.	104	104½	104	102¾	102½	
" " 1st M. '70.	....	....	....	109	....	
Clev., Col. and Cin.	155	....	....	....	....	
Clev. and Pittsburg	102½	105	103¾	102½	102½	
" " 1 M.	....	....	....	....	....	
" " 2 M.	....	....	....	....	....	
" " 3 M.	....	....	102	....	....	
" " 4 M.	....	....	....	83	....	
Clev. and Toledo	115	....	113	113	112	
" " S.F. 7 p.c.	....	....	....	....	....	
Cumberland Coal, pref.	38	37	37	35	32	
Del. & Hudson Canal	....	....	....	....	....	
Del., Lack. & West.	....	....	....	....	....	
" " 1M. 8 p.c. '71-5	....	....	....	....	....	
" " 2M. 8 p.c. '81	....	....	....	....	....	
Erie	105¾	107½	107½	105	104½	
" pref.	100½	101½	101½	101	101	
" 1 M. 7 p.c. '67.	....	....	....	....	....	
" 2 M. 7 p.c. '79.	....	115	115	....	....	
" 3 M. 7 p.c. '83.	....	....	111	....	112	
" 4 M. 7 p.c. '80.	....	....	....	....	....	
" 5 M. 7 p.c. '85.	....	....	....	....	....	
Galena and Chicago.	107	108	108	106½	106½	
" 1M. 7 p.c. '66	....	....	....	....	....	
" 2M. 7 p.c. '75	....	....	....	....	....	
" 1M. Ex. '82.	....	....	....	....	....	
Hann. & St. Jo. pref.	....	....	....	....	....	
" " bonds	....	....	....	....	....	
Hudson River	122½	124	123½	122	121	
" scrip	....	....	....	93	....	
" 1M. 7 p.c. '69	....	....	....	....	....	
" 2M. S.F.	....	....	....	....	....	
" 3M. 7 p.c. '75	....	....	....	....	....	
" conv. bonds	....	....	....	....	103	
Illinois Central scrip	118	120½	119½	117	116½	
" full stock	....	....	....	....	117	
" Cam. bd. sc.	....	....	....	....	....	
" bonds	....	....	....	....	....	
Marietta & Cin 1s: pref.	....	....	70	70	....	
" " 2d "	....	....	50	....	....	
Mariposa Mining Co.	39½	39	39	37½	35	
Michigan Central	125	124½	124½	123	123	
" SF. 8pc. '82	....	....	....	121	....	
" conv. 8p.c. '69	....	....	....	....	....	
M. S. and N. I.	79	80½	81	79½	78½	
" " guar'd	135	....	135	135	....	
" " 1M. S.F.	....	109	....	....	....	
" " 2 M.	....	....	104½	104	....	
Mil. and P. du Chien	57	54	55	53	53	
" " 1st pref.	....	....	....	....	....	
" " 2d pref.	....	....	88	87	....	
" " 1st M.	....	....	....	....	....	
Minnesota Mining Co.	....	....	....	....	....	
Miss. & Mo.	37	....	37	....	....	
" L.G. bonds.	....	....	....	....	....	
Missouri 6s	67½	67½	68	67½	67	
" 1ss. to H. & St. J. R.	....	....	....	....	....	
N. J. Central 1st M.	....	....	....	....	....	
" " 2d M.	....	....	....	....	....	
New York Central	134	134½	135½	134½	133	
" " 7s, 1864	....	....	....	....	....	
" " 7s, S.F. '76.	....	....	....	115	....	
" " 7s, conv. '76.	....	....	....	....	....	
" " 6s, S.F. '83.	....	....	106	....	....	
N. York & Harlem	91	90	93	91	90½	
" " pref."	....	....	110	....	....	
" " 1M. 7 p.c. '72	....	....	....	....	....	
" " 2M. 7 p.c. '64	....	....	....	....	....	
" " 3M. 7 p.c. '67	102	....	....	....	....	
Norwich & Worcester	....	....	....	....	....	
Ohio & Miss. cer.	37	36½	37	....	36	
Pacific Mail S.S. Co.	210	210	212	210	211	
Panama	....	187	....	....	....	
Penn'a Coal Co.	163	....	....	160	....	
Phila. and Reading	122½	123	123½	121½	121	
Pitts. Ft. W. & Chicago	84½	83	83	84½	84½	
" " 1M.	....	....	109	....	....	
" " 2M.	....	....	....	104	104	
" " 3M.	....	....	....	85	....	
Quicksilver Mining Co.	62	62	64	63	63	
St. L., Alton & T. H.	58	57½	58	54	53	
" " pref.	....	74	75	75½	....	
" " 1M.	....	....	....	....	....	
" " 2M. pref.	....	91	....	....	....	
" " Inc. b'ds	....	....	82	82	82½	
Tennessee 6s, 1890	59½	59½	59½	....	59½	
Toledo & Wabash	47	45	44	....	44	
" " Pref.	....	....	....	....	....	
" " 1M.	....	....	....	....	....	
" " 1M. ex.	....	....	....	....	100	
" " 2M.	87	86½	....	....	85	
" " Int. b'ds	....	....	....	....	....	
Virginia 6s	53	....	55	55	55	

New York Stock Exchange.

Actual Sale Prices for the week ending December 2.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.1.	W.2.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 1865	....	....	....	....	98	....
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s, 1881, cou.	109	108	....	109	....	....
U. S. 6s, '81, O.W.L.y.	105	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1867, coup.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	....	....	....	....	....	....
U. S. 6s, " " new	98½	98	98½	....	98	
U. S. 6s, 5-20s, coupon	100½	100½	100½	....	100½	
U. S. 6s, " reg.	....	....	....	....	....	
7.30 Notes, Feb. & Aug.	....	....	....	....	100½	
" " Apl & Oct.	106½	106½	106½	106½	....	
American Gold	143	144½	145½	147½	148½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending December 1.

	W. 25.	Th 26.	F.27.	Sat.28.	M.30.	Tu.1.
Beaver Meadow	77½	....	....	....	....	....
Cattawissa	10½	....	10	9½	....	10
" preferred	31½	....	30½	30	30	30
Camden & Amboy	....	....	....	....	....	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	....	....	....	....	....	....
" " 6s, '89	....	....	....	....	....	....
Ches. & Del. Canal 6s '86	....	....	....	101½	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'mport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
" " 10s	....	....	....	....	72	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	....	....	60	60	....	....
" " 6s .108	....	....	....	....	106½	....
" " scrip.	49½	....	....	....	....	49
Lehigh Valley R. R.	....	....	....	....	....	84½
" " scrip	....	....	50	....	....	....
" " 6s	....	....	....	106	....	....
Little Schuylkill R. R.	51½	....	....	51½	50½	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	102½	....	....	....
Minehill	....	....	....	61½	....	61
Morris Canal	73	....	....	....	....	....
" " pref.	....	....	139	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	24	....	23	23	22½	22
" " 6s	....	....	....	....	96	96
" " 10s	....	....	....	....	....	....
Pennsylvania R. R.	72½	....	72½	71½	....	....
" 1st m.	....	....	....	110	....	....
" 2d m.	100½	....	....	....	....	....
Penn. State, 5s	....	....	100	99½	100	99½
" " 5s, coupon	....	....	....	....	....	....
" " 6s, "	....	....	....	....	....	....
Philadelphia City, 6s	....	....	104	104	....	101
" " new	108½	....	108	108½	108	....
Philad., Germ. & Nor.	....	....	59	....	58½	....
Phila. & Reading	62½	....	61½	61½	61½	61
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	106½	106½	....	....
Philadelphia & Erie	30½	....	30	29½	30	29½
" " 6s	104½	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	18	18	....	17
" " pref.	34½	....	33½	33½	33	33
" " 6s '82	91½	....	90	85½	89½	89
" " 6s '70	....	....	89	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal	16½	....	16	....	15½	15½
" " 6s '78	....	....	....	....	....	....
" " scrip	....	....	....	....	....	....
Union Canal, pref.	5	....	....	....	4½	....
" " 6s '83	27	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	82	....	....
Arch street, (Horse)	32½	....	....	....	32½	....
Chestnut & Wal. "	....	....	57½	....	....	....
Green & Coates, "	46	....	....	....	....	....
Race and Vine, "	18½	....	19	19	19½	19½
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	14½	....	14	14	14½	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending December 1.

	W.25.	Th 26.	F.27.	Sat.28.	M.30	Tu.1.
Baltimore City 6s, 1875	....	....	108½	108½	108½	....
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	109½	....	....	109½	109½	....
Balt. and Ohio	94½	....	....	94	....	....
" " b'ds, '62.	90	....	....	....	....	....
" " '67	....	....	....	....	....	....
" " '75	....	....	....	....	108½	....
" " '80	....	....	....	....	....	....
" " '85	104½	....	....	106½	107	107
Northern Central	42½	....	....	41	....	....
" " b'ds, '85	....	....	....	....	....	....
" " '93	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending December 2.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.1.	W.2.
Boston and Lowell	....	....	....	....	....	106
Boston and Maine	128	....	....	128	128½	
Boston and Providence	....	....	....	....	....	....
Boston and Worcest	....	137	....	....	136½	
Cheshire, pref.	50½	....	50	....	....	
Concord	....	....	....	....	....	
Connecticut River	....	104½	104½	....	105	
Eastern, Mass.	....	95½	....	....	95½	
Eastern, N. H.	....	....	....	....	....	
Fitchburg	....	....	....	....	114	
Manchester & Lawr'ce	....	....	....	115	....	
Michigan Central	....	....	....	....	....	
Northern, N. H.	....	....	70	....	....	
Old Colony and Fall R.	....	....	143	....	143	
Ph., Wil. & Baltimore	68	67½	67½	67½	67½	
Portl'd, Saco & Ports.	....	....	....	110	....	
Vermont & Canada	....	....	....	....	....	
Vermont & Mass.	40	39½	40	....	39½	
Western	150	150	....	....	....	
Broadway (Horse)	....	....	....	....	....	
Cambridge "	....	....	....	....	12½	
Metropolitan "	....	....	75	....	69	69½
Middlesex "	....	....	....	107½	107½	107½
Central Mining Co.	....	....	58	....	....	....
Franklin "	....	....	49	49	....	47½
Isle Royale "	....	....	25	25	....	....
National "	....	....	30	30½	....	....
Minnesota "	....	....	....	70	....	....
Pewabic "	....	66½	63½	....	....	....
Pittsburg "	....	91	....	....	82	82½
Quincy "	....	94½	....	95½	....	....
Rockland "	....	....	....	18½	....	18½

London Stock Exchange.

The following were the closing prices for American Securities on the 17th November:

Maryland 6s	73	to	76
United States 6s, 1881	60	"	65
Do. 5s, 1874	55	"	60
Virginia State 5s	45	"	50
Do. 6 per cent.	36	"	38
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	76	"	78
Do., Pennsylvania do. do.	75	"	77
Erie shares, $100 (all paid)	65	"	67
Do., 7s, preference	64	"	66
Do., 7s, 1st mort., 1867	68	"	72½
Do., 7s, 2d mort., 1859	68	"	72
Do., 7s 3d mort., 1883	68	"	72
Do., 7s, 4th mort.	65	"	70
Do., 7s, 5th mort.	68	"	72
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	73	"	75
Do. do. $100 shares, $90 paid, dis.	21	"	19
Do. do. $100 shares, all paid	70	"	72
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82 s.f. c.	73	"	75
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	..	"	..
New York Central 6s, S. F., 1883	69	"	72
Do. do. 7s, 1864	55	"	60
Do. do. 7s, S. F., 1876	78	"	82
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	83	"	86
Panama, 1st mortgage 7s, 1865	99	"	101
Do. 2d mortgage 7s, 1872	104	"	106
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	38	"	40
Philadelphia and Reading, $50 shares	33	"	34

American Railroad Journal.

Saturday, December 5, 1863.

Stock Exchange and Money Market.

Our recent arrivals from Europe bring us intelligence of an approaching crisis in the foreign money market. One cause unquestionably is a demand from the East in payment for its cotton, which seems to be unappeasable. But another is equally obvious, the unsettled condition of European affairs arising from the recent speech of Louis Napoleon. The great point he made was, that the treaty of Vienna, in 1815, was no longer practically in force either in regard to the exclusion of the Bonaparte family from the throne of France, or in relation to the territorial integrity of other countries. The mere intimation of reconstruction has therefore caused alarm, and continental speculators look upon war as near at hand. All the first class powers are taking time to consider whether they will enter into this Napoleonic Council, and some of them are inquiring what is

to be its business, and what the programme of the French Emperor. Austrian funds have depreciated 5 per cent since the promulgation of the speech, and the posting of the autograph letters. The shares of the great Frankfort Bank (which is an indicator of the Commercial feeling of the Germans,) also receded to the same extent, and the differences in the Zollverein are melting away into a harmonious agreement in the presence of apprehended danger. The rate of interest has everywhere advanced, and the bullion market is disturbed.

The British Government is obliged to draw on India to stop the export of specie, and rupee bills (paper currency in no particular favor) are also to be substituted for gold. So we see that Europe has its own financial difficulties, enhanced by the avowal that the French Government will shortly have to offer for a heavy loan. In connection with this is another curious circumstance that has probably much to do with the revenue of the Empire. It is known that there has been a large quantity of tobacco belonging to its Government lying in the Richmond warehouses, paid for before the war, but not delivered. It is believed that after much negotiation Mr. Seward has consented to its exportation as an act of grace, and a fleet of French transports is announced as about to proceed up the James river to take it on board and convey it to France, where its arrival will be equivalent to the receipt of a large remittance of money. It is doubtless well known to our readers that tobacco is a monopoly of the French Government, and that its sale produces a large amount to its Treasury, as it evolves a duty from every whiff escaping from French lips. When we get our volume of correspondence from the State department, we shall be able to see how the affair has been managed. We notice among the contents of *le Livre jaune*, which except in the color of its binding, answers to the English Bluebook, there are no less than twelve documents relating to American affairs, from one of which it is ascertained officially *that France does not seek for any acquisition in America for herself or any one else.* Hence the tobacco is allowed to depart, and with this aid to Mr. Fould's budget, Louis Napoleon may feel stronger in his European policy. It will pay interest if it does not discharge the principal of the new debt.

All this foreign difficulty will probably have some effect on our own financial situation. We hope that our importers will not trust to foreign bills to the extent of many millions at a time, for a general war in Europe or a revolution in France might cause some of them to be returned.

We have therefore great reason to be satisfied with our own easy market with this large war on our hands. It demonstrates beyond a question the matchless ability of our countrymen, and the immensity of our national resources, that we are able to carry on our business with so little disturbance, and that if we are not in our normal condition of health, it is not exhaustion which troubles us.

The article of all articles, gold, before which so many are inclined to prostrate themselves if not to worship it, has had its infallibility somewhat disturbed of late in our market. If it falls 10 per cent., in a short time at the intelligence of one victory, what will it be worth when we have conquered the rebellion? We are inclined to the opinion we have frequently expressed, that the high price paid for gold is unnatural and unjustifiable. It is true the export of gold to England at this moment pays a small profit, but it is a very small one. Other articles pay much better. The Secretary of the Treasury, or the associated city banks of New York could break down the rate any day they chose, with the utmost ease and without any loss. Five millions put upon the street would break all the operators in a row, and the sellers after realizing a large profit could take it in again on their own terms. The bare possibility of such an event should produce greater caution than is at present apparent in Wall street. We notice in a late number of the San Francisco *Mining Journal*, that the products of the California mines continue large, and that $5,000 per ton is not an unusual yield. It is easy to see that there is not to be any falling off in this National staple, come what may. And yet it is a singular and suggestive fact, that in California, where paper currency is as yet excluded from circulation, the rate of interest remains where it has long stood, from 1½ to 2 per cent. per month on the best security. This rate, if usual on the Atlantic coast, would break up one half our commercial enterprises. Paper therefore is not to be despised, especially when we are carrying on a contest for our unity and our national existence.

The Share Market has been disturbed of late, and the speculations of the press are as diverse as their interests and ownerships, for it is well understood the money articles in many of them are written with reference to private interests. Thus some predict a large increase of paper money, and call for it; others reject the idea of its necessity or propriety, and warn the public against a fearful crash when the restrictive policy of the Government is more developed. It is understood that legal tender bonds bearing interest are to be used as far as possible, in place of the present legal tenders, and that our soldiers are to be asked to take them in their stead. As it is a notorious fact that very large amounts of soldiers' pay are sent home for investment, and the support of their families, we therefore do not see why they should not receive them at first hands, viz., at the hands of the Government through their paymasters. Contractors also, who are making large sums out of the war, could not with any decency of conduct refuse to receive a portion of their profits, at least in this kind of currency.

The railroad Share Market has also been disturbed. Large sales of Erie have been made to secure the late advance, and a cash movement in Central, to the extent of 7,000 shares and upwards within the last few days, evidently for the purpose of obtaining additional votes at the election for directors now close at hand. The stockholders of the Harlem have agreed to issue the unsold shares of the company two millions and more, by which the capital will be increased to eight millions as it was originally intended to be. If the amount thus raised is judiciously applied to the construction of a double track to Albany, the Harlem will be a first class trunk road, and by its connection with the Central will enjoy an enormous freight and passenger business, which cannot but place it in a dividend paying position. But it remains to be seen at what price the new issue of stock can be put upon the market. The conversions into the 5-20's continue large. On Tuesday $1,498,500 were received. The receipts at the Custom House also continue large. During the last month, the New York office received $5,115,500 against $3,018,000 in November, 1863. The aggregate income from customs this year will, it is confidently expected, reach the sum of $70,000,000, while the interest on the public debt thus far is but about $48,000,000.

The last week's exports of Domestic Produce and Miscellaneous Goods (exclusive of specie) from this port, were to the value of $3,251,634, against $3,903,918 same week last year, and $2,849,445 the corresponding week of 1861.

One hundred and thirty-three national banks have thus far been established, with an aggregate capital of $20,917,500.

There is a good supply of money at 7 per cent., and Government stocks maintain their standing. The public are anxiously waiting for the usual annual reports of the National departments, and we venture to predict that Mr. Chase will produce a budget which will give great satisfaction to the country.

The coupons due December 1 of the Milwaukee city readjustment bonds will be paid on presentation to W. Schall & Co., in this city.

The Lehigh Coal and Navigation Company have declared a dividend of three per cent., payable on demand, less the National tax.

The interest due 1st December on the first mortgage bonds of the Pittsburg Coal and Railroad Company will be paid, at the office of Geo. T. M. Davis, 47 Exchange place.

The principal and accrued interest of the San Francisco Water Works bonds, due April 1, 1864, will be paid at the office of Duncan, Sherman & Co., in this city.

The coupons due December 1, on the first mortgage bonds of the Staten Island Railroad Company will be paid at the office of the company, No. 3 Bowling Green.

The interest due, December 1, on the bonds of the New York and New Haven Railroad will be paid after that day at the Bank of the Republic.

The firm of Read & Lathrop is dissolved by the decease of Mr. Read. The business will be continued by the new firm of Lathrop & Mott, at the office, 40 Wall street.

Messrs. Robert Yelverton, W. Wallace Merriam and Theodore Ames have to-day been received as partners into the well known Stock Exchange firm of Merriam & Bell, 18 William street.

Mr. Robert L. Cutting, an old member of the New York Exchange Board, has formed a partnership with his son, Mr. Robert L. Cutting Jr., under the style of R. L. Cutting & Son.

Messrs. Talcott Brothers and Mr. R. K. Holdane have formed a new stock firm at No. 66 Beaver street, under the style of Holdane & Talcotts.

Messrs. Livermore, Clews & Co. have removed to their new and spacious office No. 32 Wall street. The improvements made by the new firm have converted the premises into one of the finest banking houses on the street.

By telegraph from San Francisco, to Ross, Dempster & Co., dated 26th Nov., Mining Stocks were quoted:

Ophir, $16 25 per foot; Gould & Curry, $46 per foot; Surage, $28 asked; Potosi, $11 per foot; Yellow Jacket, $9 50 per foot; Central $13 per

foot; Overman, $4 80 per foot; Sierra Nevada, 75c. per foot; Burning Moscow, $1 80 per foot; Crown Point, $10 per foot; California, $8 per foot; Best & Belcher, $6 per foot; Grass Valley, 70c. per foot.

The well known Flour Exchange firm of Messrs. A. W. Greenleaf & Co., in Exchange place, temporarily retire from active business, in favor of the new firm, Messrs. Stimson, Fronk & Co., who occupy their old office, No. 44 Exchange place. Mr. Fronk is a member of the Stock Exchange, and for the last two years has represented Messrs. Greenleaf at the Board.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :—

New York.—Peninsular R. R. 1st mort., 80; Little Miami, 140; Goshen Branch bonds, 104; North Carolina 6s, 59; Kentucky 6s, 104; Illinois Coupon bonds, 1877, 103½; Brooklyn City Water Loan, 109; Wyoming Valley Coal, 96½; Bucks Co. Lead, 1⅛; Continental Bank, 100; N. America, 109; Importers' and Traders, 108; American Exchange, 108; Commerce, 105½; National, 104.

Philadelphia.—Pittsburg 6s, Municipal, 90; Camden and Amboy mort. loan, 106; Junction R. R. 6s, 106; Central Ohio R. R. shares, 10; Huntington and Broad Top, 20; do., 1st mort., 101¼; Philad., Wil. and Balt. R. R., 67¼; Delaware R. R. guar. bonds, 102; West Branch Canal, 110; Union Canal, 2; North Penn. scrip, 90; West Philadelphia R. R., 70½; Ridge Avenue, 2½; Girard College, 27; 17th and 19th streets, 11½; Penn. Mining, 4¾; Green Mountain, 6; Locust Mountain, 32; Big Mountain, 4⅞; Southwark and Moyamensing Gas, 10¼; Farmers and Mechanics' Bank, 59; Western, 65; Mechanics, 27¼; Philadelphia, 125; Commonwealth, 53½; Girard, 45½; North America, 151½; North Kentucky Bank, 104. The latest quotations are: City 6s, 101@101½; do., new, 104@105; State 5s, 99½@100; Reading, 60⅝@60¾; do., 6s, 1870, 106@107; do., 1886, 120@122; Camden and Amboy, 165@172; Pennsylvania R. R., 71@71¼; do., 1st mort., 108½@110½; do., 2d mort., 105@106½; Little Schuylkill R. R., 50@50¼; Morris Canal, 72@74; do., pref., 137@138; Susquehanna Canal, 15½@15¾; do., 6s, 63@65; Sch. Nav., 17@18; do., pref., 32¾@33; do., 6s, 1882, 89@89½; Union Canal bonds, 26@26½; Delaware Div. Canal, 40; do., bonds, 103; Elmira and Williamsport, 35@37; do., pref., 52@54; do., 7s, 1873, 109; Beaver Meadow, 77@78; Harrisburg, 71@72; Long Island R. R., 40@42; Lehigh Coal and Navigation, 60@61; do., scrip, 49@49½; North Pennsylvania, 21½@22; do., 6s, 95¾@96; do., 10s, 121½@122; Philadelphia and Erie, 29½@29⅝; do., 6s, 104@104¼; Minehill, 60⅝@60¾; Catawissa, 91¼@93¾; do., pref., 29¼@29½; Lehigh Valley, 84¼@84¾; do., bonds, 107; Frankfort and Southwark (horse,) 58@60; Second and Third, 83@85; Race and Vine, 18@19; West Philadelphia, 70@71; Spruce and Pine, 13@14; Green and Coates, 44½@46; Chestnut and Walnut, 58; Arch, 31@32; Thirteenth and Fifteenth, 34; Seventeenth and Nineteenth, 11¼@11½; Girard College, 26¾@27; Tenth and Eleventh, 47; Norristown, 58⅛@58¾; Lombard and South, 16; Ridge Avenue, 21¼.

Boston.—Northern (Ogdensburg), 1st mort., 100¼; 2d mort., 23; Rutland and Burlington 1st mort., 65; do., 3d mort., 3; New York and Boston Air Line, 18; do., 6s, 65; Michigan Central 8s, 1869, 120; Eastern R. R. 6s, 1874, 103; South Shore R. R. 6s, 1880, 96¼; Vermont Central, 1st mort., 77; Old Colony and Fall River R. R. 5s, 1867, 99¾; Cheshire R. R. 6s, 1880, 101¾; Massachusetts State 6s, 1876, 117; Vermont 6s, 1874, 104¾; Maine 6s, 1880, 106½; New Hampshire 6s, 1868, 101¾; do., 1874, 105; Boston City 5s, 1882, 109; do., 1884, 112¾; Roxbury 5s, 1879, 96½; Bath 6s, 1870, 101¾; do., 1891, 103½; do., 1890, 103; Portland 6s, 1877, 102; Albany 6s, 101; do., 1876, (W. R. R.,) 104¼; Bangor 6s, 1876, 102¼; Ct. and Pas. River pref., 49¾; do., 6s, 101; Malden and Melrose 6s, 1880, 95¾; Boston Water Power Co., 47¾; Cary Imp. Co., 10; East Boston Co., 13¾; Essex Co., 89; Waverly Co., 2⅜; Union Steamship Co., 158; Boston, Newport and New York Steamboat Co., 1035@1040; Boston and Roxbury Mills, 60; Dorchester Gas, 67½; Boston Gas, 850; Cambridge Gas, 109; Lorberry Coal, 68½; Franklin Coal, 128½; Boston Music Hall, 60; Boston Athenæum, 100; Mercantile Marine Ins., 111; City Fire Ins. Co., 56; Union Bank, 116; Blackstone, 106; Merchants' 98; Bank of Commerce, 100; North Bank, 97; State Bank, 74¼; City Bank, 102¾; Bank of Republic, 98; Harvard Bank, (Cambridge,) 103¼; Oxford Plumbago Mining Co., 75; Hampton Mining and Smelting Co., 2½; Acton Mining Co., 4¼; Albany and Boston, 13¾; Algomah, 2½; Bolton, 2¾; Broome, 22½; Boston, 6; Bay State, 19; Black River, 50c.; Bohemian, 8; Columbian, 8¼; Copper Falls, 28; Canada, 1½; Chaudiere, 8½; Colorado, 5¾; Dana, 4¼; Dudley, 4¼; Dacotah, 5¼; Flint Steel, 9½; Great Western, 4; Hancock, 13; Hanover, 4¼; Huron, 31½; Mesnard, 13; Mandan, 3½; Madison, 6⅜; Manhattan, 4½; New England, 8¼; Norwich, 6½; North Western, 9⅞; Native, 4½; Naumkeag, 7¼; Ottawa, 40c.; Phœnix, 25; Pontiac, 7; Star, 6¼; St. Mary's, 11; Superior, 10¼; South Side, 5½; Tremont, 4⅞; Toltec, 3¾; Wickham, 75c.; Winthrop, 6½; West Minnesota, 77½.

Baltimore.—N. W. Va. 1st mort., 105½; Central Ohio shares, 10; Santa Clara Mining Co., 8; Springfield 2.10; Silver Valley, 10; Balt. and North Carolina, 20; George's Creek, 71; Farmers' and Mechanics' Bank, 39½; Union Bank, 73½; Marine Bank, 30¼. The latest quotations are: Balt. and Ohio, 93¼@94½; do., 6s, 1867, 104; do., 1875, 108@109; do., 1880, 107; do., 1885, 106@107; Northern Central, 41@42½; do., bonds, 1885, 104¼@104¾; N. W. Va., 9½; do., 1st mort., 105@110; do., 2d mort., 102; do., 3d mort., 25@27; do., do., guar., 101; Central Ohio 2d mort., 104@112; do., 3d mort., 75; do., 4th mort., 43½@50; do., income 1857-'60, 35¾; Western Md. bonds, 82@83; do., guar., 107@110; Maryland 6s, coupon, 1870, 110½@112¼; do., Ins., 115; do., 1890, 112; Baltimore 6s, 1870, 100; do., 1873, 106; do., 1875, 108¼@108½; do., 1886, 109¾; do., 1890, 109½@109⅞; do., coupon, 108½@109; do., 5s, 1838-'70, 100; City Passenger R. R., 18@19.

☞ The Philadelphia *Inquirer* says :—"They have commenced shipping coal from the Green Mountain under a royalty of forty cents per ton, and as the Company is free from debt, the whole of the receipts will go to the stockholders."

Penn. Mining Company.

The par value of the stock of the Penn. Mining Co. is $25 per share, on which there has been paid $2½ per share. The whole amount of shares is 20,000. The Company, which was chartered by the Legislature of Michigan in 1859, owns three thousand acres of land in that State, in which are included the old Algonquin Copper Mines. The breaking out of the rebellion diverted attention from the property, but recent examinations indicate the presence of copper in various parts of the tract, which is now being energetically explored by competent engineers with flattering promise. It, of course, has never paid a dividend. The Company, we learn, is entirely free of debt, and has now $12,000 in its treasury.

SPECIAL CAUTION TO
Railroad Companies & Car Spring Manufacturers.

Notice is hereby given that the Metallic Car Spring Co. of New York are the sole assignees of the Patent granted to Richard Vose of New York, March 11, 1862 (re-issued Feb. 24, 1863) for an *improvement in Steel Spiral Springs;* that they thereby own the *entire and exclusive right* of making, using, and vending to others to be used, any form whatever, of Steel Spiral Spring which is protected from entire exhaustion and from contact of Steel against Steel by mean of the *interposition* of *India-rubber, wool, or other elastic gummy, or fibrous substance between* its coils; and that they will hold responsible and prosecute for damages, all persons who may either make, use or vend Spiral Spring packed as described.

RICHARD VOSE,
Sec'y Metallic Car Spring Co.,
No. 54 William st., N. Y.

Big Mountain Coal Co.

The Big Mountain Coal Company's property is situated at Shamokin Coal Township, Northumberland County, Pa., and consists of 2,187 acres of coal lands, 3,400 acres of timber lands, 1½ miles of locomotive road, and another mile in course of construction. One colliery leased and been in operation for years, which would have produced 100,000 tons this year, if cars sufficient could be had to bring it to market. Two new leases have been made this year, one of which will be in operation immediately after Jan. 1, 1864, and the other as soon as a tunnel can be made to approach the coal. When these three are in full operation, 250,000 tons can be got to market per annum, leaving a place for two more collieries for leasing. The coal, which is anthracite, both red and white ash, is brought to market by rail to Sunbury via Elmira, down Northern Central Railroad to Baltimore, and over Minehill Road to Philadelphia. The Company has $31,000 bonded debt, no floating debt; 60,000 shares of stock, par $25, paid $10. Is a full paid stock; no more instalments will be called. The office of the company is at 320 Walnut st., Philadelphia.

☞ The Kennebec and Portland Railway receipts last year were $279,734, against $205,841 for the preceding year. The Williams' debt, $91,460, has been paid off; the Cumberland and Oxford Canal from Portland Depot to Vaughn's Bridge and a lot of contiguous ground purchased, securing right of way and connection with Western roads. It is proposed to expend $70,000 on the Portland terminus, and $10,000 at Bath.

Railroads in Missouri.

We see it stated that efforts are being made in Missouri to transfer the obligation of meeting the interest upon the bonds directly to the Railway Corporations to whom they were originally issued, and upon whose lines of road they are a first mortgage lien. Several of their lines, besides the Hannibal and St. Joseph, which has always provided the interest on the $3,000,0000 issued for its construction, are now in profitable operation. Others are partially earning the State interest. In his message of the 10th ult., to the Legislature, Gov. Gamble says:

"In relation to the railroads I have only to say, that I have so recently received any of their reports that I am unable to give any statement of their condition and prospects. There is one singular fact in relation to the Iron Mountain Railroad to which I would call your attention. It is, that the Company, having a surplus of the earnings over the expenses of their road, have thought that they were under obligations to pay into the State Treasury a portion of that surplus, to be applied to the interest upon their bonds. Although the sum thus paid is small, yet it indicates a willingness to do something for the restoration of the credit of the State, and in that respect differs from the course pursued by other roads, which have been in default.

"As all the roads have their officers regularly in attendance upon each session of the General Assembly, no doubt their condition will be represented by persons so in attendance, and while I have no plan to suggest to you in relation to the roads, I earnestly recommend that the speedy restoration of the credit of the State may be steadily kept in view in any measures that may be adopted."

Schuchardt & Gebhard,
BANKERS,
21 NASSAU ST.,
NEW YORK.

BILLS OF EXCHANGE
At sight or 60 days on all the principal cities of Europe.
LETTERS OF CREDIT for travellers in Europe, and also COMMERCIAL CREDITS.

I. KENDRICK,
No. 125 WALNUT ST., PHILADELPHIA,
AGENT OF THE
UNION COAL & OIL CO.
OF MAYSVILLE, KY.,
FOR THE SALE OF THEIR
Paraffine Lubricating Oil,
FOR ALL CLASSES OF
STATIONARY MACHINERY, LOCOMOTIVE ENGINES, RAILROAD CARS, COTTON SPINDLES, SEWING MACHINES AND WOOLEN FACTORIES.
ALSO,
MAYSVILLE COAL OIL
FOR BURNING,
PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND ROLLING MILL GREASE,
FROM PURE CANNEL COAL.
P. S.—All Oils warranted to answer the purpose represented.
☞ Particular attention given to orders for shipment in cans or barrels.

UNION STEAM AND WATER HEATING COMPANY,
FOR WARMING AND VENTILATING
PUBLIC BUILDINGS, PRIVATE RESIDENCES, GRAPERIES, GREENHOUSES, ETC,
UNDER GOLD'S IMPROVED PATENTS.
PRINCIPAL OFFICE, { 634 BROADWAY, NEW YORK.
T. F. BRINSMADE, Agent.

ALEXANDER'S
ROOFING CEMENT-PAINT
FOR
Railway & Steamboat Co's,
BUILDERS and BUILDINGS generally.
THIS PAINT is warranted not to Crack or Scale either on Wood, Iron, Tin, or Canvass.
The ingredients in its composition are all of a preserving and protective nature. This Paint is now extensively used by Railway Companies and pronounced much cheaper, more durable and satisfactory than what was previously used. It is 2-5ths heavier in body than any other Paint.
Give this Paint a trial, and if not found as represented no charge will be made for it.
Send for descriptive circular and references.
W. G. PERKINS, Gen'l Ag't,
271 Broadway,
NEW YORK.

NEW ENGLAND
MUTUAL LIFE INSURANCE CO.
CASH ACCUMULATION, $2,500,000.
Clear Surplus, $1,250,000.
WILLARD PHILLIPS, Pres. B. F. STEVENS, Sec.
DIRECTORS.
Charles P. Curtis, William B. Reynolds,
Thomas A. Dexter, Geo. H. Folger,
Marshall P. Wilder, Francis C. Lowell,
Sewell Tappan, James S. Amory,
Charles Hubbard, Homer Bartlett.
The oldest and most reliable wholly Mutual Company in the United States, established in Boston 1843, and uniformly successful. DIVIDENDS paid in cash. Send for documents—supplied gratis.
JOHN HOPPER, Agent,
110 Broadway, cor. Pine st

The Mercantile Mutual INSURANCE COMPANY,
No. 35 WALL ST., NEW YORK.
INCORPORATED, APRIL, 1842.
ASSETS OVER $1,250,000.
MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.
Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.
Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.
The risk of war covered at the lowest current rates.
ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

PARTICIPATION.
ÆTNA Fire Insurance Company of New York,
CASH CAPITAL, $200,000. No. 170 Broadway. CHARTERED 1824.
INSURES Buildings, Merchandise, Household Furniture, Vessels in Port and their Cargoes, etc., against Loss or Damage by Fire, on the most favorable terms, also, Inland Navigation & Transportation Risks.
The Insured receive 75 per cent of the Net Profits annually, without incurring any Liability. When preferred, discount will be made in lieu of participation in Profits.
SCRIP DIVIDEND OF 1861 ....50 per cent.
SCRIP DIVIDEND OF 1862 ....50 per cent.
JACOB BROUWER, President.
LIVINGSTON SATTERLEE, Sec'y.

SAFEST AND CHEAPEST SYSTEM OF INSURANCE.
Scrip Dividend for 1861 .....60 per cent.
Scrip Dividend for 1862 .....60 per cent.
Washington Insurance Co.,
172 Broadway, cor. Maiden Lane.
Assets Feb. 1, 1863 ..... $528,521 51
Contingent Liabilities 5,000 00
Cash Capital and Surplus..... $523,521 51
INSURES Buildings, Merchandise, Furniture, Rents, Leases Cargoes and other Insurable property, against loss or damage by Fire, and INLAND MARINE RISKS, on the Lakes, Rivers and Canals.
Three-fourths of the Profits divided annually to the insured without their incurring any liability whatever.
GEORGE C. SATTERLEE, Pres't.
HENRY WESTON, Vice-Pres't.
WM. K. LOTHROP, Secretary.

OFFICE OF THE
COLUMBIAN (MARINE) INSURANCE COMPANY,
Corner of WALL and NASSAU Streets.
CASH CAPITAL.....$1,000,000
Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.
LOSSES PAID IN GOLD
Upon RISKS on which the PREMIUM is paid in like Currency.
DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:
1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.
2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.
3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.
Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.
B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

BRASS SWITCH LOCKS,
MARKED with Initials of Road, with chains and keys. EXTRA LOCKS AND KEYS—when ordering Locks and Keys to match others, enclose key in letter.
WILLIAMS & PAGE,
67 Water street,
BOSTON.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.

March 1863.

CALIFORNIA AND NEVADA
MINING STOCKS.

THE undersigned will buy and sell on commission, through their San Francisco House, all Stocks pertaining to the Pacific Coast. Orders promptly filled.

Quotations by telegraph furnished to parties desiring them.

ROSS, DEMPSTER & CO.,
6m44 **No. 24 Liberty st., New York.**

SMITH'S

Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 20, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

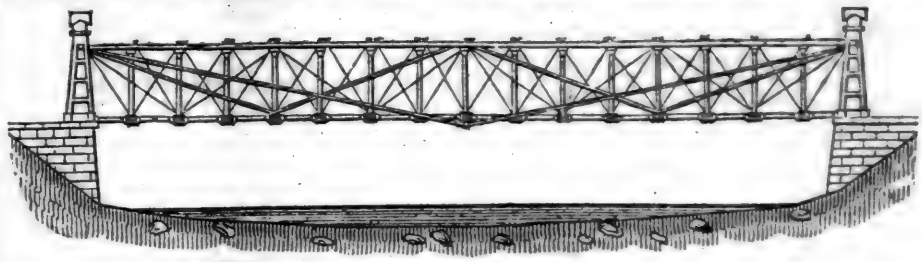
I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, 21 Nassau st., or by addressing

CHAS. W. WELSH,
Secretary.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, FINK'S PATENT IRON BRIDGE in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,392, Pittsburg, Pa.

DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,

No. 229 BROADWAY, NEW YORK,
AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, MD.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. GAS WORKS ERECTED on THE MOST APPROVED PLANS. New and Second-hand MACHINERY constantly on hand. IRON BOUGHT AND SOLD ON COMMISSION.

SOLE AGENTS FOR BATES' STEAM GAUGE.

MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS AND GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR AND WOOL FELTING.

HENRY J. DAVISON. WM. LEE STILES. P. P. DICKINSON.

Government Securities.

OFFICE OF

A. H. ALMY,
CONTINENTAL BANK BUILDING,
No. 7 NASSAU ST.

ORDERS for the various issues of GOVERNMENT SECURITIES will receive prompt attention.

A COMMISSION OF **ONE-EIGHTH OF ONE PER CENT.** on the

5-20 BONDS

Will be allowed to **Banks, Bankers and others.**

GIBSON & PALMER,

COMMISSION MERCHANTS,
AGENTS FOR SALE OF

RAILWAY IRON
AND
EQUIPMENTS,
PERU IRON
AND
AMERICAN STEEL,

54 William st., NEW YORK.

CHARLES D. GIBSON. RICHARD S. PALMER.

BROWN'S ENGLISH

ROOFING PAINT.

THIS pure Black Paint is superior to all other Black Roofing Cements, Mastics and Patent Roofings now in use; and, for the last ten years, the genuine has been used in twenty-four States of the Union, and is now a fixed institution for the following purposes:—

THE PAINTING OF TIN, SHEET IRON, COPPER OR ZINC ROOFS, GALVANIZED IRON, BRIDGES,

LOCOMOTIVE

AND STEAMBOAT SMOKE PIPES,

And all IRON WORK requiring a PERFECTLY PURE GLOSSY BLACK, exposed to weather and fire.

It has been in general use in England for the last ten years, for the protection of Vessels' Bottoms from the water and the worm, for which it is particularly well adapted. For sale by the barrel or gallon.

SAMUEL REYNOLDS,
PROPRIETOR,
Depot, 279 Third Avenue, New York.
All Orders promptly attended to. Best City References given.

Central Transportation Co.

THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of

WOODRUFF'S, KNIGHT'S, MYERS'
AND OTHER PATENTS FOR
SEATS AND COUCHES IN
SLEEPING CARS,

would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their

SLEEPING CARS,

and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.

The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, No. 1347 Brown st., PHILADELPHIA, will receive immediate attention.

Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above,

O. W. CHILDS, President.

KING'S NOTES ON STEAM. LESSONS AND Practical Notes on Steam. The Steam Engine, Propellers, etc., etc., for young Marine Engineers, Students, and others. By the late W. R. King, U. S. N. Revised by Chief Engineer J. W. King, U. S. Navy. Fourth Edition, enlarged and improved.

"This is the second edition of a valuable work of the late W. R. King, U. S. N. It contains lessons and practical notes on Steam and the Steam Engine, Propellers, etc. It is calculated to be of great use to young marine engineers, students, and others. The text is illustrated and explained by numerous diagrams and representations of machinery. This new edition has been revised and enlarged by Chief Engineer J. W. King, U. S. N., brother to the deceased author of the work."—[Boston Daily Advertiser.

"This is one of the best, because eminently plain and practical treatises on the Steam Engine ever published."—[Philadelphia Press.

"Its republication at this time, when so many young men are entering the service as naval engineers, is most opportune. Each of them ought to have a copy."—[Philad. Ev. Bulletin.

In one volume octavo, with illustrations, price $2. Copies sent free by mail on receipt of price. Published by D. VAN NOSTRAND, 192 Broadway, New York.

MUNN & CO'S PATENT OFFICE.

ESTABLISHED 1842.

DURING the past twenty years, Messrs. MUNN & Co., in connection with the publication of the WEEKLY ILLUSTRATED SCIENTIFIC AMERICAN, (the only paper devoted to the Mechanic Arts in the country,) have acted as Attorneys for procuring letters patent in the United States and all foreign countries.

They would state that they have acted, during this period, as agents for more than

TWENTY THOUSAND INVENTORS;

In fact, they have become identified with the whole brotherhood of inventors and patentees, at home and abroad. Thousands of inventors for whom they have taken patents have addressed to them most flattering testimonials; and the wealth that has inured to the inventors whose patents were secured through their office, and afterward illustrated in the SCIENTIFIC AMERICAN, would amount to many millions of dollars!

Messrs. MUNN & Co. are prepared to attend to patent business of all kinds, in the quickest time and on the most liberal terms.

For further information, send for a pamphlet which contains the Patent Laws of the United States, and much other valuable information of importance to inventors and all others who own patent property. Also pamphlets of information furnished regarding the Patent Laws of all foreign countries.

For further particulars address

MUNN & CO.,
No. 37 Park Row, New York,
Or corner F and 7th sts., opposite Patent Office, Washington, D. C. 3m35

Long's Valve Seat Planers.

TWO of these useful Machines with hand and power attachment for sale by

WILLIAMS & PAGE,
BOSTON.

PRICE $150 each. 3m47

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1859.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 56 lbs. per yard.
For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50" 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 11, 1862. 28 Beaver st.

RAILROAD IRON.

THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & CO.,
33 Cliff st.

COPAKE IRON MINES.

THIS Company is now prepared to deliver, in quantities of 2,000 to 20,000 tons monthly, the very superior **IRON ORE** produced at its Mines in the town of **COPAKE**, Columbia County, N. Y.

The **COPAKE ORE** is a Hematite of the best quality known in the country, and has been extensively used by Iron Manufacturers for many years.

Applications will be received at the office of the Company, **No. 7 Nassau st.**, over the Continental Bank, New York. Communications by Mail may be addressed to **CHARLES H. MILLS**, President. 6m42

REMINGTON VERNAM,
Late of firm of HOYT & CO.,

STOCK & BOND BROKER,

59 EXCHANGE PLACE,
Cor. Broad Street,
NEW YORK.

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.

STOCKS and BONDS,
GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

P. W. GALLAUDET,
NOTE BROKER,
No. 1 WALL ST., near Broadway.
Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

AGENCY FOR THE SALE OF
U. S. Five-Twenty Bonds.
PARKE & BOWDOIN,
No. 76 Wall st., cor. Pearl st.

HAVING been appointed Agents for the U. S. 5-20 Loan, we are prepared to receive subscriptions to the above bonds at par. Interest in gold, commencing on the day of deposit. Orders accompanied by draft on this city will receive our prompt attention.

Stocks and Bonds bought and sold on commission at the Brokers' Board.

Mercantile paper and loans negotiated.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
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STOCKS and BONDS Bought and Sold on Commission.
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INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. **WM. ALEX. SMITH.**

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BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

FEARING & DALTON,

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ON COMMISSION.

U. S. { 1881 SIX PER CENT. COUPONS.
7 3-10 TREASURY NOTES.
CERTIFICATES of Indebtedness.
FIVE-TWENTY BONDS.

BUY AND SELL BUSINESS PAPER.

REUBEN W. HOWES. CHARLES A. MACY.

HOWES & MACY,
BANKERS.

NEW YORK, August 25, 1862.

The subscribers having retired from the offices of President and Cashier of the Park Bank (which positions they have held since its organization), have established themselves in the Banking business at No. 30 Wall street (in offices recently occupied by J. J. Cisco Esq., Assistant Treasurer U. S.)

We are now prepared to receive accounts and deposits with us can be checked for the same as with any of the city banks.

Interest will be credited to our dealers on their daily balances on the 1st January and July, at the rate of **three per cent.** per annum.

Particular attention will be given to Collections on all accessible points in the United States and Canada, on the most favorable terms.

Orders for the purchase or sale of all kinds of Government and other securities will be attended to promptly.

HOWES & MACY,
30 Wall st.

RAILROAD SECURITIES

OF EVERY DESCRIPTION.
STATE, CITY AND COUNTY BONDS,
BOUGHT AND SOLD.
WM. A. GUEST, 31 Wall Street.

Livermore, Clews & Comp'y,

BANKERS,
34 WALL ST., N. Y.
DEALERS IN
GOVERNMENT SECURITIES & GOLD.
STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS.
Received on the most favorable terms.
Advances made on approved collaterals.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
NEW YORK.

STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF

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Stock and Note Brokers,
No. 23 SOUTH THIRD STREET,
Directly opposite the Mechanics' Bank.
PHILADELPHIA.
STOCKS & BONDS BOUGHT AND SOLD
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MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
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ALBERT H. NICOLAY,
STOCK & BOND BROKER
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☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, AMERICAN GOLD, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS as ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, **No. 52 WILLIAM STREET**, OR AT THE MERCHANTS' EXCHANGE SALES ROOM, **No. 111 BROADWAY**, whenever desired.

☞ Orders by mail promptly executed.

Platt, Johnson & Co.,

BANKERS and BROKERS,

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DEALERS IN

GOVERNMENT SECURITIES & GOLD.

STOCKS AND BONDS

BOUGHT AND SOLD

At Brokers' Board and at Private Sale on Commission.

ALSO DEALERS IN

Foreign and Domestic Exchange.

MONEY INVESTED AND

NOTES AND LOANS NEGOTIATED

ON THE BEST TERMS.

SAMUEL HALLETT & CO.,

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58 BEAVER STREET,

NEW YORK CITY.

DEALERS IN

Foreign and Domestic Exchange,

AND NEGOTIATORS OF

STATE AND RAILROAD BONDS.

HALLET & CORNWELL,

No. 24 PINE STREET,

Note & Exchange Brokers,

STOCKS, BONDS AND GOVERNMENT SECURITISE BOUGHT AND SOLD ON COMMISSION.

JACOB G. HALLET, (late with Blake Bros. & Co.)
RICH'D H. CORNWELL (late with G. S. Robbins & Son)
New York, February 14, 1863.

THE BRITISH AND AMERICAN

EXCHANGE BANKING CORPORATION,

LIMITED.

Established under the Companies' Act, 1862,

WITH LIMITED LIABILITY.

AUTHORIZED CAPITAL....ONE MILLION STERLING.
In 20,000 shares of £50 each.
Already issued, 15,000 shares of £50 each.

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LIVERPOOL—Manager. Wm. Williamson, Esq.

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JOHN GALLOP, Esq., Assistant Manager.
J. W. CROSS, Esq., 2d Assistant Manager.
Commercial Agents, Messrs. HOWLAND & ASPINWALL.

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LIVERPOOL—The Bank of England.
MANCHESTER—The Bank of England.
INDIA AND CHINA—The Oriental Bank Corporation.
NEW YORK—THE BANK OF AMERICA.

SOLICITORS.

LONDON—Messrs. Cotterell & Sons.
LIVERPOOL—Messrs. Fletcher & Hull.
NEW YORK—Messrs. FOSTER & THOMPSON.

THE BRITISH AND AMERICAN Exchange Banking Corporation,
(LIMITED,)

Having opened offices at No. 63 WALL ST., NEW YORK, is prepared to sell and buy Sterling Bills of Exchange and to issue Commercial and Travelers' Credits, available in all parts of the world. Commercial Credits issued for use in the East Indies, China and Australia, will be upon the Oriental Bank Corporation of London.
Further particulars may be ascertained on application at the office, No. 63 Wall st.

WILLIAM WOOD, Manager.
NEW YORK, August 24, 1863.

EDWARD KING,

(Late of the firm of JAMES G. KING'S SONS,)

OFFERS his services at the Board of Brokers for the purchase or sale of

STOCKS, BONDS AND GOVERNMENT SECURITIES.

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CHAS. A. MEIGS & SON,

BANKERS AND BROKERS,

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PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the side of the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

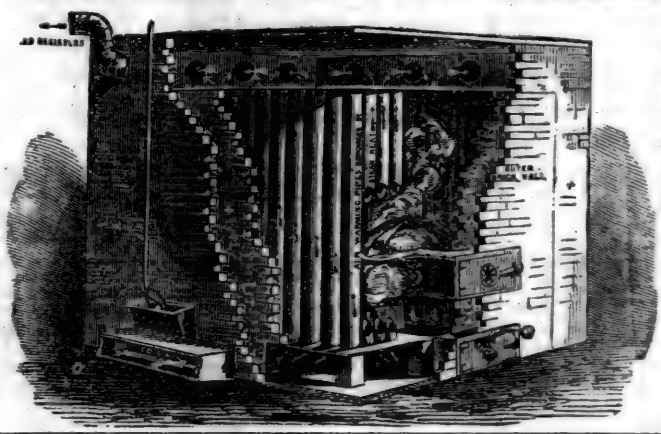
The Light is very strong and brilliant, requiring no reflectors, and **lighting up** the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

For Cars with "raised" or "high" roofs we make these Lamps with brass arms to suspend in any required manner.

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FOR Warming and Ventilating Buildings of all descriptions, Graperies, Greenhouses, etc.

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FRENCH PROPORTIONAL DIVIDERS.
ENGLISH MATHEMATICAL INSTRUMENTS, in Fish Skin, and Mahogany Cases.
FRENCH MATHEMATICAL INSTRUMENTS, in Brass, Double Gilt, and German silver, from $2 to $75 per Case.
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RAILWAY TIRES

MANUFACTURED BY

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By their extreme durability they are more economical than any others, being cheaper at their cost than Iron ones gratis.

THESE TIRES have been furnished to the following American Railways: Erie; Hudson River; Camden and Amboy; Housatonic; Naugatuck; New Haven; Chicago, Burlington and Quincy; Quincy and Toledo; Ohio and Mississippi; Beaver Meadow; Central Georgia; Don Pedro 2nd (Brasil); Grand Trunk, Great Western (Canada); European and North American (N. B); Cleveland and Mahoning; Cleveland, Painesville and Ashtabula.

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PROPELLER BLADES, ETC., ETC., ETC.

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LAP-WELDED IRON BOILER TUBES.

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PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 51 Beekman st., (up-stairs,) New York.

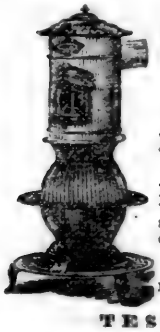
RAILROAD, SHIP, BOAT AND BRIDGE SPIKES,

MANUFACTURED BY THE

NEWARK SPIKE CO.,

Newark Avenue,

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MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any here before used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water street, New York.

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO., ALBANY, November 2, 1863.

THE annual election for Directors of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the ninth.) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS, Secretary.

5t45

The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,



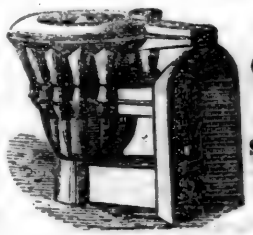
Introduced one year ago, already ranks as the LEADING STOVE for PARLORS, SITTING ROOMS, and all places where a pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

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FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc., WITH AND WITHOUT REGISTERS.

THE MOST POWERFUL HEATERS AND THE Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

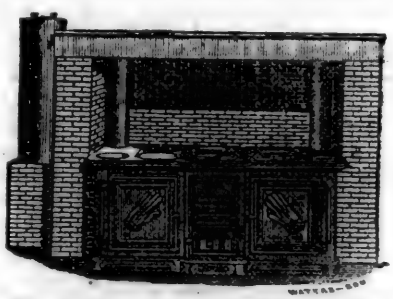
SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water st., N. Y.

BROWNE'S METALLIC WEATHER STRIPS AND Window Bands

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., 412 Broadway, corner of Fulton st.

Local Agents wanted everywhere. 6m11



Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the LARGEST OVENS of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary ECONOMY OF FUEL, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,

239 and 241 Water st., N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 50.] SATURDAY, DECEMBER 12, 1863. [WHOLE No. 1,443, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 12, 1863.

☞ GEO. T. M. DAVIS, 47 Exchange Place, N. Y., has for sale 500 tons 33 lbs. Crawshay's Rail in store; 500 tons do., 50 lbs., and 300 do. 56 lbs., now due; and 3,000 tons 50 and 56 lbs. to arrive. See his advertisement.

☞ Messrs. WILLIAMS & PAGE, 67 Water st., Boston, has for sale a 20-ton second hand Locomotive, of the ordinary gauge, 5 ft. wheels, inside connections, cylinders 15×20. Price $6,000.

☞ The Patent Metallic Weather Strip Co., have removed from 212 to 644 Broadway, corner of Bleecker st.

Coal.—The Reciprocity Treaty.

Some of our cotemporaries propose that Congress shall take off the duties on Liverpool and Nova Scotia coal. Now the fact is that the latter is free of duty already, under the existing reciprocity treaty. The Pictou, which is as good as the ordinary Liverpool, is selling in Halifax at from $3.50 to 4.50 per chaldron, and could be laid down here for $6 per chaldron.

The Australian Steam Service via Panama.

This enterprise appears so far to have been a success. The report of the Directors of the company shows a net profit of 16 per cent. per annum, with a reserve of about $31,000, after all expenses are paid. It appears also that a monthly mail service is to be established between Sydney, New Zealand and Panama. The nature of the contract is thus described in the report:—

"In consideration of a subsidy of £76,000 per annum for five years, the company is to provide four vessels, of not less than 1,250 tons each, and 250 horse-power, for the performance of a monthly service, each way, between Sydney, New Zealand and Panama; three of such ships to be on the station ready to commence the line not later than the 1st of March, 1865, and the fourth within twelve months from that date. The voyage between Sydney and Panama, and *vice versa*, is to be completed in thirty seven days, including a stoppage of not more than forty-eight hours at Wellington, the proposed port of call in New Zealand. The distance between Panama and Sydney, *via* Wellington, is 7,600 nautical miles. The penalties are light being at the same rate per diem as the premium which is to be paid for under-time."

This route will shorten the distance between England and Sydney two thousand miles and save one month in time, which at present is five months by the old route.

It is a melancholy reflection that while the United States have an active Navy of five hundred vessels, likely to be increased to six hundred, that our commerce under our own flag has been driven from the ocean by four or five small rebel steamers, and also that fifteen vessels can run the blockade of Wilmington on a single night, our look out squadron, eight of them, lying at the time, in Beaufort. On board of one of these Admiral Lee recently found all hands asleep. We have long heard that the discipline of our Navy has been running down, but remonstrance is in vain.

Philadelphia and Erie Railroad.

The entire grading of this road from east to west, except five miles, is completed, and by the first of the coming month the rail will be laid on all but twenty-five miles. This gap is in the forest, where there is now some two feet of snow on the ground, and it is therefore impossible to complete the work during the winter. By the 1st of June, however, we are assured the trains will be run through from Philadelphia to the lake.

Outlets to Western Production.—The Canadian Projects.

We have taken all proper occasions to favor the material interests of our Canadian friends, and cheer them on in every undertaking which might advance their commercial relations with the United States, growing more important every day. For in many respects we are one people, and though they prefer a different Government from such as we have selected and are resolved to maintain, yet we have a common ancestry, (at least the majority of both populations have,) with very similar foundations for the polity and prosperity of both. The Canadas are especially one with us in their relations to our great West, for from that region they as well as ourselves draw most of their cereals and other exportable products. They have been running a race with us in securing the Western trade, much to the advantage of all parties, and their railways and rivers derive the best part of their traffic from American sources. It is not surprising therefore, we hear with satisfaction every proposition which has for its object, new outlets to the sea from our fertile regions of the West, believing there is enough business for both, and that our own producers will be gainers by an extended and liberal competion.

The Ottawa Canal is the latest one of the great schemes we have especially favored, and we take occasion to say that a very elegant map of his proposed route, the work of Sir William Logan, an original, apparently from the hands of his engineers themselves, has been sent us by the Hon. John Young of Montreal, which gives a perfect idea of the work to be executed, and would seem to confirm our pre-possessions.

On examining it carefully, however, we perceive the difficulties are by no means as slight as we supposed.

Beginning at Lake Huron, which is 595 feet above the level of the sea, we ascend the French river 77 feet by the aid of 6 locks to Lake Nippising, which is 665 feet above the sea level, thence through Upper and Lower Trout Lakes and the Talon Lake, the latter level requiring one lock of descent. From thence through the Mattawan river to the Ottawa, with which it connects, are fourteen more locks. Thence to the Lake

Chaudiere there are twenty-nine more, and from thence to the head of the Lachine rapids 11 more, the whole descent through these locks being 580 feet, and this added to the natural incline of the currents of the rivers included in the route, probably equals the elevation of Lake Huron as already stated.

We have published in a recent number of the JOURNAL, the report of the engineers as to the method of constructing this magnificent work, its length, and its probable (estimated) cost. It is not necessary to repeat them here.

It has in its favor some of the most influential of the Canadians tatesmen and merchants; but if it is attempted, it will be a work of time and probably not be finished in this generation. When done it will at the best be a long ship canal, and attended with the disadvantages which belong to such works.

In view of all this, a counter project has been suggested by wise and experienced heads, which presents itself as a more immediate and economical method of attaining the benefit of a convenient water communication with the West. This is so ably and clearly suggested in the following letter that we prefer adopting its language to our own. It is from a source that commands attention.

"I do not look with as much favor on this work as you do, and I may say with a majority of the people of Montreal. Some day and soon it will be up for discussion in our board of trade, when the various opinions will be expressed in regard to it. The objection to it is, that its cost will be nearly double any estimate yet made of it; perhaps $40,000,000. This may be reduced, but it will only be at the expense of the permanency of the work, by substituting wood for stone in dams, &c.

My next objection is there will be 154 feet extra lockage on the route compared with that *via* the Welland Canal; viz., the ascent by the French river 77 feet, and with the descent to be made again before you can get down to the level of Lake Huron. Again it is more than half a degree north of the straits of Mackinaw, and it is these straits which determine the opening in spring and the closing in fall of the navigation. Half a degree north, will to that extent lessen the duration of the navigable season.

If you look at the map you will see that after a sailing vessel leaves the straits of Mackinaw with her head to Buffalo, or down the lake, at a point where she would have to diverge to make an intricate channel into French river, she is in comparatively an open sea, where she can sail day and night for some 750 or 800 miles, (with only the interruption of the Welland Canal,) to Oswego or Kingston; say 28 miles of canal. If a propeller, she can pass down to Montreal without using the St. Lawrence Canals. Now there is no navigator who will not say that either of these vessels will be sooner at Montreal, although the distance is 380 miles greater, than it is possible for them to be, navigating such a route as the proposed Ottawa Canal.

Besides taking McAlpine's mode of calculating cost of transportation, the longer way round will be found to be the cheapest; for on such a river as the Mattawan and many parts of the Ottawa, the channel is narrow, and such rivers with the exception of the long reaches must be calculated as canals.

No! the true policy is to make a new Welland Canal below Thorald, lengthen the St. Lawrence locks to 800 feet; make the navigation 10½ feet deep; open up the canal *into Lake Champlain*, and thus bring Boston with her railways into connection with the lake vessels, or propellers of 750 tons burthen, from Superior, Michigan, Erie, &c.

Enlarge your Champlain Canal to a size which will admit the passage of these craft *into the Hudson River*. You then have these vessels of 750 tons at your wharves at New York, reducing the cost of transport between those points to a minimum rate, and by so doing enhancing the value of every bushel of wheat to the Western producer, to all eternity.

While our Canadian Canals would thereby become vastly productive, Montreal with its illimitable water power and its facilities for shipping, would annually become a larger depot for all exportable commodities.

The time may come when the Ottawa Canal will be constructed, but $40,000,000 may be the cost of the one improvement, while $8,000,000 will complete those I have suggested."

Our readers will perceive from the foregoing remarks, that the objections to the Ottawa project are not only well taken, but are conclusive against the idea of immediate construction. On the other hand the enlargement or reconstruction of the canal between Lakes Erie and Ontario, the enlargement of the locks of the St. Lawrence Canals, the construction of a ship canal between the St. Lawrence and Lake Champlain, either by the route of the Chambly, or a new line from Caughnawaga, and finally by the enlargement of the Champlain Canal between the lake and the Hudson river, will open up one of the most magnificent inland water communications known in the whole world. The greatest parts of the distance will be exempt from tolls, so that the Western producer will obtain a much better price for his grain, than he possibly can when transported over long lines of railways or canals.

Our esteemed correspondent does not allude to one fact of great importance which strengthens his general proposition. It is this, that an energetic movement is to be made at the present session of Congress to secure the construction of a ship canal around the Falls of Niagara on the American side. This will undoubtedly be designed on the largest scale, and will render the enlargement of the Welland unnecessary, or the construction of any similar work on the Canadian side.

What the Canadians therefore should do is this: to open their ship canal between the St. Lawrence and Lake Champlain, so as to admit the lake craft at their present size, or even larger.

When a Chicago vessel makes its appearance at Burlington or Whitehall with a full load of Western produce, all the other canals required to complete our lake navigation will be made without a particle of opposition. Not another word will it be necessary to say on the subject. Will not our Canadian friends then go to work as the first step, and make this little ship canal of 11 or 12 miles. After that it will be plain sailing.

In the meantime, the friends of the Champlain Canal on this side the St. Lawrence mean to relax no exertions on their part to carry their project through. The State of New York is able to build it alone. The revenues of the Erie Canal for a single year will defray the cost. The very questionable project of turning the Erie Canal into a ship canal must stand aside for the present. The lake route is the obvious one to be first taken in hand.

The inevitable conclusion then is this. Further outlets to the sea from the lakes are indispensable to the agricultural interests of the West. If a ship canal around Niagara Falls is made; (surveys are now being conducted with reference to renewed efforts in that direction,) if the Canadians increase the capacity of the St. Lawrence Canal, and open the Chamblee Canal so as to pass propellers of 750 tons, that route will be the cheapest and best of all others, attainable, and *the proposed enlargement of the Erie Canal* would be a failure, with millions on millions foolishly sacrificed in vain. On the other hand, if the Canadians open Lake Champlain to the lake trade, which they can do at a small expense, we shall see the best part of it for the present diverted to Boston over their railways. Is New York to stand still under these charges, or ought she not to open the Champlain Canal to the Hudson, and bring all this trade to New York? We commend this view of the subject to the immediate attention of the Executive of the Empire State.

Finances of Ohio.

The receipts of the State of Ohio for the fiscal year ending November 15, 1863, were $6,313,614; the disbursements, $5,361,687; leaving a cash balance in the Treasury of $951,927. The receipts and disbursements during each of the past four years have been as follows:

	Receipts.	Disbursements.
1860	$4,031,147	$8,950,701
1861	5,657,727	5,524,564
1862	6,512,807	6,027,566
1863	6,313,614	5,341,637
Total	$22,515,295	$20,844,468

This shows a decrease in receipts during the past year of $198,693 14, and in expenditures of $667,879 98. The State debt, in round numbers, is a little less than thirteen and one-half million dollars, having been reduced during the past six months one hundred and twenty thousand dollars. Twelve millions of the debt are classed as foreign, and one million as domestic.

Philadelphia and Reading Railroad.

On Wednesday, December 2, the directors of the Philadelphia and Reading Railroad Company declared a dividend of seven per cent., clear of State tax, on the common stock, payable in common stock on and after the 31st December inst., to the holders thereof, as they shall stand registered on the books at the close of business on the 17th instant.

The net profit to the treasury, on the business of the road for eleven months, was $2,878,942 70, and for the twelve months of the official year the net profit will exceed $3,300,000.

For the official year ending November 30, 1862, the whole interest account amounted to only $742,381 00. And "after deducting all expenses, including Renewal Fund and interest on the bonds, the net profits were $1,353,393 81, equal to 11.72 per cent. on all the outstanding stock, common and preferred." For 1863 the net profit will be more than a million and a quarter of dollars in excess of the net profit of 1862, and will be equal, after payment of interest on all debts and divi-

dend on preferred shares, to more than twenty per cent. on the common stock.

In lieu, however, of distributing the dividend fund among the share-owners, the policy of providing for the cancellation of the mortgage loans, as they mature, has been adhered to. And hence the purchase of bonds for the Sinking Fund diminish the outstanding funded debt, whilst dividends payable in stock increase the number and amount of capital shares. But as the Dividend Fund is only in part divided, the bonds are retired faster than the shares are issued.

A steadfast adhesion to this policy will enable the company to pay off, one by one, all its unconvertible loans; and as the holders of the convertible loans—which mature six years subsequent to the unconvertible loans—will take care, on the cancellation of the prior liens on the road, to convert their bonds into shares, the policy adopted has an encouraging show of success, and the shareholders of the Philadelphia and Reading Railroad have a prospect of enjoying in time not remote, an annual distribution of the whole dividend fund of each year.

On the 12th of January, 1863, the capital and debt of the Company was in these amounts, to wit:

Stock			
Preferred stock			$9,997,129 61
Loans:			
5 per ct.	L. Bonds,	1836-'37, unconvert.	1,551,800 00—$11,548,929 51
6 "	"	1836-'80, "	$103,000 00
6 "	"	1842-'80, "	192,000 00
6 "	"	1849-'70, "	3,084,600 00
6 "	"	1861-'71, "	273,000 00
6 "	"	1843-'80,	$976,800 00
			554,500 00
			1,531,300 00
6 "	"	1844-'80, unconvert.	863,000 00
6 "	"	1848-'80, "	124,000 00
6 "	"	1819-'60, "	83,000 00
6 "	"	1857-'86, convertible,	3,417,000 00
7 "	"	1856-'86, "	1,470,000 00
			$11,445,900 00
Bonds and Mortgages on Real Estate.			590,200 00— 12,036,100 00
Total amount of Stock and Debt			$23,685,029 51
Net profit for 1863 will exceed			$3,300,000 00
Int. for 1 year on $12,036,100 00 at 6 per ct.			$722,166
Do. do. $11,548,929 51 at 22 per ct.			2,530,764—3,252,930 00
Surplus over interest and 22 per cent on shares			$47,010 00

As to the construction account, that will only be enlarged so long as the growth of business requires additional equipments and appurtenances. No purchase is charged more than once to construction account. And every item properly chargeable to construction account, that is paid out of income and charged to expenses, swells and strengthens and gives greater value to the assets or property of a corporation.

A re-distribution of Philadelphia and Reading Railroad shares from present holders who deal in them for speculation, to investers who would hold them for income from dividends, would give them greater stability of price in the market.

For the official years ending, respectively, Nov. 30, 1863, 1862 and 1861, the quantity of coal carried over the Philadelphia and Reading Railroad was in these quantities, to wit:

For year ending—	Tons. Cwt.	Increase. Tons. Cwt.
Nov. 30, 1861	1,639,535 00	
" " 1862	2,305,428 01	605.893 01
" " 1863	3,064,644 18	759,216 17
Increase in last two official years (87 per cent.)	1,425,109 18	

The coal equipment of the road at the end of the official year was equal to the movement of over three and a half millions tons in a year; for, in the three months or thirteen weeks between Thursday August 27 and Thursday November 26, there were carried over the road 912,602 tons of coal, equal to a weekly average of 70,430 tons.

Meantime, a large additional coal equipment is being provided for the road; so that, in the busy and heavy months of the present official year, which commenced the first instant, the road will average 80,000 tons of coal per week. Well we know, it may be said that, the market may be overstocked, whereupon the demand will diminish and the tonnage perhaps decrease; but in answer to this we may say that, the production of the Mahanoy coal field is sure to increase, and, if the market will not bear increase of production, why, then, the collieries which enjoy fewer advantages and facilities than the collieries in the Mahanoy basin, will be constrained to diminish their product.

But annual consumption is in larger quantity of tons from year to year; and as the Philadelphia and Reading Railroad is in position to increase its tonnage to the capacity of its coal equipment, the reader must not be surprised if the coal tonnage of the Philadelphia and Reading Railroad for 1864 exceed three and a-half millions tons, and in 1865 four millions tons!

The Philadelphia and Reading R. R. has in fact increased its coal tonnage in the last two years in measure surpassing the aggregate tons carried in a year on any other coal route to the general market.—*U. S. R. R. and Mining Register.*

Military Railway Engineering.

One of the most extraordinary examples of the skill of our American Railway Engineers, was given recently in the reconstruction of the Orange and Alexandria Railroad. When Gen. Lee made his last advance, it was evidently for the purpose of destroying this line of communication, and to secure his winter quarters from disturbance. The cuts were filled with cedar trees, rocks, dirt, bent iron rails, and every other thing which could constitute a tangled mass of materials most difficult to remove; embankments were found thrown down, every culvert blown up, every bridge burned, and all else accomplished which could ensure destruction intended to be irreparable. And yet following right on their heels—as it were—the Construction Corps moved onward after them, almost making sport of labor, as everything was brought back to more than its former good condition. In the short space of seven days they built eleven and a quarter miles of road, cutting from the woods, twenty-nine thousand seven hundred cross-ties for the purpose, and they constructed in the same time six hundred and fifty-three feet of trestle bridges, varying from twenty to sixty feet in height. The remainder of the destroyed road has been repaired in almost a similar spirit.

For this splendid achievement the Government was indebted to Colonel D. C. McCallum, the Chief of Military Railroads in the United States, and his able Chief of the Construction Corps, and "Chief Engineer of Railroads in Virginia"—Adnah Anderson, Esq.

The Atlantic and Great Western Engineers who constructed 200 miles of road in seven months, and those of the Union Pacific Eastern Division, who will have completed 40 miles in three months, must acknowledge themselves second to Col. McCallum and Mr. Anderson.

☞ A meeting was held in Boston on Wednesday last, in the rooms of the Board of Trade, preliminary to a larger one, which indicates the intention of the capitalists of that city to establish a line of steamers of their own to run to Liverpool. An act of incorporation for that purpose was obtained from the Legislature last winter, incorporating Messrs. E. S. Tobey, Amos A. Lawrence, James M. Beale, and others.

New York Canals.

The quantity of flour, wheat, corn and barley, left at tide water, from the commencement of navigation to the 30th of Nov., inclusive, during the years 1862 and 1863, was as follows:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1862	1,596,400	31,152,500	21,876,600	2,019,600
1863	1,410,000	21,078,200	20,553,400	2,798,700
Dec	186,400	10,074,300	1,323,200	*779,100

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a deficiency equal to 2 201,260 bbls. flour.

The receipts at tide water of the principal articles of produce, from the opening of the canals, to and including the 30th of Nov., in the years indicated were:

Canal opened.	1861. May 1.	1862. May 1.	1863. May 1.
Flour, bbls	1,418.200	1,596,400	1,410,000
Wheat, bu	28,822.000	31,152,500	21,078,300
Corn, bu	22,058,200	21,875,600	20.553.400
Barley, bu	1,985,500	2,019,600	2,798,700
Oats, bu	5,449,900	5,817.400	11,289,400
Rye, bu	841.300	730,400	400,900
Beef, bbls	19,700	54.000	57,200
Pork, bbls	9,700	176.700	229,800
Bacon, lbs	606,200	5,936,000	3,624,900
Butter, lbs	3,552,600	5,455,300	4,939,600
Lard, lbs	1,029,200	9,315,100	20,082,800
Cheese, lbs	9,622,200	8,215,200	9,006,600
Wool, lbs	1,705,300	1,740,300	388,800

Interest on the Public Debt of Indiana.

It will be seen from the following card from Gov. Morton of Indiana that the over-due July and maturing January interest on the public debt of that State is to be paid in this city—the July interest in a few days and the January as soon as due:

To the Public.—Messrs. Winslow, Lanier & Co. will pay at their banking-house in the City of New York, the interest on the Indiana five and two and a half per cent stocks, which fell due on July 1 last, and that which will fall due on Jan. 1. next.

The failure to pay the interest in July was not caused by the want of money. The money was in the State treasury for that purpose, and still is; but the State Auditor and Treasurer refused to remit to New York, alleging the absence of a technical appropriation. In June last I concluded an arrangement with Messrs. Winslow, Lanier & Co. for the payment of the July interest. They notified the agent of State in New York, John C. Walker, elected by the late Legislature, that they would pay the interest, and, to enable them to do so, requested a list of the stockholders to be taken from the books of the agency.

This he refused to furnish. They then notified him that they would pay his checks issued to stockholders for their interest, in the manner in which the payments have always been made, and exonerate him from all personal liability whatever. He refused to avail himself of the offer, and suffered the interest to go unpaid. They could not safely go forward and pay it in the absence of the required list.

I have taken steps to prepare what is believed to be a correct list from other sources, which will be completed in a few days, when the payment of the July interest will be proceeded with at once. Notice of the day when payment commences will be given by Messrs. Winslow, Lanier & Co. I have appointed J. H. Gapen, Esq., who was clerk in the office of the State Agent, under Col. Hudson, to assist them in making the payments.

The State of Indiana has made ample provision for the payment of the interest on all her stocks, and the money is in the treasury for that purpose,

but is withheld as above stated, and this arrangement has been made, and the money advanced by Messrs. Winslow, Lanier & Co., for the credit of the State.

O. P. Morton, Governor of Indiana.

Indianapolis, Dec. 6, 1863.

Duties of Carriers in Relation to Delivery of Goods.

Carriers are sometimes placed in an embarrassing position by the conflicting instructions of the consignor and the consignee. They have no means of knowing which is the real owner of the goods, and unless the dispute could be settled on some other basis than that of ownership, serious injustice would be done in many cases.

The question having come before the Court of Exchequer in England, it has decided that the carrier must obey the directions of the consignee in preference to any others.

This decision was rendered in the case of Bartlett *vs.* The London and North Western Railway Company, argued before a full bench.

The plaintiff was a farmer at Whitfield near Brackley; the defendants, carriers along their railway from Brackley to Birmingham. On the 29th of December 1860, the plaintiff verbally sold to Badger, a miller at Birmingham, twenty eight quarters of wheat at 54s. 8d. per quarter according to sample, to be delivered to Badger at his mill at Birmingham, carriage paid on; and sent the wheat to the defendants' station at Brackley for that purpose.

Badger's mill is situated at a distance of about two miles from the defendants' station at Birmingham, and the plaintiff on delivering the wheat to the defendants, paid to them the "station to station rate," as it is termed, of 8¾d. for the carriage to Birmingham, and an additional charge of 1s. 6d. for the carriage of it by van to the consignees' mill.

The wheat was delivered to the defendants at Brackley on the 31st day of December. It was dispatched on the following day, and arrived at Birmingham in due course on the same day.

Badger was in the habit of having large quantities of grain sent to the Birmingham station, consigned to him, and in consequence of his large business and deficiency of warehouse room at his own mill, he gave instructions from time to time to the railway company at Birmingham, that no wheat arriving for him at the Birmingham station was to be sent up to his mill, until he had been advised of it, and had given written orders for it to be forwarded.

The last of such notices was delivered by Badger to the company on or about the 24th day of May, 1859. It was signed by Badger's clerk, and was posted up in the office of the clerk of the department at the railway station at Birmingham and was as follows:

May 24, 1859.

"London & North Western Railway Company.

"We have sent you instructions several times not to deliver any grain to our mill, unless you have received our written order for the same; no matter whether paid delivered or not. You have again this morning delivered the lot of Biddles' contrary to these orders. We beg to inform you that we shall in all cases return to the station any wheat delivered in this way from this time.

"For John & Thomas Badger.

"Geo. E. Doughty."

In consequence of these instructions, the usage and course of business, between Badger and the defendants, was for defendants to advise Badger of the arrival for him of any grain at their station, and not to deliver the same at Badger's mill until they had received instructions from him to do so.

On the arrival of the wheat at the Birmingham station as above mentioned, the defendants' clerk, whose duty it was, advised Badger by post on the same evening, that the wheat in question consigned to him had arrived at the station and remained there at his risk.

On the 2nd or 3rd of January a person in the employment of Badger called at the station in consequence of this advice, and examined the wheat. He took a sample from each of the sacks, and remarked to the company's servant: "This is rather a roughish lot, John," but he gave no orders or instructions with regard to it. The defendants did not make to Badger any charge for demurrage or warehousing. The defendants heard nothing further respecting the wheat, until the 4th March, and it remained with the defendants at their station from its arrival until that day.

The plaintiff finding that Badger refused to take the wheat, a correspondence ensued between the plaintiff and the company in which plaintiff required compensation from the company, which they refused, and in reference to such claim the company on the 19th February, wrote to plaintiff's solicitor reminding the plaintiff that the wheat was still at Birmingham waiting the order of the plaintiff, and adding that, if not removed without further delay, rent would be charged for warehousing.

On the 4th March, a person in the employment of the plaintiff came and looked at the wheat, and found it had detereorated from having remained so long in the sacks without having been dried. He took samples of it and offered it for sale in the Birmingham market, but he could get no higher price offered for it than 40s. per quarter, and he consequently gave the defendants an order to return it to the plaintiff at Brackley, and he paid the carriage of it from Birmingham back to Brackley when the plaintiff again received it, dried it, and worked it up with other wheat, the plaintiff said that the wheat when it came back to him was not worth more than 40s. per quarter.

Upon these facts the Judge directed the Jury that the defendants were the agents of the plaintiff paid by him to carry his goods to Badger's mill at Birmingham, and that the defendants were liable to the plaintiff for their omission to deliver it, and for the damage arising from the detereoration of the wheat while in their custody. That as between the plaintiff and the defendants there had been no delivery of the wheat by the defendants to the consignee, so as to terminate their liability, and that the difference between the value of the wheat when it was sold by the plaintiff, and the price it would fetch in the market at the time when it was again returned into his hands, was the proper measure of damage that the plaintiff had sustained by the neglect of the defendants to deliver the wheat at the mill, upon its arrival at their station in Birmingham. The Jury found a verdict for the plaintiff for the full amount claimed.

The defendants being dissatisfied with the determination and direction of the county court Judge in point of law, appealed therefrom to this court.

Pollock C. B.—Said the subject has been ably discussed; but it seems to me that the judgment of the court below was wrong, being founded on a notion that the carrier was bound to deliver the wheat at the mill notwithstanding the distinct and positive order of the consignees not to deliver it there. It is clear that a consignee may receive the goods at any stage of the journey, and although the consignor directs the carrier to deliver them at a particular place, there is no contract by the carrier to deliver at that place and not elsewhere. The contract is to deliver there unless the consignee shall require the goods to be delivered at another place. Here the wheat was delivered at the place where the consignee desired it to be delivered and therefore the carrier is not liable.

Bramwell B.—I am of the same opinion; I cannot think that the contract between the parties, is not only an affirmative contract to deliver at the mill, but also a negative contract not to deliver elsewhere. It would probably create a smile anywhere but in a court of law if it were said that a carrier could not deliver to the consignee at any place except that specified by the consignor. The goods are intended to reach the consignee, and provided he receives them it is immaterial at what place they are delivered. The contract is to deliver the goods to the consignee, at the place named by the consignor, unless the consignee directs them to be delivered at a different place. That being so, all difficulty arising from the Statute of Frauds is at an end. If indeed it could be shown that the consignor would be prejudiced by a delivery at any other place than that named, there might be some reason for implying a contract to deliver at that precise place and no other. But still I should think that immaterial, for how can a carrier's liability be affected by the consideration whether or no there was a written contract between the consignor and the consignee? It seems to me that in no point of view is it material to inquire whether the consignor can maintain an action against the consignee. But I cannot help thinking that the consignor is not worse off than he would have been if the contract had been strictly performed, because whatever right of rejection the consignee had, or within whatever time he was bound to reject, he has neither more nor less than he would have had if the wheat had been delivered at his mill. For these reasons I think the appeal should be allowed.

Channell, B.—I am also of opinion that the appeal should be allowed. The contract is in terms, to deliver at the mill of the consignee; but I think for the reasons already given, that it did not bind the carrier to deliver at that place and no other, or prevent him from holding the wheat in his warehouse for the consignee. The contract on the part of the carrier is, not that the consignee shall accept, but that the carrier shall deliver. I do not mean to express a decided opinion, but I confess that at present I do not understand how the right of the consignor to maintain this action can be affected by the fact of the goods being above the value of 10.2., and the absence of a written contract; although the consignor may possibly have some difficulty in maintaining an action against the consignee by reason of the Statute of Frauds.

Wilde, B.—I am of the same opinion. I think that a consignee may at any time dispense with the delivery which the consignor has contracted

for with the carrier at a particular place by receiving the goods which are the subject of the contract, at some other place. That indeed was scarcely deemed as a general proposition, and much absurdity would follow if it were not so. Suppose that instead of the goods being delivered at the mill, the consignee as in this case desired the carrier to retain them at the station, and that they remained there six months, but aftewards at the desire of the consignee were delivered to him.

If during the six months the goods were injured would it not be monstrous to hold that the carrier who had kept them at the request of the consignee, should be responsible to him or the consignor. It would be contrary to common sense and justice if any such doctrine prevailed.

I therefore think that the consignee has the power of ordering the goods to be delivered to him at any place. Then it is said that though he may have that power, if he exercises it before the goods arrive, that is different from exercising it afterwards. I confess I cannot see the distinction. Then it is said that the rights of the consignor are affected by the non-delivery of the wheat at the place where he directed it to be delivered. I do not think they are. If the consignee accepts the goods, his rights and liabilities as regards the consignor are precisely the same whether he accepts them at his mill or at the station. I think that the consignor is under no such difficulty as that suggested, and even if he were, it would not affect the question whether the carriers' contract was performed.

Judgment of non-suit.

Railroads of Missouri.

The St. Louis *Republican*, speaking of the Railroads of Missouri says:

They are now doing an unusual amount of business, and it is to be regretted that they have not rolling stock sufficient to accommodate it as it is offered. We learn that at Dresden, on the Pacific road, there are two hundred car-loads of stock awaiting transportation. The rolling stock of this company is taxed to its utmost capacity, but is found, at this season of the year, not to be equal to the demands upon it. On the North Missouri road there is business for one hundred additional cars, if the company had them. The company built cars and ordered locomotives to the extent of its ability the past summer, but has not yet rolling stock enough for its business at this season of the year. It has just received from the East a splendid freight engine, which bears the name of our respected fellow-citizen, Col. John O'Fallon. Three other locomotives of the first quality will soon be here for the use of this company. Although the earnings of our railroad companies this year exceed greatly those of the last, yet owing to the increased price of labor and materials in operating the roads, their net earnings are not in the proportion of the increase of business. It will be interesting just now to show the comparative earnings of the North Missouri road for the past three months with the same months in 1862:

	1862.	1863.
September	$23,618	$49,112
October	30,185	53,506
November	35,084	61,395
Total	$88,887	$164,013

Increase, 85 per cent. over 1862.

The increase would be considerably greater than it is if the company had sufficient rolling stock to do the work. With this road extended up the Missouri Valley and to Iowa, who can doubt that it would at once become an interest-paying road.

Lehigh Valley Railroad.

The extension into the Wyoming Valley. The corps of Lehigh Valley engineers, under the direction of Mr. Mercur, are busily employed in prospecting the mountain for a feasible route by which to get into the valley. It is said they have pretty much decided upon occupying a notch that comes in favorably in Newport.

Our readers may therefore confidently expect within a reasonably short time to have a direct line for their coal and other products, down the Lehigh, without change of cars or transhipment to Philadelphia. It is now announced that the Penn. Haven and White Haven branch will be completed by the first of April.—*Luzerne Union Nov.* 25.

Warren and Tidioute Railroad.

J. Y. James, Esq., President of this road, has just returned from Philadelphia, and informs us that the portion of the road between this place and Tidioute has been contracted to responsible parties, and that the work will be commenced as early as New Years, and be completed to Tidioute, and the cars running, early in the Spring.—*Warren Ledger.*

Wilmington and Weldon Railroad.

The Richmond *Enquirer* of 24th of November says that "the report of the Wilmington and Weldon Railroad, for the year ending the 30th of September, shows the receipts to have been $1,402,834 and the expenditures $493,178, leaving $809,452 as the net earings. The whole foreign debt of the company is $83,000, for the payment of which provision has been made in Confederate bonds and cotton. One thousand tons of iron will be required for the repairs of the road during the current year."

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Dec. 4, 1863, was as follows:

Passengers	$21,536 54
Freight and live stock	40,366 60
Mails and sundries	1,243 17
Total	$63,146 31
Corresponding week of 1862	62,650 85
Increase	$495 46

The earnings of the Grand Trunk Railway for the week ending November 28, 1863, were:

Passengers	$26,743 60
Freight and live stock	75,330 18
Mails and sundries	5,518 00
Total	$107,591 78
Corresponding week, 1862	112,735 19
Increase	$5,143 41

The earnings of the St. Louis, Alton and Terre Haute Railroad the first three weeks of November have been as follows:

	1862.	1863.
1st week of November	$28,856	$20,463
2d " "	27,727	34,019
3d " "	29,638	32,192
Total	$86,221	$86,674

The approximate earnings of the Marietta and Cincinnati Railroad, in the 4th week of November, 1863, were:

Passengers	$5,223 70
Freight	14,057 70
Mail express and telegraph	868 71
Total	$20,150 11
Same week, 1862	15,353 07
Increase	$4,797 04
Total November, 1863	$76,783 85
" " 1862	55,257 12

The earnings of the Chicago and Alton Railroad for the 4th week of November, 1863, were:

	1863.	1862.
Passengers	$12,391 75	$8,310 14
Freight	28,523 64	18,543 81
Sundries	1,482 02	1,197 80
Total	$42,397 41	$28,051 71
Increase	14,345 66	

From Jan. 1st, to Nov. 30th—

	1863.	1862.
Passengers	$597,736 63	$382,499 92
Freight	962,639 31	660,528 66
Sundries	69,484 08	45,648 07
	$1,629,860 02	$1,088,676 65
Military to Oct. 31.	53,747 13	149,320 58
Total	$1,683,607 15	$1,237,997 23
Increase	$445,609 92	

The earnings of the Galena and Chicago Union Railroad for the 4th week of Nov., 1863, were:

Freight	$49,086 58
Passengers	11,234 41
Mails	1,300 00
Total	$61 624 99
Same week, 1862	34,191 35
Increase	$27,433 64

The earnings of the Milwaukee and Prairie du Chien Railroad for the 4th week in Nov., 1863, have been:

From Freights	$25 564 58
" Passengers	10,579 86
" Mails and rents	939 77
Total	$37,084 21
Same week, 1862	25,483 50
Increase	$11,600 71
Total from January 1, 1863	$1,134,314 41
" " 1862	1,101,898 56
Increase	$32,445 85

☞ A proposition is on foot to construct a railroad from the city of Cairo through the Western counties of the "Egyptian" section of Illinois, and to connect with the Belleville and St. Louis Railroad at the first named place. This road would stretch through a section rich in Agricultural resources and coal veins, which require an enterprise of this description to develope.

Dighton and Somerset Railroad.

The Dighton and Somerset Railroad Company, recently held a meeting, elected persons to fill vacancies existing in their board of direction, and intimated their purpose to petition the General Court for authority to build a bridge across Taunton river at Somerset, the new line to intersect the Old Colony at that point, and also for permission to extend their road from its proposed northerly terminus at Taunton, through that town, Raynham, Easton, Stoughton and Randolph, intersecting the Old Colony and Newport road again at or near South Braintree station. By the realization of this project the distance by rail between Boston and Fall River will be lessened about five and one-half miles, and between Boston and Taunton about four miles.—*Boston Journal.*

Lackawanna and Bloomsburg Railroad.

A Third Rail from Scranton down the Susquehanna Valley.—The third rail on the Lackawanna and Bloomsburg Railroad will be laid over the entire length of the road in a week or two, so that cars loaded either at Northumberland or Scranton can traverse the whole distance without transhipment. A train can be loaded at any point on the road, and go direct to Philadelphia. The great increase of business and the demand of the coal trade has rendered this change necessary.—*Luzerne Union.*

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6		----
" " " (new pref.)	554,000	6		----
Buffalo, N.Y. & Erie (guarantied)	850,000	7		----
Camden & Atlantic (preferred)	620,800	7		21
Catawissa (preferred)	1,150,000	7		30½
Cheming (guarantied)	380,000			
Cayuga & Susquehanna (guarantied)	343,500			
Cheshire (preferred)	2,017,825	7		50½
Chicago & Alton (preferred)	2,464,336	7		93
Chicago & Northwestern (pref.)		7		60
Cochecho (preferred)	177,780	8		
Ct. & Passumpsic Rivers (guarant.)	49,200	6		
" " " (preferred)	633,000	6		49½
Cumberland Valley (1st preferred)	241,900	8	8	
" " " (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,982,180	7		72
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & Williamsport (preferred)	500,000			54
Erie (preferred)	8,535,700	7	7	101½
Hannibal & St. Joseph (preferred)	5,309,128	7		41
Harrisburg & Lancaster (guarant'd)	1,182,100	7		
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	830,000	7		
Kennebec & Portland (preferred)	247,000	6		
" " (new pref.)	125,000	6		
Lackawanna & Bloomsburg (pref.)	500,000	7		
Marietta & Cincinnati (1st preferred)	5,105,384	7		66
" " (2d preferred)	3,424,169	7		50
Michigan S. & N. Indiana (guar.)	2,893,600	8		131½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	109
" " " (2d pref.)	1,014,000	7	7	87
Milwaukee & St. Paul (preferred)	2,235,000	7		
New Haven & Northampton (guar.)	1,010,000		4	
New York & Harlem (preferred)	1,500,000	8		110
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	
Paterson & Hudson (guaranteed)	630,000		3	
Paterson & Ramapo (guarantied)	248,000		5½	
Peoria & Bureau Valley (guarant'd)	1,200,000		6	
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000		10	
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7		85½
Pittsfield & North Adams (guar.)	450,000	6	6	
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	
Rutland & Burlington (preferred)	382,700	8		
" " (preferred)	698,176	6		
St. L., Alton & Terre Haute (pref.)	1,500,000	6		76
Toledo & Wabash (preferred)	928,200	7		75
Troy & Greenbush (guarantied)	274,400	6	6	
Vermont & Canada (guarantied)	1,000,000	8	8	
Warren (guarantied)	1,307,750	7	7	
White Mountains (guarantied)	200,000	5	5	
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	101½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	103
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Pennsylvania:					
1st Mortgage	772,000	7	J. & J.	1865	----
Interest Certificates	161,300	6	" "	1868	----
Lehigh Navigation					
1st Mortgage	829,172	6	M. & S.	1870	106½
Unsecured bonds	2,773,729	6	J. & J.	'63-'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	105
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	101½
2d Mortgage	3,980,670	6	J. & J.	1882	90
Improvement	568,500	5	M. & N.	1876	89
Susquehan'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest bds.	227,539	6	" "	1878	25
Union, (Pa.):					
1st Mortgage	2,500,000	6	M. & N.	1883	26
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	100

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
Canal and Navigation Stocks:	$	$	pc	$
Chesapeake and Delaware	100	1,343,563	—	74½
Chesapeake and Ohio	100	8,223,595	—	----
Delaware Division	100	1,633,550	—	40
Delaware and Hudson	100	7,500,000	7	170
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				----
Lehigh Navigation	50	2,500,000	6	50
" " (scrip)	50	1,808,000	6	49
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	70
" (preferred)	100	1,175,000	10	136
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	18
" " (preferred)	50	2,722,607	—	32½
Susquehanna and Tide Water	50	2,048,260	—	15½
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	110½
Wyoming Valley	100	500,000	6	82
Steamship and Transit:				
Central American Transit	----	----------	---	29½
Nicaragua Transit	----	----------	---	2½
Pacific Mail Steamship	100	4,000,000	---	214½
Union Steamship (Boston)	----	----------	---	159½
Express:				
Adams'	100	2,000,000	---	----
American	500	1,000,000	---	----
National	100	250,000	---	----
Overland Mail	100	500,000	---	----
United States	100	800,000	---	----
Wells, Fargo & Co.	100	1,000,000	---	----
Telegraph:				
American	100	1,600,000	---	----
Atlantic	----	----------	---	----
Insurance Stocks:				
Ætna Fire	50	200,000	---	----
Columbian (Marine)	100	500,000	---	----
Mercantile Mutual	100	600,000	---	----
New England Mutual (Life)	----	----------	---	----
Washington (Fire)	50	400,000	---	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	---	----
New York Life Insurance & Trust	100	1,000,000	---	----
United States Trust	100	1,000,000	---	----
Land and Improvement:				
Boston Water Power	----	----------	---	47
Boston and Roxbury Mill	----	----------	---	60
Canton (Baltimore)	100	5,000,000	---	32½
Cary Improvement	5	300,000	---	9¾
East Boston	----	----------	---	13
Essex (Boston)	100	1,000,000	---	89
Waverly (Boston)	----	----------	---	2½
Gas-Light:				
Baltimore	100	----------	8	----
Boston	500	1,000,000	---	850
Brooklyn	25	2,000,000	---	----
Cincinnati	----	----------	---	----
City (Brooklyn)	----	----------	---	----
Citizens' (Brooklyn)	20	----------	---	128
Hartford	----	----------	---	----
Jersey City and Hoboken	----	----------	---	----
Manhattan, N. Y. (stock)	50	4,000,000	---	272
" " (scrip)	37½	----------	---	239
Maryland (Baltimore)	25	----------	---	----
Metropolitan, N. Y.	100	----------	---	134
New Haven	----	----------	---	----
New York	50	750,000	---	----
Philadelphia	----	----------	---	----
Pittsburg	----	----------	---	----
St. Louis	----	----------	---	----
Southwark (Philadelphia)	----	----------	---	----
Williamsburg	50	----------	---	----
Unclassified:				
American Coal	25	1,500,000	---	94
American West India	100	1,000,000	---	----
Baltimore Coal	100	----------	---	----
Baltimore and Cuba Smelting	100	----------	---	145
Central Transportation	----	----------	---	----
Cherry Run Petroleum	----	----------	---	9
Cumberland Coal (preferred)	100	5,000,000	---	81
George's Creek Coal and Iron	100	1,000,000	---	72
Gold Mining of Colorado	----	----------	---	----
Hazleton Coal	50	----------	---	----
Hudson River Bridge	100	----------	---	----
Mariposa (gold)	100	10,000,000	---	35
Metropolitan Coal	100	----------	---	----
New Almaden (quicksilver)	----	----------	---	----
New Jersey Zinc	100	1,200,000	---	----
Pennsylvania Coal	50	3,200,000	---	180
Quicksilver	----	----------	---	63
Santa Clara (quicksilver)	----	----------	---	7½
Santa Rita (silver, copper, and lead)	----	----------	---	----
Sonora Expl. & Mining (silv. & cop.)	----	----------	---	----
West India Cotton	100	100,000	---	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Div'ds last year.	Market price p.sh.
Acton (copper)	----	2½	200,000	----	4½
Adventure (copper)	----	----	----------	----	----
Albany and Boston (copper)	----	11½	20,000	----	13½
American and Mexican Silver	----	----	----------	----	----
Algomah (copper)	----	----	20,000	----	2
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	----	20,000	----	5
Balt. and N. Carolina (copper)	----	5	----------	----	20
Bay State (copper)	----	----	20,000	----	19
Bedford (copper)	----	----	20,000	----	9½
Black River (copper)	----	----	20,000	----	52c
Bohemian (copper)	----	7½	20,000	----	9½
Bucks County (lead)	----	----	----------	----	1½
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	90c.	20,000	----	1½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----------	----	----
Central (copper)	----	5	20,000	----	57
Chaudiere (copper)	----	5	20,000	----	3½
Columbian (copper)	----	4½	20,000	----	8½
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	11
Copper Falls (copper)	----	25½	20,000	----	29½
Dacotah (copper)	----	----	20,000	----	6½
Dana (copper)	----	----	20,000	----	4½
Doylestown (copper)	----	----	----------	----	----
Dudley (copper)	----	----	20,000	----	4½
Eagle River (copper)	----	----	20,000	----	6½
Everett (copper)	----	----	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	----	----------	----	7½
Flint Steel River (copper)	----	----	20,000	----	10
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	8	20,000	----	48
French Creek (copper)	----	----	100,000	----	----
Gardner (copper)	5	5	20,000	----	1½
Grand Portage (copper)	----	----	20,000	----	----
Great Western (copper)	----	----	20,000	----	4
Guilford (copper)	----	5	20,000	----	60c.
Hamilton (copper)	----	----	20,000	----	4½
Hancock (copper)	----	4½	20,000	----	13
Hanover (copper)	----	----	20,000	----	8½
Highland (copper)	----	----	20,000	----	6
Hilton (copper)	----	----	----------	----	----
Humboldt (copper)	----	----	20,000	----	7
Huron (copper)	4	12½c	20,000	20	31½
Indiana (copper)	----	----	----------	----	----
Isle Royale (copper)	----	16½	20,000	----	23½
Jefferson (copper)	----	----	----------	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	----	20,000	----	9
Madison (copper)	----	----	20,000	----	5½
Mandan (copper)	----	----	20,000	----	3½
Manhattan (copper)	----	----	20,000	----	4
Mass (copper)	----	----	20,000	----	----
Menard (copper)	----	3½	20,000	----	13
Minnesota (copper)	----	3½	20,000	----	70
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	30
Native (copper)	----	----	20,000	----	2½
Naumkeag (copper)	----	----	20,000	----	5½
New England (copper)	----	----	20,000	----	3½
North Cliff (copper)	----	2½	20,000	----	6½
North State (copper)	----	5	20,000	----	9½
North Western (copper)	----	----	20,000	----	10
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	----------	----	----
Ogima (copper)	----	----	20,000	----	3½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	----	102,000	----	30c.
Pennsylvania (copper)	25	2½	20,000	—	5
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3½	20,000	----	64
Phœnix (copper)	----	10	20,000	----	27
Pittsburg and Boston (copper)	----	5½	20,000	----	86½
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	2½	20,000	----	7½
Prince of Wales (copper)	----	----	----------	----	----
Providence (copper)	----	----	----------	----	----
Quartz Hill (gold)	----	----	----------	----	20½
Quincy (copper)	----	10	200,000	----	96
Rockland (copper)	----	5	20,000	----	17
Saginaw (saline and mineral)	----	----	----------	----	----
St. Mary's (copper)	----	----	----------	----	9½
Shawangunk (lead)	----	5	110,000	----	----
Sheldon (copper)	----	----	----------	----	----
Silver Hill	----	5	----------	----	----
Silver Valley	----	5	----------	----	10
South Side (copper)	----	1½	20,000	----	5½
Springfield (copper)	----	5	20,000	----	2½
Star (copper)	----	----	20,000	----	6½
Superior (copper)	----	4	20,000	----	10½
Toltec (copper)	----	19	20,000	----	3½
Tremont (copper)	----	----	20,000	----	4½
Union (lead)	----	----	----------	----	50c.
Vermont (copper)	5	----	----------	----	----
Waterloo (copper)	----	----	20,000	----	1½
Wickham (copper)	----	----	20,000	----	75c.
Wickopee (copper)	----	5	100,000	----	4½
Winthrop (copper)	----	----	20,000	----	6½
Wyandotte (copper)	----	----	----------	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalent in single track.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,000	5,600	4	....	49
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	69,200	—	760	69,580	9,225	13½	....	65
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,051	445,800	150,000	74	58,622	58,622	9	....	124
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.33	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	—	Lynn and Boston	195,810	86,000	50,000	55,547	61,935	501	—	....	....
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	783,955	600,000	—	103,790	300,806	64,892	8	....	66½
30 Nov. '62	6.33	—	290	42	—	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	107
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	30½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,857	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	....	....	....	....	....	....	....	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	....	....	....	....	....	....	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	....	....	....	....	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	....	....	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	....	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	....	6	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	53.15	1.00	....	140	2	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Buffalo Street	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	—	—	—	Central City (Syracuse)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	—	—	—	Centr'l Pk,N.&E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	....	....	....	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	....	....	....	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	....	....	....	....	....	Fourteenth Street (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	4.52	—	....	....	....	Grand St. & Newtown (W'g)	....	....	....	....	....	....	8	....	....
30 Sep. '62	4.63	—	....	....	....	Harlem Br.,Moris'a & Ford'm	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	—	—	—	Main & Ohio St. (Buffalo)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	—	—	—	Niagara Street (Buffalo)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.00	16.00	....	42	....	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N.Riv.& Wall st. Ferry(N.Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Rochester City & Brighton	....	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	....	....	....	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	88
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	....	....	....	....	....	....	....	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	....
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	16.50	—	....	10	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	—	—	—	—	Utica City	....	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V.Brunt st.& Erie Bas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	....	Hoboken and Hudson City	32,000	30,000	—	2,000	....	....	....	....	....
31 Dec. '62	5.05	2.50	....	8	....	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	....	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec. '62	4.20	—	....	....	....	Orange and Newark	....	....	....	....	....	....	....	....	....
31 Dec. '62	5.80	—	....	6	....	West Hoboken & Hoboken	100,000	40,000	60,000	—	....	....	....	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	58
31 Oct. '62	8.13	—	122	13	5	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	14	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	64,052	16,534	5½	....	31
31 Oct. '62	16.75	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	60
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	58½
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	27
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	44
31 Oct. '62	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—	—	—	—	Lombard & South st. (Phila.)	....	....	....	....	....	....	....	....	....
31 Oct. '62	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	16
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	23,241	4,606	2½	....	....
31 Oct. '62	7.04	—	....	19	—	Pittsb.,Alleghany & Manch'r	70,550	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	65,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.09	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	....	....	....	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	18½
31 Oct. '62	5.20	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	....	....	....	....	....
31 Oct. '62	7.78	—	50	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	21
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,696	131,645	24½	....	84
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	12½
31 Oct. '62	8.35	—	....	17	5	Spruce & Pine (Phil.&Gr'd F.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	13
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	47½
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	34½
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,053	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.99	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.03	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	10.20	—	....	....	—	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,500	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	95½
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,500	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " " " coupon		6	" "	1867	....
Loan of Dec. 31, 1848 .....registered	8,909,342	6	" "	1868	105
" " " " " coupon		6	" "	1868	106
Texas Indemnity, of Sep. 9, 1850....coupon	3,461,000	5	" "	1865	124
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	98
" " " " " coupon		5	" "	1874	98
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " " " coupon		5	" "	1871	98
Oregon War Debt of June, 1861....coupon	1,023,000	6	" "	1881	104
" " " " coupon		6	Yearly.	1881	105
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	104½
" " " " coupon		6	" "	1881	109
Loan of July 17, 1861.....registered	59,042,800	6	" "	1881	....
" " " " coupon		6	" "	1881	....
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	100
" " " (5-20s).....coupon	350,000,000	6	" "	1882	100½
Treasury Notes of Feb. & Aug. 1861.coupon	52,931,900	7.3	Feb. & Aug.	1864	106
" " Apr. & Oct. 1861.coupon	86,989,500	7.3	April & Oct.	1864	106
Treasury Notes of 1863 (legal tender),coupon	50,00 ,000	5	" "	1865	....
Treasury Notes of 1861 & 1862 (customs)	717,141	....	.....	d'm'd.	....
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's' notice	....
" "	70,814,639	5	" "		....
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	101½
" " .....(currency)		6	" "	1 year	98½

[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
State Loans.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est paid for many y'rs	1868	....
" — " " (B'k of State). "	610,000	6		1868	....
" — " " (" "). "	38,000	5		18:8	....
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July	1878	123½
" — " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,001	7	" "	1872	....
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	....
" — " " ..... "		6	" "	'81-'82	107½
" — " " ..... "	1,000,000	6	" "	1883	....
Florida—State bonds.....coupon	143,000	7	.....	.....	....
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	....
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'65-'80	70
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	102
" — " " bonds..... "	1,322,085	6	" "	1877	103½
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock .....coupon	2,187,090	6	" "	'63-'80	104
" —War bonds..... "	2,000,000	6	" "	1879	102
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	101
" — " " (dollar)..... "	1,909,397	6	" "	1870	102
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	81
" — " " ..... "	2,058,173	2½	" "	1886	55
" —State Int. Imp bonds (not adjusted)	391,000	....	.....	d'm'd.	....
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	82½
" — " " special stock "	1,218,787	5	" "	.....	....
" — " Deferred stock..... "	1,243,000	5	" "	.....	....
" — " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	2,00,000	7	Jan. & July.	1868	....
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	....
" — " bonds to School Fund ... "	122,235	10	Annually.	d m'd.	....
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	....
" — " " ..... "	54,000	7	May & Nov.	1878	....
" — " " (domestic)..... "	65,000	6	July.	1883	....
Kentucky—State bonds .....coupon	4,800,000	6	Jan. & July.	'65-'75	....
" — " " ..... "		5	" "	'81-'91	....
" — " " ..... "		5	" "	'93-'96	....
" — " (bank)..... "	600,000	5	" "	1891	....
" — " " ..... "	67,500	6	" "	'91-'96	104
" — " (war loan) . "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	.....	d'm'd.	60
" — " " (R. R. etc.)... "	3,902,000	6	.....	'87-'99	....
" — " " (banks)..... "	5,398,533	6	.....	.....	....
" — " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	105
" — " (war loan)..... "	1,000,000	6	Jan. & July	'81-'83	106½
Maryland—State bonds (sl'g).....coupon	816,030	6	Chiefly quarterly.	1865	....
" — " " (sl'g conv.).. "	200,376	5		1885	....
" — " " (sl'g)..... "	5,585,555	5		'89-'90	105
" — " " (sl'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	....
" — " " (")..... "	10 ,000	4½		1888	....
" — " " (")..... "	767,560	5		'42-'58	....
" — " " (")..... "	399,408	5		1880	....
" — " " (")..... "	148,711	5		'89-'90	....
" — " " (")..... "	133,680	6		pleas.	....
" — " " (")..... "	3,000,000	6		1870	115
" — " " (")..... "	35, 00	6		1885	....
" — " " (")..... "	603,333	6		'89-'90	112
Massachusetts—State b'ds (Western R R.)..etc.	3,995,555	6	April & Oct.	'68-'71	....
" — " " (T. & G. R. R.)... "	508,380	6	" "	'88 '90	....
" — " " (" ").dollar	415,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	....
" — " " (East'n R R) "	500,000	6	Jan. & July.	'65-'71	....
" — " " (N. & W. R R) "	400,000	6	" "	1870	....
" — " " (Cons. St'k etc.) "	150,000	6	" "	1870	....
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	117
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	....
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" — " " (" ") "	91,000	5	Jan. & July.	1874	....
" — " scrip.....	200,000	6	" "	'64-'66	....
" — " "	247,000	6	June & Dec.	'68-'72	....
" — " "	53,000	5	" "	'68-'72	....

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	....
" — " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan.... "	500,000	5	May & Nov	1893	....
" —Coast Defence Loan... "	1,000,000	5	" "	1883	....
" —Back Bay Loan ..... "	168,000	5	" "	1890	....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July	1878	100
" —Canal Loan.....(stk'g f'd) "	100,000	6	" "	1879	....
" —War Loan.....(" ") "	547,000	7	" "	18 6	104
" —Redemption l'n (" ")	2,000,000	6	" "	'68-'83	....
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	....
" — " " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	.....	....
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & Ju y.	1863	....
" — " " " "	199,000	6	" "	1863	....
" —Capitol Loan of 1857.....	100,000	6	April & Oct	1863	....
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1863	....
" —R. R. Loans: Pacific R R...coupon	7,000,000	6	" "	1883	....
" — " " S.W. Branch.. "	4,000,000	6	" "	'72 '88	66½
" — " " H & St. Joseph "	3,000,000	6	" "	'87-'89	....
" — " " N. Missouri .. "	4,980,000	6	" "	'73 '87	87
" — " " Iron Mountain "	3,501,000	6	" "	'72-'87	....
" — " " C. & Fulton .. "	650,000	6	" "	'73-'89	....
" — " " Platte Co. .... "	700,000	6	" "	'87-'89	....
" —Revenue bonds ..... "	431,000	6	" "	1889	....
" —State Defense warrants	700,000	9	June & Dec.	'64-'66	....
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	107½
" " —Notes	200,000	6	.....	.....	....
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	....
" " —State bonds (war loan).coupon	531,520	6	" "	'65-'71	....
" " — " (" "). "	200,000	6	" "	1871	....
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	....
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	....
" " — " " " " " ..	900,000	5	" "	1875	....
" " — " " " " " ..	442,961	5	May & Nov.	1858	107
" " — " " " " " ..	1,189,781	6	Jan. & July	pleas.	....
" " — " " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	....
" " — " " " " " ..	11,050	5½	.....	d'm'd.	....
" " — " " " " " ..	14,230	6	.....	d'm'd.	....
" " — " " " " " ..	421,003	6	Jan. & July.	'65-'67	....
" " — " " Railroad Loans.....	287,700	4½	J., A., J., & O.	1864	....
" " — " " " "	(68,000	5	Feb. & Aug.	1876	....
" " — " " " "	28,000	5½	J., A., J., & O.	1865	....
" " — " " " "	320,000	5½	Jan. & July	1865	....
" " —Canal Fund Loans.....	100,000	6	" "	1867	....
" " — " " "	6,922,274	6	" "	'63-'74	105
" " — " " "	15,83 ,025	6	" "	'64-'75	115
" " — " " "	1,000,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	59
Ohio—State bonds (foreign debt) ....coupon	1,08,905	6	Jan. & July.	1860	....
" — " (" ") ..... "	1,015,000	6	" "	1865	95
" — " (" ") ..... "	379,866	6	" "	1868	....
" — " (" ") ..... "	2,183,532	6	" "	1870	103½
" — " (" ") ..... "	1,600,000	6	" "	1875	104
" — " (" ") ..... "	4,095,309	6	" "	1881	103
" — " (" ") ..... "	2,400,000	6	" "	1886	103
" — " (domestic debt).....	275,385	6	" "	1893	103
" — " (war loan).....coupon	299,704	6	" "	1866	....
" — " (" ")..... "	280,969	6	" "	1868	....
" —Irreducib'e debt (school funds, etc)...	2,920,403	6	Yearly.	.....	....
Oregon—State scrip	55,372	.....	.....	.....	....
Pennsylvania—State Stock Loans.....	181,200	4½	April & Oct.	due.	....
" — " "	10.780,095	5	Jan. & July.	due.	99½
" — " "	3,886,070	5	Feb. & Aug.	due.	....
" — " "	3,890,614	5	Mar. & Sept.	due.	103½
" — " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,890	5	" "	1-64	....
" — " " "	675,029	5	Feb. & Aug.	1864	....
" — " " "	1,045,629	5	June & Dec.	1864	....
" — " " "	1,558,673	6	Jan. & July.	1865	....
" — " " "	2,277,755	5	" "	1868	....
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	103
" — " "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	....
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,937	5	.....	.....	....
" —Relief Notes in circulation...	97,360	.....	.....	.....	....
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	....
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	103
South Carolina—State bonds (stg).....coupon	484,444	5	.....	1868	....
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	....
" " —State b'ds (railroads)..coupon	1,310,000	6	.....	1877	....
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	59½
" — " " (intern. impr.)	2,063,606	5	.....	Var.	....
" — " " (railroads)... "	12,799,000	6	.....	Var.	....
" — " " (capitol) ..... "	608,000	5	.....	1890	60
" — " " (Hermitage) . "	48,000	6	.....	1890	....
Texas—Had no debt in 1861	.....	.....	.....	.....	....
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	....
" —State bonds (war loan) .....coupon	58,000	6	.....	'62-'63	....
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	104½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	....
" — " (railroad)	18,264,842	6	Jan. & July.	'83-'93	55
" —State bonds (railroad) .....coupon	12,6 4,600	6	" "	'85-'93	....
" — " " (sterling)..... "	1,866,000	5	" "	1892	....
West Virginia—No information	.....	.....	.....	.....	....
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67 '68	....
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	....
" — " " (domestic) ... "	100,000	6	" "	1877	....
" — " " (" ... "	1,100,000	6	" "	'78-'88	....

Mineral Hauling Locomotives.

The difficulties to be encountered in the designing and construction of mineral locomotives, are, after all, more ideal than actual. Although the tramway is very defective indeed as compared with our great railway lines, still it is far superior to any of the highways, either here or in the colonies, on which traction engines convey very heavy loads with ease and certainty. Although the track on which the wheels of the engine run is uneven, it is, at all events, hard; and provided the weight on each is not too great for the capabilities of the rails, locomotion is materially facilitated, while the machinery is spared many of the shocks and jars which it would encounter in traversing an ordinary turnpike road, however good. The colliery locomotive is, however, a very different affair, when properly designed, from either the traction engine or the gigantic machines which work our great lines of intercommunication. Partaking in a great degree of the qualities of both, properly it should be a copy of neither; possessing only so much of the one as will suit it for proceeding over bad roads, and so much of the other as will adapt it to their specialities; particular regard being had to the question of adhesion and the distribution of weight, on which success depends almost absolutely.

The gauges of the mineral lines of Great Britain vary considerably, not only in different districts, but even on properties in the hands of the same owners. As a rule, they are very narrow, two feet nine inches being, perhaps, the average, although many lines are laid with only a two feet six inch gauge, while others have a distance of three feet or three feet eight inches between the rails. The wider roads are usually far better laid and kept than narrow ones, though neither have much to boast of in this respect. The substitution of locomotives for horses would tend materially to their improvement, as the feet of the latter cut up and poach the ballast, and splinter the sleepers, which absorb water and are destroyed very speedily, as well by the trampling of iron-shods hoofs as by the effects of the weather and the passing loads. It is very difficult to secure an equal distribution of weight in engines of the ordinary locomotive type intended for such gauges as two feet six inches and three feet. It is impossible to get the fire boxes between the wheels in such cases, as the grates would be unavoidably reduced to a width of only twelve inches or fourteen inches. In consequence, the fire boxes must overhang the hind pair of wheels, and their weight, coupled with that of the foot-plate and its appurtenances, is quite enough to overbalance the smoke-box end of the boiler. The hind wheels are thus overloaded, while the leading wheels may barely have weight enough on them to keep them to the rails. Yet, if we seek to make up the equipoise by extending the engine forward over the leading wheels, it at once becomes unwieldly and exposed to a violent pitching motion when traveling. The curves are in general so sharp that a greater distance than five feet between the centres is inadmissible, and a length of five feet or six feet overhanging at each end neither adds to the good qualities of a locomotive nor improves its appearance. All things considered, we are disposed to recommend the upright tubular boiler for all lines below three feet gauge. A weight of eight tons is sufficient for locomotives intended to work such lines, as heavier loads are more than the imperfect track can sustain. Of course, in exceptional cases, this rule may be departed from, although we doubt if much advantage will be gained by doing so, as trains loaded with more than seventy or eighty tons are seldom needed; and if more power is required, this may be better obtained by the use of two small engines than one large one. It is merely a question of the powers of endurance of the permanent way. With the upright boiler placed between the wheels, weight may be distributed with the greatest nicety; while the machinery being all outside the frames, can be attended to and repaired with the utmost facility. It is true that the centre of gravity will be raised by such an arrangement; but this is no real evil, as a speed of four or five miles an hour need seldom be exceeded; and no matter how rough the road, there is little danger to be apprehended of an overturn at such a velocity. The upright tubular boiler has received so much attention, and consequent improvement, of late, and the conditions of successful construction are so well understood and so easily secured, that it now ranks very highly as a safe and economical generator for moderate powers. The gauge would have little influence on the diameter of such a boiler, suspended as it would be between the axles. The foot-plate at one end of the framing being counterbalanced by the water tank at the other, the cylinder would be affixed in a horizontal or slightly inclined position to the framing at the sides of the water-tank, into which the waste steam might be wholly or partially turned from time to time.

For wider gauges than three feet, the use of the ordinary locomotive type of boiler is not only admissible but judicious. Lines laid to this width are usually much better than those which are narrower, and a heavier class of engine may occasionally be employed on them with advantage. A moderately roomy fire box can easily be got between the wheels by making up the deficiency in breadth by additional length. Some trouble often results with the hind springs in such cases, best overcome by using those of the volute, or elliptical construction. We need scarcely say that outside cylinders are indispensable; the valve chests being best placed above the cylinders, perhaps, and worked by a rocking shaft. Some difficulty is often experience in affixing the cylinders to the frames, as it requires very careful fitting to make such a permanent job, that they cannot work loose. American builders almost invariably cast an "apron" on the cylinders of all their locomotives, which is bolted directly to the boiler; the steam and waste ports being formed in the body of the apron in holes cut for the purpose, into which the steam and blast pipes are directly fixed. The cylinders, in this case, have no connection with the frames except through the guide rods and boiler. The arrangement is very simple, easily fitted up, and scarcely ever works loose; while the frames may be made much lighter, as they are spared the strain of the cylinder. By placing the valve-chests outside, much inconvenient crowding of the machinery may be avoided. Boilers two feet nine inches or three feet in diameter, placed low, on frames not more than twenty-four inches or thirty inches asunder, effectually prevent access to every thing not outside the wheels from above, and render it necessary to provide a pit, over which the engines must be run, to oil or inspect the machinery. It is needless to point out the evils attending this system. They are sufficiently obvious.

The use of very high pressures in mineral locomotives is never to be recommended, as a rule, to which there are few exceptions. Economy of fuel is no object in most cases. Expansion is seldom resorted to, and, therefore, there is nothing to be gained from such pressures as 120 lbs. to the square inch. From 60 lbs. to 70 lbs. is ample, provided sufficient piston area is supplied; and it is far better practice to give an increased diameter of a couple of inches to the cylinder than to strain the boiler by heavy pressures. There is no reason that the ports or passages should be proportionately increased in size, as only the same weight of steam has to be worked through them, and the extra weight of cylinders is of advantage in increasing the adhesion of the leading wheels. The constant succession of shocks occasioned by a bad road strain the rivets which attach the boiler to the frame, causing leaks, which are not easily remedied when very high pressures are resorted to. Tubes leak from the same reason; and much difficulty is often experienced in keeping them tight. With moderate pressures, much of this is avoided, and the durability of the fire-box and boiler generally is materially promoted—a matter of greater importance to proprietors than the saving of a few tons of coal per annum. In all situations where it is intended that the locomotive should do all, or nearly all, the hauling, it is extremely desirable that enough of power be provided to permit each of the engines to have at least one day in each week in the shed, in order that repairs may be effected, and the machinery cleaned and adjusted. A neglect of this precaution frequently entails serious losses, and as an instance of false economy, is very much to be deprecated.—*London Mechanics Magazine.*

The Military Strength of the Nation.

The following is an extract from the forthcoming volume of the Commissioner of the U. S. Census, showing the natural yearly increase of fighting men:

When a population has reached nearly its permanent condition, as in Europe and in the old States of America, one-fifth of the total population is still found to represent nearly the number of males between the ages 18 and 45. But the emigrating ages are nearly allied to the military ages; and in the newly-settled States of the West the proportion of fighting men is accordingly greater than in the Atlantic States. Beginning at the East and proceeding westward, the proportion of white males from 18 to 45 to the white population in Maine is 19.5 per cent.; New York, 20.8; Illinois, 22.1; Minnesota, 23.8; California 47.1; Virginia, 18.7; South Carolina, 18.9; Arkansas, 20.1; Texas, 21.9.

The total of white males between the ages of 18 and 45 in all the States (seceded included) and in the Territories and District of Columbia appears, by the census tables of 1860, to be 5,624,065. During the year 1861 about 277,500 white males reached and passed the age of 18, and 128,600 arrived at and passed the age of 45, leaving a difference of 148,900. This latter number, when diminished by the natural deaths and increased by the accessions from immigration, will evidently express the total increase of the military population (whites) during 1861. About 140,000 is estimated as the clear increase of fighting population in 1861. The number of such of course increases with augmented population in the aggregate, but that of this country has not been increased by immigration since the war began to the extent that existed before. From these data it seems pretty clear that more persons are annually put *hors du combat* (killed or permanently disabled) by the war than the military forces are augmented by the natural increase of fighting population.

The Railroad Interests of Pittsburg.

During the past season a good deal of work has been done on the old Steubenville road, under the auspices of a new company. The bridge piers have been almost built, and work all along the route on the heavier sections of the road. We hope another year may complete this important work. The Chartiers Valley, a branch of this one, will certainly at no distant day be built. The local coal trade along these two roads ought to insure their completion—independent of their connections with other railroads.

Mr. Latrobe's letter says that arrangements can now be made for the extension of the Connellsville road to Cumberland. If this be so, there should be no hesitation about acceding to any reasonable terms on the subject. An average generation of life has passed since this connection was projected. If any means within the power of that Company can be secured to complete this original design, let them be used at once and the extension of this road be completed with the Baltimore and Ohio. If it be possible to secure an eastern terminus direct to Washington City, through Pennsylvania, and Maryland, very well. We hope it may be secured; but let it not delay the realization of the old project, the connection of Pittsburg and Cumberland. The other should be pushed on its own merits.

The extension of the Allegheny Valley to the oil region is an even more pressing necessity than any other just now. A branch of the wide gauge New York road has reached Franklin. If the Allegheny was extended to meet this road, it would give us a connection with the oil region,

and also an independent line to New York. In fact, we think all the interests in the oil region might be merged in the same road. The narrow gauge track to connect with the Allegheny Valley might also lay down a third rail so as to accomodate the broad gauge cars on the same track. This arrangement might be extended on the Allegheny Valley road, and thus give a New York connection with Pittsburgh of the six-foot gauge. —*Pittsburgh Commercial.*

Oil Creek Railroad.

At a meeting of the Philadelphia Board of Trade, on Monday, a communication was received from the Superintendent of the Oil Creek Railroad Co., giving some interesting facts in reference to the amount of business done on that road. From January to October the whole quantity of petroleum carried over the road was 361,246 barrels, or 14,449,840 gallons. The quantity during the months of June, July and September averaged more than 55,000 barrels.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS.

The receipts on capital account during the half year amounted to £4,441 9s. 3d., and the total receipts to the 31st July, 1863, were £5,216,836 5s. 2d. The aggregate expenditure to the same date amounted to £5,036,790 0s. 5d., leaving a balance to the credit of capital account of £180,046 4s. 9d. The outlay on capital account during the past half year consists of—additional sidings laid down at sundry stations—fish-jointing 18½ miles of rails—the proportion chargeable to capital of the amount expended in the reconstruction of timber bridges over the River Thames in stone and iron—outlay on account of Enniskillen Branch, &c., amounting altogether to £5,062 1s. 5d. The revenue account for the past half year is as follows:—

Gross receipts			£293,067	9 9
Working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge			136,270	5 0
Balance			£156,797	4 9
From this there has been deducted—				
Interest on Government loan	£17,498	5 0		
Do. on company's bonds, &c	34,246	6 10		
Loss on the conversion of American currency	60,100	9 7		
Renew'l of rails, sleepers, bridges, &c	34,991	7 10		
Flamborough accid't account	5,354	12 7		
			152,191	1 10
Balance from the half year's working			4,606	2 11
To this has to be added the surplus from last half year			3,348	12 4
Leaving a surplus of			£7,954	15 3

The directors regret that this surplus will not permit of a dividend for the past half year, which result, as will be seen from the above statement, is entirely attributable to the loss incurred by the depreciation of American currency. The number of passengers and tons of freight carried and of train miles run as compared with the corresponding half year has been:—

	1862.	1863.	Increase.	Inc. pr. ct.
Passengers	247,776	277,348½	29,572½	11.93
Freight and live stock	272,789	280,909	8,120	2.98
Mileage of pass. trains	263,986	272,070	8,084	3.06
Mileage of freight and live stock trains	432,832	438,982	6,150	1.42

The receipts derived from the carriage of through traffic are £184,311 6s. 2d., or 63 per cent. of the total nominal earnings of the company for the half year, showing an increase of 4½ per cent. on the through traffic receipts of the corresponding period of 1862, and a half per cent. increase on the last half year. The loss sustained by the company in the conversion and remittance of these receipts amounts to £60,100 9s. 7d., or 32.6 per cent. of the gross receipts from through traffic against 21 per cent. for the previous half year. The cost of remittances and of converting American money into gold varied during the half year from 7¾ to 24⅛ premium per cent., the average rate being 48¼ per cent. The working expenses of the last half year are at the rate of 46.50 per cent. as compared with 52.41 per cent. of the corresponding period, showing a reduction of nearly 6 per cent. The permanent way and rolling stock generally is in an improved condition, and the company is well prepared for the increased traffic expected during the ensuing fall and winter from the abundant harvests. The following is a comparison of the receipts and expenses during the last five half years:—

	RECEIPTS.				EXPENSES, including taxes, insurance, and Suspension
Half years.	Passen. mails, and sundries.	Freight and live stock.	Rents.	Total.	Bridge. rent.
	£	£	£	£	£
July, 1861	95,772.	112,800.	744.	209,316.	129,616
Jan. 1862	104,168.	161,070.	714.	265,952.	125,425
July, 1862	93,918.	151,607.	704.	246,229.	129,051
Jan. 1863	122,627.	186,099.	579.	309,305.	136,200
July, 1863	111,671.	180,782.	625.	293,067.	136,270

During the past half year, 29,572½ passengers, and 8,120 tons of goods have been carried in excess of the corresponding period last year, and the train mileage shows an increase of 14,234 miles; but the comparative expenses of the coaching traffic have been diminished 2.82 per cent., and of the goods traffic 3.0 per cent., while the cost of locomotive power, notwithstanding the increased mileage, shows only an aggregate increase of £525 3s. 4d., or a decrease of 2.49 per cent. It will be seen by reference to the engineer's report appended hereto, that a sum of £34,991 7s. 10d. has been expended in renewals. This is within the estimate contained in his report of 1860, acting upon which, 98 miles of line have, since January 1861, been entirely relaid with rerolled rails, and 402,600 new oak sleepers have been placed in the track. By reference to his report for the past half year, it will be seen that the renewals under his estimate alluded to, will be completed by the commencement of the year 1866; and that the expenditure under this item for each of the next five half year's will average about £34,000. The company's relations with the neighboring American railways continue to be of the most friendly character, but it is with regret that the directors have to announce that the Grand Trunk Company, in June last, terminated the agreement existing between that company, the Buffalo and Lake Huron, and the Great Western, to charge equal rates and fares between competitive places, and have entered upon a contest for the traffic to and from the eastern and western States of America, as well as for local Canadian traffic. The directors, however, have pursued a defensive policy throughout, following only where absolutely necessary in order to maintain their position, the reductions made by the above companies, and hitherto without material detriment to the net earnings. It was stated in the last report that steps had been taken to bring the Commercial Bank case before the Court of Error and Appeal for Upper Canada, and that it was expected to be heard in June last; but in consequence of the report of the arbitrator on the account which had been referred to him not being concluded when the court sat in June, the argument has been postponed until the next sitting in December. The directors are still advised, as they have always been, that the claim is not one which the bank can succeed in establishing against this company. It is satisfactory to state that the receipts of the Detroit and Milwaukee line for the past six months of the present year have amounted to £96,407, against £68,447 for the corresponding period of 1862, showing an increase of 40 per cent., while the working expenses have been reduced from 71.82 per cent. in 1862 to 60.82 per cent. in 1863, being a diminution of 11 per cent. The interest now due from this company on the Great Western loan amounts to about £150,000, which the directors are sanguine will eventually be recovered. In the last report it was stated that the company had applied to the Canadian Legislature for powers to construct a branch line to the oil springs of Enniskillen, and that the opportunity had been taken to insert clauses giving a legal character to meetings in England of the board and shareholders. These clauses have now been obtained, and will in future form the rule of the company. The rolling mill at Hamilton, estimated to cost £17,000, has been commenced and is expected to be finished by March or April next.

Signed on behalf of the board of directors,

THOMAS DAKIN, President.

London, Sept. 30, 1863.

AUDITOR'S REPORT.

To the Shareholders of the Great Western Railway of Canada.

Having completed the examination and audit of your company's books and accounts, for the half year ending 31st July last, I beg to report that I find them correct, the expenditure is properly vouched, and the several accounts are duly certified by the heads of the respective departments.

Capital Account.—The expenditure under this head is of the same character as that which the shareholders have hitherto authorized being carried to this account, and amounts to the sum of £5,062 1s. 5d.

Revenue Account.—Notwithstanding the gross traffic returns for the half year exceed those for the corresponding half year in 1862 by the sum of £46,838 12s. 7d., the balance of net revenue for this half year only amounts to £4,606 2s. 11d., as against £13,769 0s. 5d. in the corresponding period of 1862. The difference, £9,162 17s. 6d., I find arises as follows:—

Increase in payments—	£	s.	d.	£	s.	d.
Discount and exchange on conversion of American currency, half year ending 31st July, 1863				60,100	9	7
Ditto 31st July, 1862				6,953	15	10
				£53,146	13	9
Flamboro' accident.						
Am'nt charged half year ending July 31st, '63.	£5,354	12	7			
Ditto 31st July, '62.	260	3	10			
				5,094	8	9
Difference in working expenses which (although 5.91 per cent. less when taken on the gross receipts of the respective half years,) for the present half year exceed those of the corresponding period in 1862 by the sum of				7,219	2	3
				£65,460	4	9
Deduct—	£	s.	d.			
Increase in gross traffic.	46,838	12	7			
Payments appearing in half years' accounts, ending 31st July, '62, in addition to, and in excess of, those for half year ending 31st July, 1863	9,458	14	8			
				56,297	7	3
Decrease in net revenue for the half year, as compared with corresponding period in 1862				9,162	17	6

It will thus be observed, the item so seriously affecting the interests of the shareholders is the

discount and exchange on American currency, which it appears the company are either obliged to accept in payment of "through" traffic at certain rates, or decline to carry the goods. I may remark, under this head, that the allowance to agents employed to secure traffic, amounts as shown in the accounts to £3,132 4s. 7d. for the half year. It may be a question whether the net revenue of the company would suffer to this extent if the agencies were entirely discontinued. The sums paid in respect of liabilities alluded to in my report of last half year in connection with the Flamboro' accident, amount to £5,354 12s. 7d., and I believe some further costs in connection with the case are still outstanding, for which accounts have not yet been received.

JOHN YOUNG, Auditor.

London, September 30, 1863.

DIRECTORS.—President, Alderman Thomas Dakin, 23, Abchurch lane, London; Henry C. R. Becher, Esq., Q. C., London, Canada West; Thomas Faulconer, Esq., 12, Copthall Court, London; Frederick W. Gates, Esq., Hamilton, Canada West; Francis Somerville Head, Esq., Pit Place, Epsom; Alexander Hoyes, Esq., Bitterne Grove, Southampton; Richard Juson, Esq., Hamilton, Canada West; Paul Margetson, Esq., Clapham Common; Thomas Service, Esq., Glasgow; George Smith, Esq., 57, Conduit street, London; John Young, Esq., Hamilton, Canada West. Ex-officio Director—the Mayor of Hamilton, Canada West.

Capital Account, showing the Receipts and Expenditure of the company on Capital Account to July 31st, 1863.

RECEIPTS.	Sterling. £
To original share account—	
For amount received on 121,507 shares (including 29,908 new shares paid up in full and converted into original shares,) viz:—	
On 118,318 shares on English register, at £20 10s. sterling per share	2,425,519
On 3,189 shares on Candian register at 100 dol. per share, converted at 109½ per cent. exchange	65,527
To new share account—	
For amount of 1st, 2nd, 3rd, 4th, 5th and 6th calls on 48,193 new shares (after deducting the 29,908 new shares paid up in full and converted into original shares, viz:—	
On 47,971 shares on English register at £18 sterling per share	£863,478
On 222 shares on Candian register at 87.60 dols. per share, converted at 109½ per cent. exchange	3,996
	867,474
Less amount of arrears on 3rd, 4th, 5th and 6th calls	2,444
	865,030
For amount received in anticipation of future calls on new shares	4,473
	869,502
Total amount received on account on share capital to July 31, 1863	3,360,549
To perpetual 5 per cent. debenture stock—	
For amount received on this account	46,700
To bond account—	
Bonds at 6 per ct. non-convert. due 1864	72,700
" " 1873	488,200
" " 1876	127,000
Bonds at 5½ per cent. " 1877	485,000
" " 1878	62,000
Bonds at 5 per cent. " 1881	1,000
To Government loan—balance	573,688
	£5,216,836

Total receipts on capital account during the half year:

	Sterling.
Receipts from arrears of calls and payments in full on new shares	£6,941
Less amount of 1862, 6 per cent. bonds redeemed	2,500
	£4,441

EXPENDITURE.	Sterling.
By total amount expended on capital account to January 31, 1863, as per last report	4,781,728
Expended during the six months ending July 31, 1863:	
By Great Western main line, Hamilton and Toronto line, and Galt branch &c.	
Land, works, bridges, permanent way, and all incidental charges	1,641
Proportion of cost of reconstructing timber bridges in stone and iron	1,549
Stations, warehouses, wharves, &c.	27
Cost of "fish-jointing" 13½ miles of rails	1,589
By Sarnia extension—	
Land account	16
By Enniskillen branch—	
Expense of survey from Wanstead to Oil Wells	56
Parliamentary expenses	184
By Detroit and Milwaukee Railroad Company—	
Loan (including funded interest to October 24th, 1860, £300,000)	250,000
Balance carried to General account	180,046
	£5,216,836

Revenue Account of the Great Western Railway Company of Canada for the half year ending July 31, 1863.

RECEIPTS.	1862. Sterling. £	1863. Sterling. £
For the carriage of 277,348½ passengers	86,513	104,296
Mails and sundries	7,405	7,374
Freight and live stock	151,606	180,772
Rents	704	625
	246,228	293,067

NOTE.—The traffic receipts above stated are exclusive of those of the Gait and Geulph Railway.

EXPENSES.	Half year ended 31st July 1862. Sterling. £	Half year ended 31st July 1863. Sterling. £
Maintenance of way	14,682	16,851
Locomotive power	41,065	41,590
Repairs and renewals of passenger and goods cars	13,968	18,714
Coaching transit expenses	19,123	19,588
Merchandise expenses	24,049	24,335
General charges	8,104	7,928
Tot'l ordinary work'g expenses.	121,892	129,005
Items not belonging to ordinary work'g expenses—		
Taxes	1,271	1,376
Railway inspection fund	177	178
Insurance	1,088	1,088
Suspension bridge rent, for half year	4,623	4,623
Total revenue expenditure.	129,051	136,270
Balance carried to Net Revenue account	117,178	156,797
	246,229	293,067

Net Revenue Account to July 31, 1863.

DR.	1862. Sterling. £	1863. Sterling. £
Balance of net revenue brought forward from half year ended January 31, 1863	14,054	3,348
Balance from revenue account for the half year to date	117,178	156,797
	131,232	£160,146

CR.	Sterling. £	Sterling. £
Half year's interest on the balance of Government loan, to July 1st, 1863	17,498	17,498
By interest on bonds, bank loans, discount, &c., as per abstract G, viz:		
Interest on bonds, &c.		34,246
Discount and charges on the conversion of American currency, and exchange on remittances to England	41,612	60,100
Renewal of rails, sleepers, and bridges	35,222	34,991
Amount of claims and expenses, arising out of the Flamboro' accident, paid during the half year	260	5,355
Balance carried down	36,640	7,955
	131,232	£160,146

General Balance Sheet to July 31, 1863.

DR.	Sterling. £
Amount outstanding and due to the company on traffic account	16,282
General stores on hand July 31, 1863	35,361
Amount of invoices for iron purchased in England, &c., but not received into stock at that date	2,478
Fuel stores (wood) on hand July 31, 1863.	23,384
Mechanical stores do.	15,496
Rail stock account do.	22,375
Municipal bonds	14,260
Balances in bankers' hands, loans and investments at interest	179,174
Balance of interest due to July 31st, 1859, on loan to Detroit and Milwaukee Railway Company not received	14,907
Port Huron and Milwaukee Railway Co.	8,219
Sundry accounts due to the Company	3,520
	£335,403

CR.	£
Balance from capital account	180,046
Balance from net revenue account	7,954
Insurance fund account	5,344
Balances due by the company, and sundry accounts not paid on July 31, 1863.	142,058
	£235,403

Rich Gold Discoveries in Arizona.

Dr. Charles Leib, of Chicago, who has recently been ordered to Arizona territory as surgeon at a newly appointed military post, writes to a military friend in this city giving a glowing account of new and important gold and silver discoveries in that region, five hundred miles west of Santa Fe, New Mexico. He states that there are a large number of Mexicans and Americans there, who are taking out gold freely. The treasure is coarse and rich, and the principal tools now used are common butcher knives. The surface diggings are very rich, as are also the quartz leads. The gold of these diggings lies from one to four inches below the surface, and those who have explored the country for over a hundred miles say that gold is found in every gulch and creek bed. One party of six took out, with knives, on the top of a high mountain, in a short time, nearly $30,000 worth.

Brig.-Gen. James A. Carlton, commanding that military department, has sent troops to the mines, where he has ordered a military post to be established, Dr. Leib being surgeon in charge.

Dr. L. advises no one to go to the mines this winter, on account of the scarcity of provisions. He says he is fully satisfied that the entire region thereabouts is rich in mineral wealth. The locality is about 300 or 400 miles from Los Angeles, California, and a large immigration from that State is expected.

Gen. Carlton takes a great interest in this country, and is lending all the aid in his power to develop its resources.—*Chicago Journal.*

The Wallkill Railroad.

We have given an abstract of the plan to construct this railroad, in a former issue. The following communication, however, presents the subject in a new light, and we therefore give it place in our columns:

(For the American Railroad Journal.)

THE WALLKILL VALLEY RAILROAD.

A railroad has long been needed in the fertile and beautiful valley of the Wallkill river, a section of our State heretofore but little known to the outer world, although so near to this city.

The route surveyed is found to be a remarkably good one, inviting by its feasability the construction of the road. Since the survey was made, meetings of the citizens along the route have been held, and the public mind seems earnestly engaged in the matter. An important feature of the project is to extend the line through to Albany, by way of Kingston, Catskill and other towns on that side of the Hudson river, thus making a through "west side" road in connection with the Erie road, from New York to the former city. The development of the fine country lying on that side of the river, a few miles back, has been retarded for want of railroad facilities. The effect upon real estate along the route would be highly beneficial, and proprietors could well afford to furnish all the capital required rather than not have the road built. As a tributary to the Erie road it will be highly important, and we doubt not the directors of that company will be ready to make the connection. It is a curious fact that the distance from New York to Albany by actual survey, on this route is only five miles greater than by the Hudson river road, and this can be saved by the construction of a "cut off" of about eight miles long by the Erie Company.

With such a road to Albany upon which travelers could ride without change, in the fine wide cars of the Erie Company, there is no doubt that much travel would pass that way. It would form a good connection with the Albany and Susquehanna road, of the wide gauge also, thus enabling freight from that road in winter to be sent directly through to New York without transhipment at Albany.

In connection with the through business, the road would do a great traffic in way passengers, milk and other farm produce, besides manufactured articles from the numerous factories along its route. And when all the vast water power in that section of country shall have been utilized, the amount of manufacturing business and consequent increase of population will be very great.

It is a subject of interesting speculation as to how long it will be after this road shall have been opened, before the magnificent country along its route will rival Connecticut and Massachusetts in density of population, the number and size of its towns and villages, and the amount of its manufactures. With all the advantages it will possess, our enterprising manufacturers will soon be attracted there to make them available. Our men of wealth will likewise find it all they could desire as a country in which to locate their summer residences.

Let the road be built by all means. New York needs it for additional supplies, and as an addition to its lungs. *

Coal and Iron Product of Pennsylvania.

The Philadelphia *Gazette* says: "The total product of anthracite coal this year will reach 9,800,000 tons. The production of iron it is not so easy to state accurately. The Board of Trade of this city state the product in 1862 to have been 381,448 tons in Eastern Pennsylvania, against 313,000 tons in 1861—an increase of over 20 per cent. At the close of 1862, a large number of new works were started, and old ones were revived. In the Adirondack, in Massachusetts, in Ohio, and in Western Pennsylvania, every dormant establishment has been started in full vigor. Of Eastern Pennsylvania we know more definitely, and can safely estimate the aggregate at near 500,000 tons, and the increase over 1862 at 20 per cent, while in other parts of the loyal States the increase is probably 25 per cent. In 1862, the Lake Superior region sent out $12,000,000 worth of copper and iron; of iron, pig and ore, 150,000 tons; and of copper 9,300 tons. In 1860, the production was double that of 1859, yet less than 120,000 tons of iron and iron ore, and in 1861 but little more than half the aggregate of 1862. The reports already made of the business of 1863, sufficiently show that both copper and iron from this region will be largely in excess of 1862."

Increase of the United States.

From the report presented by S. B. Ruggles, Esq., in behalf of the United States, at the international statistical congress, Berlin, we learn some valuable facts. In 1783 our territorial area was 820,680 square miles; now it is 2,936,166 square miles, and there is now almost a billion acres of land that is awaiting gratuitous occupation. By a comparison of the seven decades, from 1790 to 1860, the average rate of increase in population is found to be 33⅓ per cent. At this rate of increase, the 31,445,080 returned in 1860 will become 41,926,750 at the end of the next decade, and 56,460,241 in 1880. The increase of population in the United States has far exceeded that of any European country. The population of France has increased 37 per cent. in the last sixty years; that of Prussia in the last forty-five years, 79 per cent.; that of England and Wales in the last sixty years, 121 per cent., while the population of America has increased 593 per cent. in the last sixty years. The valuation of the country in 1850 was $961,000,000, and in 1860, $1,936,000,000, making the increase of wealth during the last decade 130 per cent. These estimates include only the property returned for taxation. The increase in the production of cereals during the last decade was 180 per cent., in swine 129 per cent., and in cattle 164 per cent., showing, beyond a peradventure, that America can feed the world if necessary, and that all fears of a general famine may be forever dismissed. Between 1840 and 1860, 31,196 miles of railroad were constructed at an expense of $1,151,560,829, of which sum $850,906,681 was was expended within the last decade. The mining resources of the country are just commencing to be developed, and the hundred millions of dollars that will be realized this year from the precious metals will at least be doubled by the closing year of the present decade. Abstract theorists may quote the fall of Rome and infer the fall of America, but carefully gathered statistics, the only reliance of the thorough statesman, show the American republic is, as yet, only in a vigorous childhood, and that every day marks some progress in population, the increase of material wealth and the development of internal resources. These are sure indications of national progress.

Fuel for Locomotives.

The directors of the Madras Railway announce that they may now look forward with confidence to a considerable reduction in the cost of fuel, through the substitution of wood for coke or coal over a great part of this line. The difficulty that has so long stood in the way of the use of wood in the locomotives appears to have been surmounted, their locomotive superintendent having succeeded in devising a "spark catcher," which, while effectually performing that office, does not interfere with the draught of the chimney, or reduce the power of the engine. Engines so fitted have now for some time been working satisfactorily over part of the line, and the plan will be extended gradually, as it can be done with advantage. The saving in using wood fuel is estimated by the locomotive superintendent at nearly one half of the present cost on a great part of the line.

On the northwest line the permanent way and works of the open portion of this line, which is entirely laid with iron sleepers, are reported as in excellent order.

Lake Superior and Mississippi Railroad.

On Friday evening of last week the City Council of St. Paul, passed a resolution by which the city pledges itself that when the Lake Superior and Mississippi Railroad Company shall have completed a railroad from St. Paul to Superior, on the most direct and practical route within the State, with the cars running thereon, to issue its bonds to said company for $250,000 at six per cent. interest, and redeemable at 20, 25 and 30 years from the date thereof, provided that the said railroad shall be completed, with the cars running thereon in five years, and that twenty miles of said railroad shall be approved by the Legislature, and ratified by a vote of the people of the city, as there is no doubt of its approval and ratification. The action will undoubtedly secure the building of the road to Superior, and at the same time secure the future prosperity of St. Paul. The route proposed is 140 miles in length.

The same company has a grant of swamp lands from the State, and expect to get a grant of Government lands this winter in the place of the former grant for this purpose, which was lost by the fraud of those who engineered it. The suffering of Minnesota from the Indian war, and her promptness and pluck in following the National flag through the bloodiest trials of the war, will commend her claims for bounty to the generosity and justice of Congress.—*Western Railroad Gazette' Nov.* 28.

New York State Taxes.

The total valuation of the state of New York amounts to $1,454,454,817; upon which is imposed for the year 1863 a tax of $7,272,274 08. The proceeds are to be applied as follows: For schools, Laws of 1856, chapter 180, ¾ of a mill; for canals, Laws of 1863, chapter 393, ⅜ of a mill; for bounties, Laws of 1863, chapter 184, 1 11-16 mills; for the Albany and Susquehanna railroad, Laws of 1863, chapter 70, 3-16 of a mill; for general purposes, 1½ mills; for deficiencies in former appropriations, ½ of a mill. Total, 5 mills on the dollar. Last year it was 4¾ mills. Last year the appropriations, exceeded the amount provided about $800,000; and the Legislature of 1863 has also appropriated more than is provided for.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,124	58,881	56,174	45,993	43,417	43,516	51,212	73,432	79,409	78,783	653,079
1862	67,862	56,876	78,295	74,056	67,589	62,167	59,623	51,420	74,054	83,824	84,822	91,898	850,845
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,506	117,607	2,075,369
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,512	270,816	304,933	252,984	229,789	2,557,224
1863	242,729	204,537	260,209	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,998	107,758	73,751	64,957	908,641
1861	81,531	75,621	78,361	65,558	75,240	63,761	73,474	134,897	141,174	122,487	104,254	80,236	1,098,464
1862	73,169	63,591	110,935	72,196	81,994	90,625	95,096	128,191	152,639	119,469	115,291	111,955	1,225,091
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,389	185,501	------	------	------
Chicago and Rock Island													
1859	60,053	55,497	68,116	71,792	73,578	72,592	67,076	87,233	120,073	126,099	100,440	82,852	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,889	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	133,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,956	146,268	161,593	138,715	135,595	1,423,439
1863	140,024	130,225	122,512	127,507	144,995	171,766	159,363	151,865	209,391	208,369	191,789	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,821	55,003	42,101	400,459
1860	32,192	33,403	46,346	48,919	62,392	45,985	39,540	49,571	80,819	108,737	74,021	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,143	81,296	55,159	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,240	71,306	104,094	124,787	108,956	90,941	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	150,888	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,825	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,960
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,023,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,640	106,515	120,793	135,650	140,561	164,916	1,256,004
1862	135,850	110,826	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,581	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,689	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,886	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	74,913	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,461	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	109,176	112,507	117,254	104,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	122,130	140,013	------	------	------
Erie:													
1858	376,357	322,047	461,495	557,985	473,366	384,379	363,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	465,295	495,959	576,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,612	604,124	587,242	561,448	412,723	5,095,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,168	774,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	965,859	8,409,334
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,823	955,371	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,863	195,924	132,907	89,244	1,389,441
1860	60,653	62,698	80,793	93,254	115,595	93,449	80,705	166,541	219,528	252,168	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	145,707	162,823	145,389	140,359	206,276	241,226	172,700	122,209	1,716,996
1862	109,867	105,424	74,346	90,180	148,194	225,048	190,456	129,049	188,370	248,175	159,530	148,552	1,777,541
1863	132,517	121,161	129,226	136,001	172,343	212,945	143,517	154,794	237,529	281,814	219,886	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,305	155,164	156,073	170,157	157,443	222,073	1,922,434
1860	212,714	209,422	161,047	134,606	156,281	129,995	140,860	167,220	180,030	193,951	149,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,805	122,683	114,804	133,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	303,963	202,346	192,442	151,427	159,769	193,412	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,302	190,364	219,561	268,110	302,174	296,750	------	------
Illinois Central:													
1859	132,936	134,311	154,630	153,644	144,804	149,592	139,102	181,612	246,829	245,302	250,742	192,922	2,126,006
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,471	290,643	321,069	243,163	225,193	2,691,848
1861	321,844	279,263	229,334	192,054	199,488	177,829	189,280	268,983	280,862	284,020	248,249	224,401	2,899,612
1862	190,130	236,937	181,084	191,648	206,246	260,282	261,079	352,786	414,543	410,336	372,193	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	456,919	458,766	414,399	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,861	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,819	112,483	171,053	116,934	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	65,673	107,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	66,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	109,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	48,537	49,102	112,266	141,771	107,117	99,403	134,726	177,879	130,184	67,490	1,166,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	70,163	109,661	154,369	122,272	61,835	1,166,734
1863	67,150	76,132	44,925	88,177	106,967	111,260	71,557	69,352	156,417	230,054	168,342	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	171,170	173,879	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	176,481	134,688	127,273	196,821	223,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	185,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	189,915	226,819	276,109	315,818	305,284	279,569	2,647,863
1863	248,784	230,508	254,208	267,693	253,981	237,982	188,141	235,512	309,852	371,861	320,950	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,803	150,376	210,837	226,077	181,617	152,249	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	183,540	251,423	300,474	176,182	129,022	2,025,142
1861	142,334	119,764	151,471	172,614	149,550	132,620	123,377	144,992	206,845	300,393	242,059	200,154	2,124,814
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	296,465	322,399	307,475	258,593	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	208,221	219,419	215,449	308,159	375,457	339,792	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	700,671	637,792	520,396	6,303,703
1860	337,128	402,520	561,078	585,141	551,700	495,943	544,491	699,382	808,985	811,468	720,786	523,047	7,154,092
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,338	562,076	696,175	927,036	952,960	872,955	7,998,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,014,375	968,228	1,002,748	9,988,214
1863	920,272	790,167	867,590	911,397	839,126	841,105	818,512	840,450	1,079,551	1,083,496	1,044,514	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,847	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,578	100,699	104,118	105,478	111,173	92,461	100,141	1,175,708
1861	103,495	85,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	99,671	1,110,065
1862	110,604	96,689	102,808	94,957	94,157	97,337	101,857	104,223	99,135	107,093	99,135	126,715	1,226,110
1863	129,775	128,766	125,445	118,075	108,605	116,893	114,990	125,817	124,015	120,121	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	220,377	248,862	241,695	264,622	283,646	288,619	246,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	324,911	368,956	321,208	249,021	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	249,987	265,358	294,456	276,209	291,763	278,219	2,905,889
1862	192,216	217,161	244,423	258,674	283,996	254,265	288,725	414,707	448,994	463,873	469,557	451,526	4,088,837
1863	355,685	361,834	396,771	429,929	505,517	464,869	461,884	574,486	714,302	815,902	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	197,128	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,041,787
1862	293,420	274,258	295,778	282,895	277,009	261,210	249,419	277,380	397,525	401,299	384,031	370,983	3,745,310
1863	337,350	360,598	461,322	464,357	418,739	383,314	345,053	404,898	447,321	508,146	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,109	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,558	137,086	92,574	1,172,100
1862	82,235	47,142	56,093	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,14
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,379	130,760	151,052	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1867	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	98½
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	106½
" " " 1850	700,000	6	Jan. & July.	"	1890	107
" " " 1856	1,128,500	6	Jan. & July.	"	1875	107½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1856	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	103
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	690,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75-'79	
Camden and Amboy:						
English debt (s. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	793,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	106½
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	103
" " $300,000	790,600	6	"	"	1870	105
" " $375,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	101½
" " $2,500,000	867,000	6	"	"	1889	102
Consolid. Mort. Loan $5,000,000			"	"		102½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	104
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1876	45
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	3,034,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	95
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	109
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	104
General 1st Mortgage	3,600,000	7	" "	" "	1885	93
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	74
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	884,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244.200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	102
4th Mort. (M. L.) or 3d Extension	1,059,928	6	" "	" "	1886	84
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164.000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	439 000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176.500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	114,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	123,410	7	April & Oct.	New York.	18 5	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	104
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300.000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289.000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499.000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,500	6	Feb. & Aug.	Boston.	1874	103
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	111
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	108
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	85
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster:						
New Dollar Bonds	681,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	112
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1883	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	112
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	361,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230.000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	105
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†				
2d Land Grant (Western Div.)	353,600	†	Jan. & July.	New York.		44½
3d Mortgage (whole road)	1,700,000	†	" "	"		44½
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1990	107
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "		----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	223,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	185,669	7	Feb. & Aug.	New York.	1891	99
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,800,000	7			1880	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	610,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1899	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston.	1869	110½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	122
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14.000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701.000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,656,500	7	" "	" "	1877	104
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.		107
2d Mortgage	200,000	8	" "	" "		----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		60
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	292,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,065	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	242,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	" "	1868	----
Extension	115,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	668,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1880	----
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	106
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	101
Real Estate Bonds	252,975	6	" "	" "	1883	101
Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1864	102
New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	136
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	111
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	115
3d Mortgage	6,000,000	7	" "	" "	1883	112
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	107
5th Mortgage	1,791,500	7	June & Dec.	" "	1883	109½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	108
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100½
3d Mortgage	980,300	7	Jan. & July.	"	1867	101
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1868	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" " " "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	105
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100½
2d Mortgage	3,077,000	7†	" "	" "	1861	23
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96
Chattel Mortgage	360,000	10	" "	"	1857	121
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	105½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1861	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	110
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1394	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	900,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1895	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	409,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,044,600	6	April & Oct.	"	1870	105½
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	883,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	86,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	118
" 1856, "	1,470,000	7	" "	"	1886	125½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	135
Improvement	58,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	109
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (ser es L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	83½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	237,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	64½
2d Mortgage	937,500	7	" "	"	1863	18
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	12?,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	104
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	102
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	90½
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	13
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	928,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	868,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'58-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	109
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1868	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,936	*	—	877,653	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,595	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,682,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '55	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,577	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,994	....	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,463	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,916	—	.....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,151,255	73.6	404,297	958,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,238	124.0	.....	294,485	70,197	4	—
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	25,224	1,594,661	62.0	.....	206,420	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,354,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,512,476	operated by N. Y. & N. H.				4	.....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602.152	75,526	—	696,827	66.0	156,906	151,731	86,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	447	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000 000	—	5,744,362	117.4	518,810	1,036,437	454,096	12	128
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	363,664	158,927	—	95
								DELAWARE.													
31 Oct. '60	84.3	—	13.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	186,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,536	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,686	—	.....
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	53.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	30.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,178	229.0	879,488	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,345	232.0	.....	1,159,188	526,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	358,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,272	4,100,000	157,877	8 721,057	281.0	976,381	1,225,001	457,794	—	82
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	263.0	1,303,146	2,412,821	1,206,039	8	116
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,586	188,085	2,050,066	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	29.0	36	23	705	Chicago and Northwestern	12,325,849	510,963	—	3,731,316	8,345,000	226,641	13,147,136	242.0	.....	1 033,054	448,503	—	48½
31 Mar. '63	181.8	—	—	61	57	960	Chicago and Rock Island	7,669,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	102½
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580.000	*	—	—	580,000	—	—	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551.145	341 7	1,420,341	1,777,841	834,600	6	105½
31 May, '63	174.5	5.5	14.3	—	21	24	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,341	140.0	.....	742,097	377,470	—	63½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,380	15,060,500	—	30,071,630	708.3	2,561,102	3,445,827	1,870,723	4	119
— — —	—	—	—	81.6	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
— — —	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,406	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	ope.	by Chic.	& R. Is.	125,000	—	.....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
— — '62	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '62	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,973,555	*	—	800,000	1,200,000	.....	2,000.000	100.0	oper. by	Bur. &	Quincy	—	.....
— — —	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	421	St. Louis, Alton & Terre Haute	0,100 000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,895	568,020	—	54
								INDIANA.													
— — —	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2.233.413	*	2,750	986,061	1,219.100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,939	274,081	26.641	611,000	1,254.500	15,900	2,102,761	100.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	28	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,347,284	140.689	3,458,108	10 0	.....	448,858	230,534	9	87
31 Dec. '62	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,086	2,103,839	84.0	.....	450,079	247,334	—	.....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,222	108.0	312,859	527,863	268,166	—	.....
— — '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	.....	1,538,748	132.0	.....	285,974	104,961	—	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
— — '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	—	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,449,450	171,000	—	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	762,783	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860.000	369,084	.....	86.0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,068,599	63,196	—	2,992,427	300,000	222,601	3,179,533	111.0	.....	228,660	122,931	—	.....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,976	82,499	—	921,449	570.000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
31 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745.703	*	—	548,216	414.000	60,452	1,022,803	11.2	.....	.....	.....	—	.....
— — '62	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,000,000	15,000	.....	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,275,99	111.8	.....	426,40	227,684	—	36½
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	6+1,024	*	—	sold, 1859.	for $26.0 00.	—	.....	20.0	.....	.....	.....	—	.....
— — '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	*	—	684,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	85
30 Jun. '62	29.0	—	....	—	....	....	.....	Lexington and Frankfort	596 728	52,300	—	514,573	130,000	—	746.06	29.0	.....	78,936	26,794	2	50
30 Jun. '62	65.1	—	....	—	13	10	230	Louisville and Frankfort	1,396 229	126,735	6,540	1,104,587	402,519	—	1,465,89	65 1	215,031	179,251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	4	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595 258	1,777,985	1,062,165	—	.....
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
— — —	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750.666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
— — —	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	190,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,282,824	555 434	—	.....
1 Aug '60	53.7	—	....	136.3	....	....	.....	*Vicksburg, Shreveport & Texas*	1,662,601	*	—	1,283,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,630	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	92.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,352	4,259,303	109.2	186,340	323,032	174,028	—	—
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	478,014	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	283,197	170,276	6	110
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	785,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	225	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,805,788	6	93
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,866	30.0	187,427	462,880	290,840	9	112
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	42
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,999	136,191	6½	106½
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,880,350	400,463	496,903	4,076,974	—	—	5,026,338	119.3	630,840	945,980	450,302	8	129
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,482,989	61.8	435,121	702,222	355,362	8	124
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,694	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	504,117	1,006,130	490,304	8	139
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	105
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	98½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.6	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	114
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,926	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,963	23,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	.....
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,985	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	200,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,164	48,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	19
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	145
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,900	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	252	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	484	471,170	oper. by B		and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	89,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	oper. by Ho		usatonic.		31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	125
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	oper. by T.		and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	213,065	115,241	—	49
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,160,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	141½
30 Nov. '62	45.7	—	9.3	—	19	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	6½	83
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,696	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
— — —	—	—	—	—	...	...	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	—	—	—	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,435	7,999,489	—	14,834,055	329.3	1,448,558	2,946,560	1,674,200	8	136½
31 Mar. '63	246.0	231.0	.....	—	83	110	1,106	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,618,200	9,527,078	—	19,545,278	527.0	2,060,637	2,818,831	1,461,276	—	78
— — —	—	—	—	89.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	226.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,061	2,554,732	896,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '56	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	—	—	—	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	—	—	37.0	.....	—	—	—	—
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	—	—	206.8	.....	438,544	258,544	—	43
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,776	504,983	—	2,459,207	4,350,000	—	—	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	—	52.0	.....	—	—	—	—
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	—	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,231,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	oper. by Con		n. River	1,690	—	.....
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,300,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	50
30 Nov. '62	53.5	—	.....	—	11	11	50	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	50½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	84,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	62
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	oper. by Con		. 25,000	24,500	7	120
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	18.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	oper. by Eas		tern Ma	ss.	4	98½
31 Jan. '62	20.5	—	1.5	25.8	5	2	27	Great Falls and Conway	433,464	40,587	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	oper. by C'd		162,423	74,885	7	115
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,586	568,000	—	.....	52.7	.....	34,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	69
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,450,736	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	112,533	—	.....
31 Dec. '62	63.9	32.5	.....	8.0	...	...	.....	Camden and Amboy	6,070,238	*	3,971,080	5,000,200	8,620,181	.....	.....	124.2	.....	3,040,148	1,728,548	10	160
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,388	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,586	65,128	—	13
31 Dec. '62	64.0	—	48.0	—	36	20	540	Central of New Jersey	4,915,252	606,542	672,113	3,680,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	58.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.5	—	.....	—	—	—	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.5	512,349	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,247	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,619	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	oper. by Er	ie	R. R.	53,400	8	.....
31 Dec. '62	16.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	oper. by Er	ie	R. R.	26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 May, '62	.....	.....	.....	.....	.....	.....	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	24.0	—	—	47.0	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	C½	110
31 Dec. '62	38.5	—	.....	—	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,322	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending..	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.	—	—	—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	r by Tioga.	44,100	—	—	—
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	464,073	52,327	16,231	3	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14 5	803,720	127,843	10,867	—	48
30 Sep. '62	28.3	—	26.9	1.9	—	159	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	6	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,625	*	—	346,000	146,000	8,000	600,000	5.3	273,289	80,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	26	—	Coney Island and Brooklyn	501,364	*	—	493,300	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	34	—	Eighth Avenue (New York)	874,128	64,237	—	500,000	—	25,000	938,365	6.3	2,458,019	369,965	121,565	12	.....
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	.....	30,000	6	.....
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,955,792	*	—	19,973,200	19,831,500	480,665	40,285,365	433.0	4,582,369	7,863,973	2,993,542	—	106
30 Sep. '62	144.0	4.0	115.1	—	65	117	686	Hudson River	10,749,863	1,363,931	—	3,758,486	9,363,750	208,424	13,420,640	148.0	1,162,545	2,637,529	1,269,954	—	120
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,552,716	762,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2	40
30 Sep. '62	297.8	258.1	351 8	—	229	231	2,305	New York Central	26,267,149	5,257,077	782 580	24,000,000	14,279,5 3	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6	132
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,473	1,154,093	456,698	—	89
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	—	6	.....
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,178	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	.....
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,691,455	728,524	—	4,571,000	1,494,900	—	6,066,500	121.5	341,704	492,433	176,753	—	0.25
30 Sep. '62	35.9	—	2.2	—	6	15	54	Oswego and Syracuse	998,935	116,626	—	396,340	208,500	16,375	815,161	58.1	75,625	140,634	77,150	7	.....
30 Sep. '62	2 .2	—	2.0	—	7	11	65	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 025	27.2	.....	276,276	66,845	6	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	558	Rome, Water'n & Ogd'nsb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	98
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,984	—	—	300,000	65,000	—	480,984	incl	in Rens. & Sar.	.....	—	—	.....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,837	882,337	51.3	111,286	146,227	52,258	—	.....
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	358,033	88,285	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,571	172,767	—	.....
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	124,958	—	.....
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462 500	.....	oper. by	Vt. Co.	.....	—	.....
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the &	Comp's.	—	.....
30 Sep. '62	34.9	—	2.6	51.4	4	6	89	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	36,572	—	.....
— — '58	223.0	—	—	—	—	—	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	—	—	—	—	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	61,300	2,934,509	171.9	.....	469 458	219,688	—	.....
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,866	364,072	—	.....	.....	.....	—	.....
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	10
31 Mar. '63	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,935,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	404,415	10	120
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	.....	.....	—	.....
1 May, '59	131.8	—	—	31.0	16	19	352	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,250,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,696	1,724,917	1,033,637	20	155
31 Dec. '62	67.0	—	—	18.0	13	6	316	Cleveland and Mahoning	2,553,162	298,759	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,560,000	.....	.....	96.7	484,197	1,551,628	975,923	334	185
30 Nov. '62	101	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,691	*	.....	3,832,712	4,324,695	94,329	8,251,648	203.5	.....	1,436,317	552,800	—	103
31 May '63	109.5	79.4	—	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,358	188.6	663,371	1,361,537	747,562	—	112
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,683	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	252,900	—	2,076,902	oper	r. w. Lit. Miami.	229,883	—	15	.....
31 Mar. '63	144.0	—	7.9	—	19	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	.....
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	3,565	—	.....
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	.....
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	.....
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	.....
30 Nov. '58	13.0	—	—	24.0	1	2	50	Iron	172,330	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,138	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '62	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,724,322	*	—	10,379,554	373,487	53,065	11,164 820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,348,042	20,549,420	192.3	.....	829,932	119,032	—	11
31 Aug. '58	117.0	8.0	—	—	17	16	235	Pittsburg, Columbus and Cin.	4,772,851	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '6	153.9	52.0	—	—	31	28	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,060	2,488,825	7,800	5,401,088	205.9	418,328	599,880	175,290	—	.....
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	.....
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	196,000	150,000	3,500	346,500	oper	r. by C.	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,165	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	51
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	58.0	—	—	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	.....
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	70
30 Sep. '62	65.0	—	4.2	—	18	18	276	Catawissa	3,634,000	*	—	3,350,000	284,000	116,752	3,749,752	146.0	549,045	275,886	.....	—	90
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,381,456	74.5	.....	255,560	166,427	9	.....
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,385	*	—	5,596,200	4,629,000	637.114	10,862,314	202.0	1,107,638	1,505,362	752,468	6	198
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	148,388	98,654	—	.....
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,088,607	78.0	227,058	347,528	183,496	—	86
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	83,826	10	.....
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	71
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	800,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	.....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,425,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	190,094	164,184	—	19
31 Oct. '62	80.0	—	14.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,516	*	—	710,060	1,747,833	206,000	2,662,533	80.0	242,400	307,389	109,056	—	.....
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	2,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	522,927	400,516	6	90
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,571,868	*	—	2,256,100	960,000	72,600	3,288,700	33 8	62,155	126,316	68,801	—	51
31 Oct. '62	24 5	106.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 235	*	—	3,250,000	—	—	3,252,235	130.0	— —	451,918	174,425	8	104
30 Nov. '62	55.6	13.2	3.8	—	18	2	477	North Pennsylvania	5,455,476	406,187	—	3,147,350	3,106,360	280,000	6,447 780	66.4	263 234	397,180	218,960	—	64
31 Dec. '62	356.6	55.8	318 0	—	253	157	3,871	Pennsylvania	19,308,847	3,582,304	—	13,274.100	3,52 .40.	— —	8,821,218	441.4	.....	10,304,191	1,872 218	8	74
31 Oct. '62	17.0	7.0	42.0	17.0	16	4	214	Phila., Germant'n & Norrist'n	1,521,520	258,289	—	1,243,900	437,900	— —	1,681 698	34.0	229.9 8	462,385	129,745	6	65
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,139 887	*	—	4,822,459	6,82 ,.00.	157 789	12,124,847	16 16	218,674	418,47.	80,405	—	20
30 Nov. '62	147.4	5.5	157.8	—	143	67	7,200	Philadelphia and Reading	21,762,800	2,788,774	657,120	11,648,925	12,036,100	94,466	25,428,106	355.0	2,065.16	3,911,83.	2,026,776	—	66
31 Oct. '62	81.0	—	9.8	48.0	2	2	17	Phila. and Baltimore Central	902,461	47,419	—	21 ,000	675 ,00	6,500	690 ,20	1.9	6,218	1,416	20,621	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
31 Oct. '62	28.2	—	1 9	—	—	—	—	PENNSYLVANIA, (*Continued.*) Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	116	630	Phila., Wilmington and Balt.	6.9 9 924	744,425	351,129	5,620,500	2,579,000	—	9,508,496	200.5	582,615	2,250,862	1,080,995	9	67
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,600,000	110,417	3,601,858	72.0	194,000	129,918	50,379	—	8½
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,355	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,795	—	80
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	....	oper. by	Ph. & R	eading.	5	—
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,778	112,824	—	500,000	791,597	5,659	1,297,256	....	57,928	159,534	59,060	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,560	396,500	65,828	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	25	Westchester and Philadelphia	1,387,074	*	—	683,431	953,295	8,000	1,644,639	26.4	105,800	141,101	79,544	—	10¾
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	415,309	199,155	6	55
30 Nov. '62	13.0	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,269	—	457,17	8,500	—	.....	13.0	23,954	25,594	6,739	....	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	20	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.0	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	15	9	170	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,283	151,536	6	—
— — '58	40.3	—	....	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	143.2	21.2	....	—	—	—	....	Greenville and Columbia	2,439,769	824,161	—	1,429,008	1,145,000	345,540	2,919,554	164.5	.....	341,190	125,871	....	—
31 Aug. '58	22.5	—	....	—	—	—	....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	—
31 July '58	32.0	—	....	—	—	—	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	....	—	62	50	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
31 July '58	25.1	—	....	41.9	—	—	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,808	149,167	—	—
1860	277.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,264	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271 6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100 0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	55 0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	82,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	35	17	319	Nashville and Chattanooga	3,032,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859	.....	—	....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.8	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	—	—	....	Buffalo Bayou, Braz.& Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	....	184.0	—	—	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,586	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '58	25.0	—	....	110.0	—	—	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '58	28.0	—	....	756 0	—	—	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 Aug. '62	110.3	—	6.6	—	8	12	193	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	.....	.....	90.7	99,639	208,867	.....	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,705	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	—
31 Aug. '62	62.5	....	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	—
31 May, '62	117.6	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713 418	191,466	—	75c.
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	.....	4	164½
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,146	.....	23.7	53,041	45,273	7,187	—	—
30 Jun. '62	59.0	5.5	3.0	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '58	41.0	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '58	77.5	8.9	3.8	105.0	9	5	221	Manassas Gap	2,942,545	210,080	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '58	79.0	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,573	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	9
30 Sep. '60	88.1	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,083,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '58	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '58	59.2	21.6	....	—	14	17	131	Petersburg and Roanoke	1,223,525	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '62	140.9	2.7	12.0	—	28	36	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	17
30 Sep. '58	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,383	7	77
30 Sep. '58	22.2	2.8	5.1	—	10	7	158	Richmond and Petersburg	1,222,525	—	—	835,756	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	22	Richmond and York River	704,840	20,554	—	667,812	85,000	.....	.....	23.7	12,642	.....	.....	—	—
31 Jan. '59	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	62,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	12	228	Virginia Central	4,952,753	541.197	33,945	3,162,764	1,480,592	62,929	4,832,929	195.0	280 968	634,081	359,130	5	69½
30 Jun. '60	294.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '58	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,530	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '58	55.0	—	2.0	121.0	8	2	40	Kenosha and Rockford	1,500.000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.1	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,850,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	....	27.8	—	—	....	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	*	42.0	10 mos.	60,066	.....	—	—
31 Dec. '62	191.9	42.0	28.5	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454.000	221,252	7,978,841	234.4	.....	1,163,734	414,741	—	53½
— — '57	50.0	—	....	86.0	—	—	....	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '62	104.0	—	....	—	8	13	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,035,328	5,692,471	142.0	384,331	344,769	83,839	—	—
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,933 000	*	—	11,750 000	188.000	—	11.938 000	16.10	.....	226,798	67,652	—	—
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463 959	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	—
— — '62	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	—
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,450	54 750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154 855	—	—
31 July, '63	329.3	115.5	63.0	—	92	12	1,681	Great Western	23,933,750	*	1,250,000	16 802,715	9,281,435	.....	26,084,150	357.0	.....	3,011,830	1,649,510	1½	—
— — '62	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	—
31 Dec. '62	95.0	1.6	....	—	17	26	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
— — '60	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	—
31 Dec. '62	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	750,000	.....	.....	25.0	.....	100,000	19,575	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,610	20,005	—	—
1 July, '61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,355	—	1,380,000	13,100	126,000	1,779,282	60 0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRENADA.													
1 Dec. '62	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	—	1,743,294	1,013,444	13	160½

New York Stock Exchange.

Actual Sale Prices for the week ending December 9.

	Th 3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
American Coal Co.	93	93½	94	90	95	94
Buffalo, N. Y. & E., 1M.	----	----	----	----	104	----
California 7s	----	----	----	----	----	----
Canton Co.	32½	32	32½	----	32½	32½
Central Am. Transit	30	29½	----	----	----	----
Chicago & Alton	82	83	84	85	84	82
" " pref.	92	92	92	93	----	----
" " 1 M.	----	----	----	104	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	117½	116
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n.	46½	46½	46½	46	44½	----
" " pref.	----	----	60	----	----	----
" " 1st M.	93	93	93	----	----	----
" " 2d M.	76	----	----	----	----	74
" " S. F.	----	----	103	104	----	----
" " A. B.	----	----	----	----	----	----
" " I. R.	95	95	----	----	----	----
Chicago & Rock Isl.	104½	103½	104½	104	103½	102½
" " 1st M. '70	----	----	109	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	104½	104½	105½	105½	105½	103
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	84	----	----	----	----
Clev. and Toledo	114	113½	114	114½	----	112
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	34½	33	33½	32½	33½	31
Del. & Hudson Canal	----	----	171	----	170½	170
Del., Lack. & West.	198	----	----	----	----	----
" " 1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	106½	106	107	106½	106½	106
" pref.	101½	101½	102½	102	101½	----
" 1 M. 7 p.c. '67.	111	----	----	----	----	----
" 2 M. 7 p.c. '79.	----	----	----	----	----	----
" 3 M. 7 p.c. '83.	----	----	----	----	----	----
" 4 M. 7 p.c. '80.	----	----	----	106½	107	----
" 5 M. 7 p.c. '88.	----	----	----	----	----	----
Galena and Chicago	107½	107½	107½	107½	107½	105½
" 1M. 7 p.c. '63	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82.	----	----	----	----	----	----
Hann. & St. Jo. pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	122½	121½	123½	123	122½	120½
" scrip	----	92	----	----	92½	----
" 1M. 7 p.c. '69.	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	119	118	118½	117½	118	117
" full stock	----	----	----	----	----	----
" Can. bd. sc.	----	----	----	----	----	102
" bonds	118	----	----	----	----	----
Marietta & Cin 1st pref.	----	----	----	----	66	----
" " " 2d "	50	----	----	----	----	----
Mariposa Mining Co.	33	33	34	40	39	35
Michigan Central	126½	124½	125	125	126½	125½
" S F. 8 p.c. '82	----	----	----	122	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	79½	79½	80	80½	80	78
" " guar'd.	133½	----	----	----	132½	131½
" " 1M. S. F.	109	----	----	----	109	----
" " 2 M.	104½	----	104½	----	104½	104
Mil. and P. du Chien	50	52	52½	54	54½	53½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	36½	----	----	----	----	----
" L. G. bonds	----	----	----	60	----	----
Missouri 6s	66	66	----	----	66½	66½
" iss. to H. & St. J. R.	----	----	87	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	135	133½	134½	133½	133½	132½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76.	116	----	----	----	115	----
" " 7s, conv. '76.	----	----	136	----	----	----
" " 6s, S. F. '83.	106	----	----	----	----	----
N. York & Harlem	93	93	93	91½	91	89½
" " "pref."	----	----	----	110	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	101	----	----	----	----	----
Norwich & Worcester	----	----	----	----	----	----
Ohio & Miss. cer.	36	36½	36½	35½	----	35½
Pacific Mail S.S. Co.	211	212	212	213	214	214½
Panama	190	190½	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	160
Phila. and Reading	121	120½	120½	120	119½	118½
Pitts. Ft. W. & Chicago	83	82½	83½	83½	82½	80
" " 1M.	----	----	----	----	----	----
" " 2M.	104	----	----	----	----	104
" " 3M. 8 p.c.	----	----	----	----	----	86½
Quicksilver Mining Co.	63	63½	65	67	64	64
St. L., Alton & T. H.	54½	55	56	56	----	54
" " pref.	----	70	76	----	----	76
" " 1M.	----	----	103	103½	104	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	82	----	82	----	----	82
Tennessee 6s, 1890.	60	----	----	----	59½	60
Toledo & Wabash	44½	45½	53	55	54	51½
" " Pref.	----	----	75	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	100	100	102	----	102	----
" " 2M.	85	85	87	----	87	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	55	----	----	----	55	----

New York Stock Exchange.

Actual Sale Prices for the week ending December 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	----
U. S. 6s, 1871, coup.	----	----	----	----	98	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	98	----	----	----	----	----
U. S. 5s, 1865	----	----	----	----	----	124
U. S. 6s, 1881, reg.	----	----	----	----	104½	----
U. S. 6s, 1881, cou.	109	108½	----	109	109	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	101½	----	----	----	----	----
U. S. 6s, " new	98	98	98½	98½	98½	----
U. S. 6s, 5-20s, coupon	100½	----	100½	----	100½	----
U. S 6s, " reg.	----	----	----	----	----	100
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	106½	106½	----	106½	106½	106½
American Gold	151½	152½	152½	151	145½	148½

Philadelphia Stock Exchange.

Actual Sales Prices for the week ending December 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Beaver Meadow	----	77½	----	79	----	----
Cattawissa	----	9	8½	9½	10	9½
" preferred	29½	28½	30	30½	30½	30½
Camden & Amboy	----	----	----	----	----	----
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	105
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	----	----	----	101½	----	----
" " 6s, '89.	----	----	----	----	----	102
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	54
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	60	----	----	----	59	----
" " 6s	----	----	----	----	----	----
" " scrip.	49	----	----	----	----	49
Lehigh Valley R. R.	----	----	----	----	----	90
" " scrip	----	----	49	----	----	----
" " 6s	----	----	----	----	106½	105
Little Schuylkill R. R.	49½	49½	50½	50½	51	51
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	100	----	----	----	100	----
Minehill	----	60½	60½	----	----	60½
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	21½	22	22½	23½	24	24½
" " 6s	----	----	----	96	96	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	70½	69½	----	70	----	70½
" 1st m.	----	110	109½	110	110	----
" 2d m.	----	105½	----	106	----	----
Penn. State, 5s	100	99½	99½	----	----	99½
" " 5s, coupon	----	----	----	----	----	----
" " 6s, " 1863	----	----	107	107	107	----
Philadelphia City, 6s	101	----	104½	----	----	100½
" new	----	----	----	----	----	----
Philad., Germ. & Nor.	58½	59½	----	----	----	58½
Phila. & Reading	60½	----	60½	60½	59½	59½
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	106½	106½	----	----	----	----
Philadelphia & Erie	----	29	29½	30	30	30
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	17½	----	17½	18	----	18
" " pref.	32	32	32½	33½	----	32½
" " 6s '82	88½	----	89	----	89	90
" " 6s '76	----	----	----	----	----	89
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	15	14½	15	15½	15	15½
" " 6s '78	----	----	----	62½	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	4½	----	----	----	----	4½
" " 6s '83	----	26	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
Arch street, (Horse)	31	30	30	----	----	31
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	18	18	18½	18½
2d and 3d streets, "	83½	----	----	----	84	----
Spruce & Pine, "	----	----	----	----	13	13

Baltimore Stock Exchange.

Actual Sale Prices for the week ending December 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Baltimore City 6s, 1875.	108½	----	108½	----	----	----
" " 1886.	----	----	----	----	----	----
" " 1870.	----	105½	----	----	----	----
" " 1890.	----	----	----	----	110	109½
Balt. and Ohio	94	----	93	93	----	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	106½	----	106	106½	----	----
Northern Central	42½	----	----	----	42½	42
" " b'ds, '85.	105	----	----	----	----	----
" " " '95.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending December 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	129	129
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	138½	138½	----	139	----	----
Cheshire, pref.	----	61	----	----	----	50½
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	105
Eastern, Mass.	98½	98½	----	----	98½	98½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	114	----	----	----	114½	----
Manchester & Lawr'ce	----	----	----	----	115	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	69	69	69	69
Old Colony and Fall R.	143½	----	143½	144½	145	----
Ph., Wil. & Baltimore	67	67	----	67	67	67
Portl'd, Saco & Ports.	110	----	110	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	39	39½	39½	40	40½	40
Western	----	146	140	140½	----	141½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	124	124	----
Metropolitan "	----	----	66½	67	67½	64½
Middlesex "	----	----	108	----	----	107
Central Mining Co.	----	----	----	57	----	----
Franklin "	48	49	----	50	48½	48
Isle Royale "	21½	24½	25½	----	----	25½
National "	----	----	31	30	----	----
Minnesota "	----	----	70	----	----	----
Pewabic "	----	64½	64½	----	64½	64
Pittsburg "	----	86½	----	----	----	----
Quincy "	----	95	95½	----	96	----
Rockland "	18½	18	17½	17½	17	----

London Stock Exchange.

The following were the closing prices for American Securities on the 23d November:

Maryland 6s	72	to	74
United States 6s, 1881	66	"	66
Do. 6s, 1874	58	"	62
Virginia State 5s	45	"	50
Do. 6 per cent.	36	"	38
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	76	"	78
Do., Pennsylvania do. do.	75	"	76
Erie shares, $100 (all paid)	68	"	69
Do., 7s, preference	60	"	65
Do., 7s, 1st mort., 1867	65	"	70
Do., 7s, 2d mort., 1859	68	"	70
Do., 7s, 3d mort., 1883	68	"	70
Do., 7s, 4th mort.	65	"	70
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	72	"	74
Do. do. $100 shares, $90 paid, dis.	23	"	21
Do. do. $100 shares, all paid	68	"	70
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82. x. c.	72	"	73
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	----	"	----
New York Central 6s, S. F., 1883	68	"	72
Do. do. 7s, 1864	55	"	60
Do. do. 7s, S. F., 1876	78	"	82
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	80	"	85
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	104	"	106
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	36	"	38
Do. $50 shares	38	"	40
Philadelphia and Reading, $50 shares	33	"	38

American Railroad Journal.

Saturday, December 12, 1863.

Stock Exchange and Money Market.

Our latest foreign advices give us reason to believe that further financial complications are arising in Europe of a serious nature. We may now see practically how dangerous to the peace of the world is the exercise of a "one man power." Louis Napoleon by a single speech throws the old world into confusion. States fear the loss of territories, monarchs that of their crowns, and the people groan under the terror of more bloodshed for opinions for which they have no sympathy whatever, and no interest. The men who deal in money, also suddenly take alarm at the insecurity of their property, and "the deceitfulness of riches."

These apprehensions pervade the continent. England, which escapes much by her insular position, nevertheless feels all these premonitory symptoms of disorder through the nerves which reach to the fingers' ends of her grasping hands.

Her extended empire makes her vulnerable in all parts of the world. Her commerce is her life blood, and she wishes to keep it in the name of civilization and humanity, for these are the colors she marches under whenever she is about to seize on any foreign and distant possessions. Two things therefore at this moment disturb her equanimity. The idea of a Congress of reconstruction, and the drain of specie to the East. It is believed she will not present herself at the Napoleonic Congress. There is nothing on the continent that she wishes to meddle with, while on the other hand there are such places as Gibraltar, Malta and Heligoland, all outposts and pickets stationed at foreign points, which she might be called on to give up, as the first step to the political millenium. This therefore is anything but an agreeable subject for her immediate consideration.

So too with regard to the drain of specie. This is going on alarmingly. Our advices state that the bank reserves are diminishing, that the Continental bankers are selling out their stocks in the London market to realize in coin, to a large figure. There is such a thing as overdoing business. England prides herself on her spindles, and desires to spin for the world. To do this she has a large portion of her population converted into half-starved operatives, dependent on the Lancashire lords. When this system is interrupted, mobs, prisons, starvation, chartism and revolution stare her in the face. Cotton must therefore be had, either at the risk of a war with the United States, or the loss of her bullion in the East. When this last goes from her, even in sums that we part with every month without a pang, interest goes up, and her merchants, bankers, and shippers go down.

The purchase of cotton in the East is a ruinous operation under any circumstances. It has to be paid for either in coin or poisonous drugs. The barbarians of India do not want, and will not purchase any but a few articles. It is civilization which has new wants, and finds means to gratify them. There is more variety, more utility, more humanity in an assorted cargo which comes from Liverpool to New York, than can be found in all the vessels which sail to Bombay or Calcutta with merchandize intended for native consumption.

When England took cotton from us, she sent back the fabrics of that article, loaded with the charges of the manufacture, hundreds per cent more than it originally cost; but when she buys of India she has to send coin, which is preferred there to the most ingenious, comfortable and useful of her manufactures.

So we may perceive how even the rigid application of the principle of self-interest blindly followed up, may bring trouble and care to nations which have no other policy. England has really arrived at her zenith. She can rise no higher, it will require all her ability to remain where she is.

Our domestic affairs have not changed in their aspect much since our last issue.

The battle, in which Jefferson Davis and his generals were willing to stake the future of the confederacy, having gone against them, has undoubtedly been decisive.

There is no recovery from its effects. We perceive that in the South as well as the North it is being so considered. We have therefore noticed a pause in the local Money Market, and another decline in gold.

The meeting of Congress, the policy of the President, and the report of the Treasury department have been anxiously looked for by our monied men and institutions, as likely to affect very important changes in the future.

The President's message and the usual accompanying departmental documents were received in this city, and given to the public on Wednesday afternoon, with the exception of the report of the Secretary of the Treasury. The rumors which foreshadowed the message for a few hours, had their influence on the market, and affected the price of gold which fell to 147, solely on the ground that its character was favorable to an immediate reconstruction of the Union, on terms and principles likely to be acceptable. It subsequently with the usual vibration went nearly back again before night.

The message is a document very creditable to the nation and the President. As a State paper it is brief, clear, pointed, and intelligible. It reviews the history of the past year, and the record is satisfactory. The reports of the Secretary of the Navy, of War, and of the Interior, are also good state papers, and give the people all the information they can desire. Of these we shall give abstracts as fast as the opportunity is permitted us to place them in our columns.

The receipts during the year from all sources, including loans and the balance in the Treasury at its commencement were $901,125,674 86, and the aggregate disbursements $895,796,630 65, leaving a balance on the 1st of July, 1863, of $5,329,044 21. Of the receipts, there were received from Customs $69,059,642 40; from Internal Revenue, $37,640,787 95; from direct tax, $1,485,103 61; from lands, $167,617 17; from miscellaneous sources, $3,046,615 35, and from loans, $776,682,361 57, making the aggregate $901,125,674 86. Of the disbursements there were for the civil service $23,253,922 08; for pensions and Indians, $4,216,526 59; for interest on public debt, $24,729,846 51; for the War Department, $599,298,600 83; for the Navy Department, $63,211,105 27; for payment of funded and temporary debt, $181,086,635 07, making the aggregate $895,796,630 65, and leaving the balance of $5,329,044 21.

But the payments of the funded and temporary debt, having been made from moneys borrowed during the year, must be regarded as merely nominal payments, and the moneys borrowed to make them as merely nominal receipts; and their amount, $181,086,635 07, should therefore be deducted both from receipts and disbursements. This being done, there remains, as actual receipts, $720,039,039 79, and the actual disbursements $714,709,995 58, leaving the balance as already stated.

The Report of the Secretary of the Interior contains the following interesting statements with regard to the Union Pacific Railroad, and the gold fields of Arizona:

The Union Pacific Railroad Company chartered by the act of Congress entitled "An act to aid in the construction of a Railroad and Telegraph Line from the Mississippi River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July 1, 1862, has been organized by the election of Directors and other officers, and the subscription of the requisite amount of stock. The character and pecuniary ability of the stockholders afford the the most ample guarantee that this great work will be prosecuted to a successful issue. The work upon the branch lately located by you has already been commenced with a determination to press it to a rapid completion, despite the inclemency of the season and other obstacles.

The southern branch of the road, having its eastern terminus at the mouth of the Kansas River, and now known as that of the "Pacific Railway Company, eastern division," is being constructed with unparalleled energy. Since the 1st of September last, about forty miles of this branch have been graded, the ties made ready, the iron and rolling stock purchased and delivered upon the ground or now *in transitu*. We have assurances, on which a well founded belief may be based, that early next month it will be completed, and during next Summer extended to Fort Riley, a distance of 130 miles.

The principal obstacle to the rapid progress of the work is the scarcity of labor, which may be overcome by the employment of the freedmen, as before indicated in this report.

The California branch of the Pacific Railroad is being constructed with all practicable dispatch, and there is every reason to believe that the work will not be permitted to languish, but that, at an earlier day than could have been reasonably anticipated, the entire line will be completed.

The extent and unsurpassed richness of the gold fields recently discovered in Arizona, together with our previous knowledge of the vast mineral wealth of New Mexico, is well calculated to impress all who reflect upon the subject with the necessity of a branch road from the Union Pacific to Santa Fe, and such other points in the Territory of New Mexico as may be necessary to the development of the mineral wealth and trade of that country; and although Congress may be unwilling to lend pecuniary aid or credit to such an enterprise, it is believed that a liberal grant of land, both arable and mineral, of comparatively little present value to the Government, to the companies now organized, or to one to be chartered by the Territorial Legislature of New Mexico, will insure its speedy construction. There are vast fields of iron ore, and coal suitable for its manufacture, convenient to the line of the proposed branch road, and, though the enterprise may appear stupendous, the income to be derived from it would doubtless soon afford ample compensation to those who might accomplish it.

The above isin the highest degree instructive and encouraging. It is worthy of note that the Message does not contain a word in relation to Mexico. We perceive it is recommended to seek a revenue from our gold producing territories. This we think a suggestion of value. We have on former occasions frequently advocated the policy. The simple method of doing this without disturbing the miners, is to establish Branch mints in all these territories, and convert the gold dust into coin on the spot. This would be worth 10 per cent to the hard working producers who now suffer to a much greater extent by bad assays, exchanges, transportation and various other local charges. We think the Message and the documents will produce a very favorable effect abroad.

By telegraph to Ross, Dempster & Company, dated San Francisco, December 3d, mining stocks were quoted:

Ophir, $1,675 per foot; Gould & Curry, $4,500 do.; Savage, $2,750 do.; Potosi, $900 do.; Yellow Jacket, $940 do.; Overman $430 do.; Sierra Nevada $75 do.; Crown Point, $1,000 do.; California, $800 do.; Central, $1,300 do.; Chollar, $680 do.

Gould & Curry declared dividend $125 per foot for November.

The Oswego and Syracuse Railroad Company has declared a dividend of four per cent, payable on the 20th of February.

The New York Central Railroad Company have declared a semi-annual dividend of five per cent., free of U. S. Tax, payable in New York, Albany and Boston on the 20th of February; and in London on the 20th of March—the usual periods.

The Little Miami Railroad Company have declared a dividend of five per cent, exclusive of tax, payable at the Treasurer's office in Cincinnati on and after the 7th December.

The Philadelphia and Reading Railroad Company announce a dividend of seven per cent. clear of tax, on the common stock, payable in common stock, on and after the 31st of December next, to the holders thereof as they stand registered on the books at the close of business on the 17th inst.; also a dividend of three and a-half per cent. on the preferred stock, payable in cash or common stock, at the option of the holder, on and after the 31st of December next, to the stockholders as they shall stand registered on the books at the close of business on the 17th inst.

The Wyoming Valley Canal Company have declared a quarterly dividend of four per cent., payable, free of tax, on and after the 11th inst.

The Chemung Railroad Company have made a quarterly dividend of two per cent. payable on mand, free of Government tax, at the office of the Park Fire Insurance Company.

The West Cambridge Horse Railroad has declared a dividend of 3 per cent. payable on demand.

The Portland, Saco and Portsmouth Railroad Co. has declared a dividend of 3 per cent. payable December 7th.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Peninsular R. R. 1st mort., 80; Goshen Branch bonds, 105; McGregor Western 1st mort., 92; Illinois bonds, 1879, 103; Illinois War Loan, 102; N. Y. City 6s, 1887, 108; Wyoming Valley 95¼; Nicaragua Transit, 2½; Bucks Co. Lead, 1½; Merchants Exchange Bank, 100; American Exchange, 105; Continental, 100; Irving, 100; Chatham, 99; National, 104; Nassau, 106; Hanover, 100; Bank of America, 125; Bank State of New York, 102; Bank of Commerce, 106.

Philadelphia.—Camden and Amboy mort., 102½; Reading 6s, 1848–'80, 110⅛; Camden and Atlantic, 21; Junction R. R. 6s, 108; Westchester, 10⅝; Huntington and Broad Top, 19; do., 1st mort., 101¼; North Penn. scrip, 92; Girard College R. R., 27; 17th and 19th streets, 12¾; 5th and 6th streets, 60; do., bonds, 107; Race and Vine street bonds, 60; Union Canal, 1¾; Hazleton Coal, 68; Bohemian Mining, 9¾; Penn. Mining, 5; Big Mountain, 5; Lykens Valley, 17; Manyunk Gas, 50; Northern Liberty Gas, 82½; Delaware Mut. Ins. Co., 70; City Bank, 52½; Manufacturers' and Mechanics' Bank, 27¾; Commercial Bank, 53½; Farmers' and Mechanics' 57½; Mechanics Bank, 27½. The latest quotations are: City 6s, 100¼@100¾; do., new, 104½@104¾; State 5s, 99⅛@99¾; Reading, 59½@59⅝; do., 6s, 1870, 106@106½; do., 1886, 118¾@119½; Camden and Amboy, 160@170; Pennsylvania R. R., 70¼@70¾; do., 1st mort., 109¾@110¼; do., 2d mort., 105¾@106¼; Little Schuylkill R. R., 51⅛@52; Morris Canal, 70@72; do., pref., 136@138; Susquehanna Canal, 15¼@15½; do., 6s, 63⅛@64; Sch. Nav., 18@18⅛; do., pref., 32¾@33; do., 6s, 1882, 89⅞@90; Union Canal bonds, 26@27; Delaware Div. Canal, 40; do., bonds, 103; Elmira and Williamsport, 36@38; do., pref., 53@54; do., 7s, 1873, 109; Beaver Meadow, 81¼@81½; Harrisburg, 71½@72; Long Island R. R., 40@42; Lehigh Coal and Navigation, 59@60; do., scrip, 49@49½; North Pennsylvania, 25½@26; do., 6s, 96@96¼; do., 10s, 119@121; Philadelphia and Erie, 29½@30¼; do., 6s, 103¼@104; Minehill, 60¼@60¾; Catawissa, 91¼@93¾; do., pref., 30¼@30⅝; Lehigh Valley, 89@90¼; do., bonds, 105@105½; Frankfort and Southwark (horse,) 59@60; Second and Third, 83@84½; Race and Vine, 18¼@18¾; West Philadelphia, 70@72; Spruce and Pine, 12¾@13; Green and Coates, 44@46; Chestnut and Walnut, 58; Arch, 30@31; Thirteenth and Fifteenth, 34½; Seventeenth and Nineteenth, 12½@13; Girard College, 27@27½; Tenth and Eleventh, 47½; Norristown, 58¼@58½; Lombard and South, 16; Ridge Avenue, 21@21½.

Boston.—New York and Boston Air Line, 19; do., 6s, 65; Northern (Ogdensburg), 2d mort., 23; Vermont and Mass. 6s, ext., 102; Rutland and Burlington 1st mort., 64¾65; do., 2d mort., 18; Western R. R. 6s, 1875, 105¼; Connecticut River R. R. 6s, 1878, 104; Mad River and Lake Erie R. R. 7s, 1866, 66¾; Vermont Central, 1st mort., 80; Michigan Central 8s, 1869, 119¾; Ct. and Pas. Rivers R. R. 6s. 1876, 100½; Cheshire R. R. 50½; Providence and Worcester, 128; Somerville, horse, 30½; Chelsea, horse, 49; Boston Water Power Co., 47; Cary Imp. Co., 9¾; East Boston Co., 13; Waverly Co., 2¼; Boston and Roxbury Mill, 60; Union Steamship Co., 159½; Boston, Newport and New York Steamboat Co., 1005; Massachusetts 6s, 1876, 116¾; do., 5s, 1891, 109¼; Vermont 6s, 1874, 104¾@105; Rhode Island 6s, 1882, 104¾; Maine 6s, 1880, 105; Boston 5s, 1882, 109; do., 1878, Water Loan, 109¼; Portland 6s, 1877, 103¾; Hallowell 6s, 103; Bath 6s, 1891, 103½; do., 1870, 102¼; Chicago 7s, 1884, sewerage, 110½; do., 1881 and 1884, Municipal, 109¾; Merchants' Bank, 99; Webster Bank, 103½; Continental, 98; Eagle, 115¼; City, 102¾; Exchange, 116; Eliot, 98; Hide and Leather, 104¼; Howard, 100¼; Tremont, 115; Bank of Commerce, 100¼; Market, 72; Boston, 68; Traders, 90¼; State, 69¾; Blackstone, 106; Cambridge Gas, 108; Chelsea Gas, 100; East Boston Gas, 29½; South Reading and Stoneham Gas, 35; Malden and Melrose Gas, 69½; Hampton Mining and Smelting Co., 2½; Acton Mining Co., 4¼; Albany and Boston, 13½; Algomah, 2; Bolton, 3½; Brome, 2¾; Boston, 6; Bedford, 97½c.; Black River, 52½c.; Bohemian, 9; Columbian, 8½; Copper Falls, 29½; Canada, 1¾; Chaudiere, 3½; Colorado, 4; Durham, 44; Dana, 4¼; Dudley, 4; Eagle, 6¼; Flint Steel, 10; Great Western, 4; Hancock, 13; Hanover, 8¾; Huron, 33¾; Mesnard, 13½; McComb, 1¼; Mandan, 3¼; Madison, 5½; Manhattan, 4; Native, 2¼; Naumkeag, 5¼; Ottawa, 39c.; Phœnix, 27; Pontiac, 7¼; Star, 6¼; St. Mary's, 9¾; South Side, 5¾; St. Flavian, 2½; Tremont, 4⅝; Toltec, 3⅞; Wickham, 85c.; Winthrop, 5¾; West Minnesota, 77½.

Baltimore.—Maryland 6s, 1875, 108½; Western Maryland bonds, 83¾; N. W. Va. 3d mort., secured, 104; Santa Clara Mining Co., 7⅞; George's Creek, 72; City Passenger R. R., 18½; Marine Bank, 30. The latest quotations are: Washington Branch, 112; Balt. and Ohio, 93@94¼; do., 6s, 1867, 104; do., 1875, 107½; do., 1880, 107; do., 1885, 106; Northern Central, 41¾@42½; do., bonds, 1885, 104¾@105; N. W. Va., 9@11; do., 1st mort., 105¼; do., 2d mort., 103; do., 3d mort., 24¾@26; do., do., guar., 101@104; Central Ohio 2d mort., 104@112; do., 3d mort., 75; do., 4th mort., 45@49; do., income 1857–'60, 85¾; Western Md. bonds, 82@83½; do., guar., 107; Maryland 6s, coupon, 1870, 110½@112¼; do., Ins., 112; do., 1890, 112@115; Baltimore 6s, 1870, 106; do., 1873, 106; do., 1875, 108¼@108½; do., 1886, 109¾; do., 1890, 110; do., coupon, 108⅛@109; do., 5s, 1838–'70, 97½; City Passenger R. R., 18¼@18½.

SPECIAL CAUTION TO

Railroad Companies & Car Spring Manufacturers.

Notice is hereby given that the Metallic Car Spring Co. of New York are the sole assignees of the Patent granted to Richard Vose of New York, March 11, 1862 (re-issued Feb. 24, 1863) for an *improvement in Steel Spiral Springs;* that they thereby own the *entire and exclusive right* of making, using, and vending to others to be used, any form whatever, of Steel Spiral Spring which is protected from entire exhaustion and from contact of Steel against Steel by mean of the *interposition* of *India-rubber, wool, or other elastic gummy, or fibrous substance between* its coils; and that they will hold responsible and prosecute for damages, all persons who may either make, use or vend Spiral Spring packed as described.

RICHARD VOSE,
Sec'y Metallic Car Spring Co.,
No. 54 William st., N. Y.

The Pacific Railroad.

The formal breaking of the ground on the west side of the Missouri river, for the Union Pacific Railroad, took place 2d inst., at Omaha, with due ceremony. Numerous State and city officials were present, and a grand banquet and general illumination of the city closed the celebration.

Opening of the Through Route between New York and Washington.

We gave in our last issue an account of the new railway route, or rather junction of railways, between New York and Washington, by which the time of transit is shortened to ten hours, and the passengers pass between those cities without change of cars. The auspicious event was duly celebrated by an excursion on Wednesday, Thursday and Friday of last week by a large number of gentlemen connected with the various railroad companies owning the lines, and also a delegation from the Presses of the principal places along the route.

Dinners, suppers, and excellent speeches were a part of the affair, and seemed to have inspired the guests as well as the hosts with general satisfaction at the completion of the great object, so long in view. We regret we have not space at this time to publish the proceedings at length. Ben. Perley Poore, Esq., Mayor Wallach of Washington, Col. Fitzgerald, W. P. Smith, Esq., the great friend, if not originator of the project, Col. McCallum and F. Walcott Jackson, Esq.—all men of mark and merit, delivered excellent addresses.

When the double track is fully completed, the time will be reduced to 8½ hours between the two cities.

Jackson and Lansing Railroad.

We learn that Ingham County has voted by a very large majority in favor of a loan of $40,000 to the above road. In the city of Lansing, where a large vote was polled, all but three, we believe, were cast in favor of the loan. The prospect is now very flattering that the important enterprise will be pushed forward to completion at an early day.—*Detroit Tribune.*

New Rolling Mill at Pottstown.

William Mintzer, President of the Bank of Pottstown, and John E. Wootten, of Port Richmond, Philadelphia, have purchased of J. Dutton Steele, Esq., five acres of land at $500 per acre, near the borough of Pottstown, upon which they intend to erect forthwith a large rolling mill for the manufacture of boiler and plate iron.—*Reading Gazette, November* 28.

Cheshire Railroad.

Total receipts for eleven months ending Nov. 1, 1862, $264,962 94. Total receipts for eleven months ending Nov. 1, 1863, $341,894 97. Gain on eleven months' receipts, 1863, $76,932 03.

Philadelphia City Passenger Railways.

The Philadelphia *Inquirer* says that the long neglected Passenger Railways of that city are beginning to attract attention. Fairmount and Arch, and Race and Vine streets are the most buoyant stocks on the list. The plan of operating these roads and the Hestonville, Mantua and Fairmount Railroad under one management at a great saving of expense, and upon a footing which takes the two latter out of their financial difficulties, has advanced to a point which admits of no doubt of its final consummation, and on this the active inquiry and sudden advance in the stock is based.

☞ A proposition is before the City Council of St. Paul, Minnesota, to loan five hundred thousand dollars, by an issue of bonds to that amount, to the Lake Superior and Mississippi Railroad Company, on condition that it shall construct and put in operation within five years a track from that city to Lake Superior.

☞ The work on the extension of the Indianapolis and Cincinnati Railroad, from Lawrenceburg to Cincinnati, is progressing rapidly, and it is said the new line will be open about the middle of the present month.

The Montreal and Vermont Railway.

This road, which will probably be completed in July next, passes through the beautiful and fertile portion of the Eastern Townships called the Missisquoi Valley, and joins the Farnham railroad at St. Athanase. The Hon. Philip H. Moore, the originator, was unanimously chosen President.

New Route to Washington.

We see it stated that the project for a new air line railroad between Washington and New York is to be revived, and a vigorous effort made to get it through Congress at the approaching session. In connection with this project it is proposed to purchase the Alexandria and Washington Railroad bridge across the Potomac, with a view to the construction of a new road by a direct route to Fredericksburg, Va., to form a new, short and direct route to the South, via the Richmond and Fredericksburg road, as soon as the pacification of the country will admit of a renewal of communication.

20 Ton Second Hand Locomotive.

For 4 ft. 8½ in. Gauge. Wheels, 5 ft. Inside Connections. Cylinders 15 × 20. Price $6,000.

For sale by

WILLIAMS & PAGE.

8m50 67 Water st., BOSTON.

FOR SALE.

500 TONS 38 lbs. CRAWSHAY'S RAIL in store.
500 do. 50 lbs. do. do. now due.
300 do. 56 lbs. do. do. now due.
3,000 do. 50 and 56 lbs. RAIL to arrive.

GEO. T. M. DAVIS,

Dec. 10, 1863. 2m 47 Exchange Place.

UNION STEAM AND WATER HEATING COMPANY,

FOR WARMING AND VENTILATING PUBLIC BUILDINGS, PRIVATE RESIDENCES, GRAPERIES, GREENHOUSES, ETC, UNDER GOLD'S IMPROVED PATENTS.

PRINCIPAL OFFICE, 634 BROADWAY, NEW YORK.

T. F. BRINSMADE, Agent.

Schuchardt & Gebhard,

BANKERS,

21 NASSAU ST.,

NEW YORK.

BILLS OF EXCHANGE

At sight or 60 days on all the principal cities of Europe.

LETTERS OF CREDIT for travellers in Europe, and also COMMERCIAL CREDITS.

SAFEST AND CHEAPEST SYSTEM OF INSURANCE.

Scrip Dividend for 1861.....60 per cent.
Scrip Dividend for 1863.....60 per cent.

Washington Insurance Co.,

172 Broadway, cor. Maiden Lane.

Assets Feb. 1, 1863 ..... $523,521 51
Contingent Liabilities 5,000 00

Cash Capital and Surplus..... $523,521 51

INSURES Buildings, Merchandise, Furniture, Rents, Losses Cargoes and other Insurable property, against loss or damage by Fire, and **INLAND MARINE RISKS, on the Lakes, Rivers and Canals.**

Three-fourths of the Profits divided annually to the insured without their incurring any liability whatever.

GEORGE C. SATTERLEE, Pres't.
HENRY WESTON, Vice-Pres't.
WM. K. LOTHROP, Secretary.

The Mercantile Mutual INSURANCE COMPANY,

No. 35 WALL ST., NEW YORK.

INCORPORATED, APRIL, 1842.

ASSETS OVER $1,250,000.

MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.

Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.

Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

PARTICIPATION.

ÆTNA Fire Insurance Company of New York,

CASH CAPITAL, $200,000. No. 170 Broadway. CHARTERED 1824.

INSURES Buildings, Merchandise, Household Furniture, Vessels in Port and their Cargoes, etc., against Loss or Damage by Fire, on the most favorable terms, also, **Inland Navigation & Transportation Risks.**

The Insured receive 75 per cent of the Net Profits annually, without incurring any Liability. When preferred, account will be made in lieu of participation in Profits.

SCRIP DIVIDEND OF 1861 ....50 per cent.
SCRIP DIVIDEND OF 1862 ....50 per cent.

JACOB BROUWER, President.
LIVINGSTON SATTERLEE, Sec'y.

NEW ENGLAND

MUTUAL LIFE INSURANCE CO.

CASH ACCUMULATION, $2,500,000.

Clear Surplus, $1,250,000.

WILLARD PHILLIPS, Pres. B. F. STEVENS, Sec.

DIRECTORS.

Charles P. Curtis, William B. Reynolds,
Thomas A. Dexter, Geo. H. Folger,
Marshall P. Wilder, Francis C. Lowell,
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The oldest and most reliable wholly Mutual Company in the United States, established in Boston 1843, and uniformly successful. **DIVIDENDS paid in cash. Send for documents—supplied gratis.**

JOHN HOPPER, Agent,
110 Broadway, cor. Pine st

OFFICE OF THE

COLUMBIAN (MARINE) INSURANCE COMPANY,

Corner of WALL and NASSAU Streets.

CASH CAPITAL.....$1,000,000

Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.

LOSSES PAID IN GOLD

Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

BRASS SWITCH LOCKS,

MARKED with initials of Road, with chains and keys. EXTRA LOCKS AND KEYS—when ordering Locks and Keys to match others, enclose key in letter.

WILLIAMS & PAGE,
67 Water street.
BOSTON.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

WILLIAMS & PAGE,
67 Water street,
March 1863. **Boston.**

CALIFORNIA AND NEVADA

MINING STOCKS.

THE undersigned will buy and sell on commission, through their San Francisco House, all Stocks pertaining to the Pacific Coast. Orders promptly filled.
Quotations by telegraph furnished to parties desiring them.

ROSS, DEMPSTER & CO.,
6m44 **No. 24 Liberty st., New York.**

SMITH'S

Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 9, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

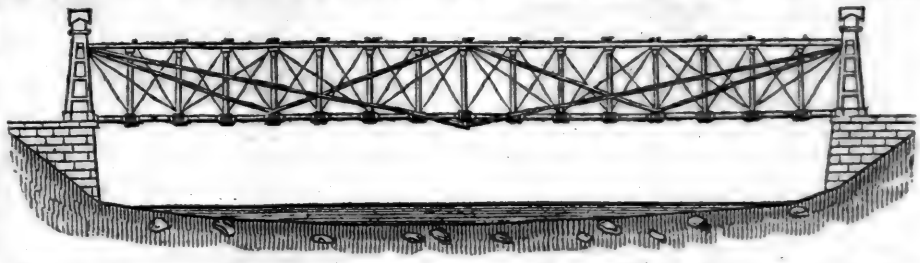
I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, 21 Nassau st., or by addressing

CHAS. W. WELSH,
Secretary.

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WOODRUFF'S, KNIGHT'S, MYERS'
AND OTHER PATENTS FOR
SEATS AND COUCHES IN
SLEEPING CARS,

would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their

SLEEPING CARS,

and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.

The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, No. 1347 Brown st., PHILADELPHIA, will receive immediate attention.

Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above,

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KING'S NOTES ON STEAM. LESSONS AND Practical Notes on Steam. The Steam Engine, Propellers, etc., etc., for young Marine Engineers, Students, and others. By the late W. R. King, U. S. N. Revised by Chief Engineer J. W. King, U. S. Navy. Fourth Edition, enlarged and improved.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

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1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "
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RENSSELAER IRON COMPANY,
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OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

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received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
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The **COPAKE ORE** is a Hematite of the best quality known in the country, and has been extensively used by Iron Manufacturers for many years.

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BANKERS AND BROKERS.
STOCKS and BONDS,
GOLD AND SILVER,
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BOUGHT AND SOLD.

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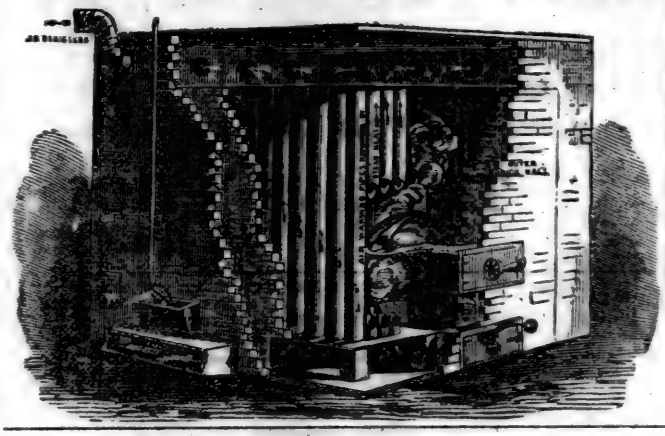
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Personal attention given to erecting the same, and a guarantee given for their successful operation.

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By their extreme durability they are more economical than any others, being cheaper at their cost than Iron ones gratis.

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CITY RAILWAY COMBINATION WHEELS AND AXLES.

PROPELLER BLADES, ETC., ETC., ETC.

They wear equally and are free from lamination. They are not liable to fracture and are unaffected by extreme cold.

LAP-WELDED IRON BOILER TUBES.

TUBE EXPANDERS. TUBE BRUSHES. THREE-CUTTER DRILLS.

Glass-Enameled Iron Water Pipe, Steel Tubes, etc., etc.

They have received the highest approval from all RAILWAY COMPANIES that have them in service.

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THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 61 Beekman st., (up-stairs,) New York.

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MANUFACTURED BY THE

NEWARK SPIKE CO.,

Newark Avenue,

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SANFORD'S

MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y

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J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any here tofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water street, New York.

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO., ALBANY, November 2, 1863.

THE annual election for Directors of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the ninth,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS, Secretary.

5t45

The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,



Introduced one year ago, already ranks as the LEADING STOVE for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water st., N. Y.



Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE OR AS FIRE PLACE HEATERS,



FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR

Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,

WITH AND WITHOUT REGISTERS.

THE MOST POWERFUL HEATERS AND THE

Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

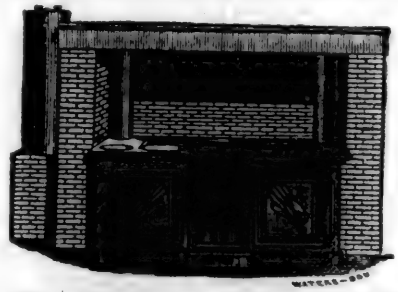
Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water st., N. Y.

BROWNE'S METALLIC WEATHER STRIPS AND Window Bands.

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one-half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., 644 Broadway, corner of Bleecker st. Local Agents wanted everywhere.



Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the LARGEST OVENS of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary ECONOMY OF FUEL, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,

239 and 241 Water st., N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 51.] SATURDAY, DECEMBER 19, 1863. [WHOLE No. 1,444, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 19, 1863.

SPECIAL CAUTION TO Railroad Companies & Car Spring Manufacturers.

Notice is hereby given that the Metallic Car Spring Co. of New York are the sole assignees of the Patent granted to Richard Vose of New York, March 11, 1862 (re-issued Feb. 24, 1863) for an *improvement in Steel Spiral Springs;* that they thereby own the *entire and exclusive right* of making, using, and vending to others to be used, any form whatever, of Steel Spiral Spring which is protected from entire exhaustion and from contact of Steel against Steel by mean of the *interposition* of *India-rubber, wool, or other elastic gummy, or fibrous substance between* its coils; and that they will hold responsible and prosecute for damages, all persons who may either make, use or vend Spiral Spring packed as described.

RICHARD VOSE,
Sec'y Metallic Car Spring Co.,
No. 54 William st., N. Y.

New York Central Railroad.

The annual statement of the operations of this company for the fiscal year ending September 30, 1863, was submitted at a meeting of the stockholders held on the 9th inst. The following is an abstract:

EARNINGS AND RECEIPTS.

From through passengers		$820,503 74
" way "		2,109,898 28
" through freight		5,578,793 01
" way "		1,857,115 94
" mail transportation		95,790 00
" express		62,600 00
" rents, storage, etc		372,991 06
Total		$10,897,631 38

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz:		
For passenger business	$1,983,157 12	
" freight "	4,859,475 79	
		$6,842,632 91
For interest, including interest on Debt Certificates held for the sinking funds	$998,140 49	
For sinking funds	112,060 02	
For rent of Niagara bridge and Canandaigua railroad	60,000 00	
		1,170,200 51
For dividends, viz:		
No. 19, Feb. 1863, 3½ per cent	840,000 00	
No. 20, Aug. 1863, 3½ per cent	840,000 00	
U. S. Tax on same	50,400 00	
		1,730,400 00

The transportation expenses for the year ending September 30, 1863, were 62.79 per cent. of the gross earnings for the same period.

The net earnings for the year ending September 30, 1863, were $2,884,797 96, equal to 11.92 per cent. on the amount of the capital stock of the company.

SUMMARY *of all transportation expenses for the year ending September* 30, 1863, *as shown by the following tables:*

	Amount.	Allotted to Passenger Transp.	Allotted to Freight Transp.
Maintaining roadway and real estate	$2,132,342	$675,239	$1,457,104
Repairs of machinery	2,179,749	574,598	1,605,151
Operating the road	2,530,542	733,320	1,797,221
Total	$6,842,633	$1,983,157	$4,859,476

COST OF OPERATING THE ROAD.

	Amount.	Allotted to Pass. Transp.	Allotted to Frt Transp.
Office exp., stationery, etc.	$24,758 97	$12,441 50	$12,317 47
Agents and clerks	266,245 13	99,704 49	166,440 63
Handling freight	389,998 30	.....	389,998 30
Porters, watchmen, etc.	203,282 09	64,356 83	138,875 26
Wood and water station attendance	57,982 92	18,954 93	39,027 99
Conductor's bag'm. etc.	190,626 70	81,248 03	109,383 67
Engineers and firemen	243,933 09	77,761 56	166,171 53
Fuel & prep'g for use.	789,040 98	249,862 97	539,178 01
Oil and waste	169,437 48	53,655 21	115,782 27
Loss & damage of goods	37,528 23	511 23	37,017 00
Damages for injuries of persons	9,351 66	7,013 75	2,337 91
Damages to property including damages by fire and cattle killed.	7,651 66	2,423 03	5,228 63
General superintend'ce.	57,521 28	18,214 75	39,306 51
Contingencies	83,358 29	47,777 18	35,576 11
Totals	$2,530,541 75	$733,320 46	$1,797,221 29

MAINTENANCE OF ROAD AND MACHINERY.

	Amount.	Allotted to Pass. Transp.	Allotted to Frt Transp.
Repairs of Road, etc.:			
Repairs of road-bed and railway, excep'g cost of iron	$981,175 38	$310,702 36	$670,472 02
Cost of iron (including the cost of chairs and spikes used in repairs)	602,643 63	190,837 15	411,806 48
Repairs of buildings	317,574 90	100,565 34	217,009 56
Rep'rs of fences & gates	13,722 09	4,345 33	9,376 76
Taxes on real estate	214,741 47	68,001 47	146,740 00
Rep'rs Mowhawk turnp.	2,485 47	786 93	1,698 14
Totals	$2,132,342 54	$675,238 58	$1,457,103 96
Repairs of Machinery:			
Rep. of engines & tenders	$577,998 23	$183,032 77	$394,965 46
Do. pass. and bag cars.	354,459 08	354,459 08	.....
Do. freight cars	1,180,115 06	.....	1,180,115 06
Do. machy, etc., in shops	73,602 11	23,307 34	50,294 77
Incidental expenses	43,578 54	13,798 29	29,775 25
Totals	$2,179,748 62	$574,598 08	$1,605,150 54

Comparative Statement of the Funded Debt and Capital Stock on the 30th of September, 1862, and 1863:

	1862.	1863.
Debt certificates less am't of sinking fund	$7,350,000	$7,146,104
Bonds payable in 1864	3,000,000	2,949,200
Debts of the former companies outstanding	257,118	253,569
Bonds for fund'g the debts of the former companies	1,498,000	1,448,000
Bonds for railroad stocks.	663,000	663,000
Bonds for real estate	165,000	165,000
Bonds to Buffalo and Niagara F. R. R. Co	79,500	78,000
B'ds of B. & N. F. R. R. Co.	24,000	24,000
Bonds and mortgages	252,975	235,775
Convertible b'nds, payable in 1876	990,000	781,000
Bonds payable in 1887	.....	36,000
Total am't of funded debt	$14,279,593	$13,779,648
Capital stock	24,000,000	24,209,000
Total	$38,279,593	$37,988,648

COST OF ROAD AND EQUIPMENT.

	By last Report.	To present time.
For graduation & masonry	$6,777,107	$6,777,107
Bridges	808,068	808,068
Superstructure, including iron	10,878,799	10,470,353
Passenger and freight stations, buildings, etc.	1,216,521	1,411,521
Engine and car houses, machine shops, machinery and fixtures	1,200,153	1,310,280
Land damages & fences	4,337,222	4,504,211
Locomotives and fixtures, and snow plows	2,351,466	2,351,466
Passenger & baggage cars	851,128	851,128
Freight and other cars	2,054,483	2,448,483
Engineering and agencies.	603,529	603,529
Construction account of the R. & L. O. R. R. Co.	150,000	150,000
Construction account of the B. & N. F. R. R. Co.	658,922	658,922
Construction account of the Lewiston R. R. Co.	400,000	400,000
Totals	$31,787,398	$32,740,068

INCOME ACCOUNT.—*For the year ending September 30, 1863.*

To expenses of maintaining and operating road		$6,842,632 91
Coupons and interest		998,140 49
Dividend No. 19, Feb. 1863, 3½ per cent	$840,000	
Dividend No. 20, Aug. 1863, 3½ per cent	840,000	
U. S. Tax on same, 3 per ct.	50,400	
		1,780,400 00
Future income: Am't. of one year's contribution to sinking funds transferred to current income account:		
Debt certificates	$110,560 02	
Bonds to Buffalo and Niagara Falls R.R. Co.	1,500 00	
		112,060 02
Rent of the Niagara Bridge and Canandaigua R. R.		60,000 00
Sundry bad, doubtful and disputed balances and items accruing from the business of several years past, now charged off under the authority of the board of directors		79,449 63
Balance September 30, 1863		3,765,243 35
		$13,587,926 40
By balance September 30, 1863		$2,690,295 02
Passenger receipts	$2,930,341 37	
Freight "	7,498,508 95	
Mail "	95,790 00	
Miscellaneous receipts.	372,991 06	
		10,897,631 38
		$13,587,926 40

STATEMENT *of earnings from passengers, freight and all other sources, for the years ending Sept. 30, from 1853 to 1863, both inclusive:*

	Passengers.	Freight.	Other Sources.	Total.
1853	$2,829,669	$1,835,672	$122,279	$4,787,520
1854	3,151,514	2,479,821	287,000	5,918,335
1855	3,242,229	3,189,603	131,749	6,563,581
1856	3,207,378	4,328,041	171,928	7,707,348
1857	3,147,687	4,559,276	320,389	8,027,251
1858	2,582,647	3,700,270	295,496	6,528,413
1859	2,566,370	3,337,148	297,331	6,200,849
1860	2,569,265	4,095,934	292,042	6,957,241
1861	2,315,933	4,664,449	328,660	7,309,042
1862	2,389,724	6,607,331	359,773	9,356,828
1863	2,930,341	7,498,509	468,781	10,897,631
	$28,053,038	44,460,382	2,953,099	75,466,519

BALANCE SHEET.

From General Ledger September 30, 1863.

Railroad and equipment		$32,740,068 02
Cash in banks	$503,338 29	
Passenger and freight ag'ts. balances, since remitted	806,920 08	
		1,392,258 37
Buffalo and State Line R. R. Co. stock	$542,300 00	
Troy Union R. R. Co. stock	55,350 00	
Hudson River Bridge Co. stock	31,615 00	
Bonds of Erie and Pittsburgh R. R. Co	162,700 00	
		791,965 00
Future income: Proportion of debt certificates, etc., chargeable to income of the company, pursuant to the consolidation agreement, from Sept. 30, 1863, to May 1, 1883		7,224,103 98
Fuel and supplies; Surplus beyond $1,000,000		519,828 70
Bills receivable	$109,804 53	
General P. O. depart.	23,947 50	
Real estate (Buffalo and N. F. R. R. Co.)	32,500 00	
Real estate (Oliver Lee and Co.'s Bank	25,304 15	
		191,656 18
		$42,859,880 25
Capital stock		$24,209,000 00
Funded debt—		
Albany and Schenectady R. R. Co	$125,000 00	
Schenectady and Troy R. R. Co	100,000 00	
Buffalo and Rochester R. R. Co	28,569 23	
	$253,569 23	
Buffalo & N. F. R. R. Co.	24,000 00	
Debt certificates	7,146,103 98	
Bonds due in 1864	2,949,200 00	
Bonds for R. R. stocks	663,000 00	
Bonds for real estate	165,000 00	
Bonds for fund'g debts of old Co's	1,448,000 00	
Bonds to Buffalo and N. F. R. R. Co	78,000 00	
Bonds, conv. due 1876.	781,000 00	
Bonds and mortgages.	235,775 15	
Bonds due in 1887	36,000 00	
		13,779,648 36
Bills payable		284,410 64
Unclaimed dividends		5,329 16
Expenses of operating the road; paid in October		440,978 17
Coupons and interest; accrued to Sept. 30th		329,886 57
United States, Tax account		45,384 00
Income account; Balance Sept. 30, 1863		3,765,243 35
		$42,859,880 25

The following is a detailed statement of the funded debt:

Debt certificates, or premium bonds, issued to stockholders in 1853, under the consolidation agreement, payable May 1, 1883, with interest at 6 per cent. per annum, payable semi-annually, on 1st May and November		$8,892,000 00
Deduct the amount of the sinking fund provided for their payment under the consolidation agreement, consisting of $1,569,100 00 in said certificates, duly cancelled, and $177,396 02 in U. S. 6 per ct. b'ds		1,746,496 02
		$7,146,103 98
Amount outstanding of the debts of the former companies, assumed under the consolidation agreem't		253,569 23
Bonds of the Buffalo and Niagara Falls Railroad Company, assumed under the lease of that road, payable October 1st, 1864, interest at 7 per cent. per annum, payable semi-annually on 1st Jan. and July		24,000 00
Bonds for funding the principal of the debts assumed for the former companies, at consolidation, payable August 1st, 1876, interest at 7 per cent. per annum, payable semi-annually, on 1st February and August	$1,680,000 00	
Less in S. F., cancelled	232,000 00	
		1,448,000 00
Bonds to stockholders in Buffalo and Niagara Falls Railroad Company, under the lease before referred to, payable May 1, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$110,800 00	
Less in sinking fund cancelled	32,800 00	
		78,000 00
Bonds for railroad stock, payable May 1st, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$817,000 00	
Less in sinking fund cancelled	154,000 00	
		663,000 00
Bonds for real estate purchased, payable May 1st, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$235,000 00	
Less in sinking fund cancelled	70,000 00	
		165,000 00
Bonds and mortgages, for real estate purchased, with interest at 7 per cent. per annum, excepting $25,502 50, the interest upon which is at 6 per cent. per annum		235,775 15
Bonds of June, 1854, payable June, 1861, interest at 7 per cent. per annum, payable semi-annually, on 15th June and Dec.	$3,000,000 00	
Less bought and cancelled	50,800 00	
		2,949,200 00
Bonds of August, 1859, payable August, 1876, interest at 7 per cent. per annum, payable semi-annually, on 1st February and August, with convertible privilege, at par, for ten years.	$990,000 00	
Less converted into capital stock	209,000 00	
		781,000 00
Bonds of December, 1862, payable December, 1887, interest at 6 per cent. per annum, payable semi-annually on 15th June and December—issued in part renewal of 7 per cent. bonds, due in 1864.		36,000 00
Total funded debt, Sept. 30th, 1863.		$13,779,648 36

The company has no floating debt.

During the year acceptances have been given as heretofore; the amount of which, outstanding at the close of the fiscal year, was $284,410 64, of which $191,104 75 in amount has been paid before the verification of this report.

The average rate per annum of interest on funded debt, is 6.35 per cent., and all interest, except on mortgages, is payable in the city of New York.

ADDITIONAL STATEMENTS.

During the year the following items have been charged to construction account:

Land for additional freight accommodations, principally at Albany and Buffalo		$163,989 27
On account cost of new grain elevator at Albany, erections and improvements at West Albany, and cattle yards, transfer sheds and repair shops at Buffalo		305,126 44
Part cost of 761 freight cars added to the equipment		389,000 00
Cost of 9.97 miles additional second track laid down on line between Syracuse and Rochester		91,554 51
		$952,670 22

All the other expenditures made during the year, except such as appear in the increased value of fuel and supplies on hand, have been charged to transportation expenses, and include, besides the ordinary items of general repairs, the following:

The addition to the equipment of 10 locomotive engines, 39 passenger and baggage, mail and express cars, and 761 freight cars, except the proportion charged to construction, as above stated.

The addition of new sidings and turnouts at various points along the line, amounting in the aggregate to 8.95 miles.

The erection and enlargement of buildings at various points along the line, for passenger and freight accommodations.

During the year, iron bridging, amounting to 499 feet, reduced to single track, has been substituted for wooden, making, with the amount heretofore reported, an aggregate of 5,159 1-6 feet, now upon the line.

The renewal of iron rails during the year, amounted to 9,245 tons, equal to 94 1/3 miles of single track.

The number of ties renewed during the same period, was 245,684.

The amount of income used for the construction and investment accounts, as shown by the report of last year, independently of the item of fuel and supplies referred to below, was	$1,719,884 89	
The amount so used, was, at the close of the fiscal year just ended, as shown by the following statement	$2,767,488 64	
Construction account		$32,740,068 02
Investment "		791,965 00
		$33,532,033 02
Capital stock	$24,209,000 00	
Funded debt, less debt certificates and bonds to Buffalo and Niagara Falls Railroad Co., for premiums allowed at Consolidation	6,555,544 38	
		30,764,544 38
		$2,767,488 64

To the amount shown at the close of each fiscal year, as above, should be added, for the purpose of showing the full result, the value of fuel and supplies not included in the assets of the company, as will appear from the inventory and balance sheet contained in the report, $1,000,000.

The equipment of the road consists of 239 locomotives; 197 first class passenger cars; 58 second class and emigrant cars; 68 baggage, mail and express cars; 4,006 freight cars; and 350 cars for gravel and other service.

Miles run by passenger trains, 1,992,909; by freight trains, 3,347,244; by other trains, 442,071. Aggregate miles run by passenger cars in passenger trains, 6,378,756; do. by baggage, mail and express cars, do., 2,700,765; aggregate miles run by all cars in passenger trains, 9,260,700.

Number of passengers carried in the cars, 2,723,954. Miles traveled by passengers, 147,237,968. Tons of freight carried, 1,449,604, Total movement of freight, or number of tons carried one mile, 312,195,796,

The rate of speed adopted for ordinary passenger trains is 28 miles per hour; for express trains, 35 miles; for freight trains, 15 miles.

Length of main line from Albany to Buffalo, 297.75 miles; length of side or parallel branch lines, 258.13—total length of first track, 558.88 miles; length of second track on main line and branches, 256.50 miles; length of sidings, turnouts and switches, 141.51 miles—total length of equivalent single track, 953.89 miles.

Length of Niagara Bridge and Canandaigna railroad, (leased) 98.46 miles; Branch line to Elevator at Tonawanda, 1.63 miles; Sidings, turnouts and switches, 342 miles—total length of equivalent single track, 103.51 miles.

Ocean Mail Steamers.--Restoration of our Commerce.--Increase of Revenue.

We consider the suggestion in the report of the Secretary of the Navy, to employ some of our supernumerary war steamers in carrying mails, specie, and some kinds of freight between ports in the United States and those of foreign countries with which we trade, the most important practically of any in that interesting document. It is easy to demonstrate this. From the report of Mr. Chase it is evident the National debt, though not more than half as large as it was stated by the traitor friends of the rebels, yet is large enough to give cause for serious reflection. Unaccustomed as we have been for eighty years to taxation in any form to give us the least anxiety, not habituated as are the people of other countries, to feel the hand of the tax gatherer continually in our pockets, we may be excused for a certain degree of sensitiveness at the prospect of a large National debt to be a burthen on us and our children, notwithstanding the vast resources of the nation, and its constantly increasing production, without a parallel in history.

The present Congress is called on to increase the rates of taxation on many articles already contributing to the Internal revenue, and to select others hitherto untaxed. We therefore perceive that any method which will keep up the receipts of the Treasury to the amount of expenditure, and at the same time relieve us from a large portion of our direct taxes, is a desideratum which cannot be too carefully sought for and appreciated.

This object is attainable easily in one way, by *the extension of our commerce*. Even during this conflict, and while we are engaged in preserving the National life, and though our flag has almost ceased to be seen on the ocean, our foreign commerce is flourishing and productive. Our Custom houses supply the Treasury with twice as much gold as they ever did before, and sustain the National credit with a wondrous facility. One hundred millions in gold or very nearly, can annually be depended on to meet the interest of the National debt, with a surplus for other purposes.

It is clear therefore, if we can double this foreign commerce, we shall have two hundred millions a year in gold, and be enabled to take off an equivalent amount of our annual direct taxation.

The next question then is this. How can this be done? We will express our opinions, long considered and matured, as to the proper method.

On the 6th June, 1862, an elaborate leading article appeared in the *Evening Post* of this city, from which we make the following extract:

"Without the means of regular correspondence, there can be no certain and regular commercial transactions. Where commerce exists there must be correspondence, and it is the triumph of modern civilization, that a letter may traverse the globe in security to herald the arrival of cargoes, and authorize their distribution. If we would trade with Japan and China on equal terms with the nations of Europe, our commercial advices must be as regular and constant as theirs. At present we have no regular mail service with the East; our letters like our moneyed exchanges are retarded to pass through English offices and English hands, and with an arrangement which favors the English post offices by an earlier delivery."

Mr. Phelps, the late M. C., from California, made it clear to the public understanding in one of his excellent speeches, that our present communications between California and China were attended with a loss of twenty per cent, to our merchants.

The same results are seen in our trade with South America and other parts of the world. British steamers carry all our letters and remittances at the present moment, except perhaps those which are taken by our Aspinwall and Pacific lines. But even here the *gold* of California passes out of our hands into those of British carriers, for the want of safe transportation. Our correspondence with Brazil is all done through the British post office. Even our ministers are obliged to pass first to England, before they can reach any of the great cities of South America.

The article from which we have already quoted met these difficulties by a very simple solution, and yet it has taken nearly two years for the Government to comprehend it. "Of our admirable steam sloops of war," says the same article, "built of wood and costing many millions of dollars," "the swiftest and most seaworthy should at once be converted into Government mail packets."

"These should be passed over to the post office department, manned with working crews only, provided with partial armaments, and placed under the command of some of our gallant lieutenants, who have seen service and desire to remain in activity." These should "carry mails, treasure, and even some kinds of freight." Thus we could not only enlarge our commercial intercourse, but protect it, and the navy would retain a valuable portion of its seamen and officers in constant and useful employment.

It is evident that when this rebellion is crushed out, we shall have six hundred vessels of war, and for a large portion of these we cannot possibly find any important occupation. They will be laid up

in Navy Yards to rot, or to be repaired annually at an enormous expense. By placing the best of these on Ocean Mail routes in the manner proposed we shall earn a large amount of the cost of maintenance, and yet keep the Navy in prime condition. We would dispose of these in something of the following manner.

Four or more steamers between Liverpool and Glasgow and New York.

Four more to French ports.

Six between San Francisco and ports in China and Japan.

Two between San Francisco and the Amoor river.

Four between New York and Rio Janeiro.

Two between New York and Carthagena.

Four between New York and Buenos Ayres and Montevideo.

Four between Bremen and New York.

Two between St. Petersburgh and New York.

Four between New York and Genoa and other ports in the Mediterranean.

Two between Cadiz and New York.

And so on, wherever there is an existing trade which it is our interest to renew and increase. If this at the first sight appears too large a scheme, it will not when we consider, that Great Britain has twice as many on most of these very routes, has nearly this number in the East India trade alone, is establishing new lines everywhere else, and now pays eight hundred and fifty thousand pounds sterling per annum in subsidies for this ocean service.

The more vessels we employ without delay the sooner will our commerce revive. What we do should be done on the largest practicable scale, so that wherever there is a British Mail steamer afloat, an American should be alongside of her. Anywhere, where we can have regular mail service, and fair competition there is no doubt, and in practice there never has been any, that we can obtain our full share of any trade or traffic in the world.

Upon the plan suggested then, Government Mail Packets would receive large amounts for postages, passengers, specie and even freight such as chests of tea, bales of silk or other materials easily packed and handled, and thus the expense of maintenance would be greatly lessened to the country.

If we wait till private companies are formed to perform this mail service, and these will not undertake it unless heavily subsidized by Congress, we may have to wait a dozen years or more before they are ready. With the War debt upon us, it is not at all probable that any subsidies will be granted. And at the best, such grants will be monopolies, hateful to the people, and the source of constant dispute and discontent. The plan now proposed will obviate all this, and what is more, can be put into execution in ninety days. If the war continues these steamers will be protectors of our commerce: and if it is speedily ended their sphere of usefulness will be extended beyond any possibility of interference, and with an immediate revival of our trade.

All the Government then has to do is to move in this matter. Our revenue will at once feel the effect of this aid to our commercial pursuits.

If hereafter private Companies should become bold enough to enter into the business, it will be easy enough for the Government to dispose of these vessels, with the benefit of the postal receipts to the highest bidders, and withdraw from the routes in their favor.

We are satisfied the suggestions of the Secretary of the Navy, therefore, are of the highest immediate importance, and should be acted upon without delay.

The person to whom the public are indebted for originating the idea, has brought to the subject personal experience in the ownership of steam vessels, has urged it strongly on Members of Congress, the P. M. General, and frequently advocated it in the New York Chamber of Commerce as well as in the columns of this paper.

A sense of duty has made him persist in discussing the question, though often to ears as closed as the dull cold ears of Death. The Secretary of the Navy has now brought the proposition fairly before the public, and we trust that those merchants of New York, who have been bewailing the ruin of its commerce, will not let the present auspicious recommendation pass, without giving form, substance and effect to it by suitable action on their part.

Let these lines of steamers be set in motion and our foreign commerce will in a few years furnish the Treasury with all the money it wants without further resort to the excessive taxation which is now pressing upon the Country.

We had intended to have exhibited tabular statements of the condition of our foreign commerce as likely to be increased by the proposed Ocean mail service, but want of room for the present makes it impracticable.

The working of the plan in detail either by the Navy department or the General Post Office may be considered at another opportunity. It is the simplest part of the whole project.

Allegheny Valley Railroad Company.

For the information of purchasers of the Mortgage Bonds of the Company, the Managers make the following statement of the history and present condition of the Company.

HISTORY AND LEGISLATION.

The Pittsburgh, Kittanning and Warren Railroad Company was incorporated by the Pennsylvania Legislature, April 4th, 1837, more than twenty-six years ago. As the name indicates, the intention of its projectors was to construct a road along the valley of the Allegheny river, from its mouth nearly to its source. The river was then, as now, one of the most important highways of commerce to and from the city of Pittsburgh, and the abounding wealth of its bordering mines and forests promised a rich reward for more perfect development. Although it was found impracticable at that early day to procure the large amount of funds necessary for the construction of the road, so important a project could not be abandoned, and on March 16th, 1847, a supplement to the charter was procured, extending the time for its completion till June, 1862.

By the act of 15th April, 1851, a further extension of time was granted, and the Company given "full power and authority to locate, make and construct a road, with as many branches as they may deem expedient, from the city of Pittsburgh to Kittanning, and thence by the most eligible route to the New York State line," with all the rights privileges and immunities of the act of 1837.

By a further supplement, approved 14th April, 1852, the corporate name was changed to "The Allegheny Valley Railroad Company," and other privileges granted.

By the act of 14th April, 1853, additional authority was given to make branch roads in the counties of "Clarion, Jefferson, Elk, Forest, M'Kean and Potter," and to connect at the State line with New York roads.

By a further supplement on the 4th of April, 1854, additional authority to issue bonds was conferred; and May 8th of the same year, further privileges asked by the Company were granted, including the right to construct branch roads in the counties of "Armstrong, Venango and Clearfield."

On the 22d of April, 1857, the Company was authorized to issue twelve per cent. preferred stock, "to be applied to the extension of the works of the Company to the mouth of the Mahoning." This privilege is abrogated by the present issue of mortgage bonds for the same purpose.

Further supplements were passed on the 23d March, 1860, and the 2d January 1863, changing the manner of voting and fixing the time for the annual election of managers.

The legislation granted to the Company is of the most favorable character. So much of it as confers authority to issue bonds and create a mortgage to secure them, will be found recited in the copy of the mortgage which accompanies this statement.

Letters patent were issued on the 10th of July, 1852, and the Company organized soon after, electing Hon. William F. Johnston, whose term of office as Governor of Pennsylvania had just expired, to preside over its affairs.

Subscriptions were made by individuals and corporations to the

CAPITAL STOCK

of the Company, and paid in to the amount of $1,657,652. (Report of 1853.) In addition to this, the "Corning and Olean Railroad Company," under the auspices of the New York and Erie Road, contracted to make a cash subscription of $500,000 to the stock, and to construct forty miles of the north end of the road, and lease the same at 8 per cent. interest on the cost thereof. The Company contracted for the grading and bridging of the whole road from Pittsburgh to the New York line.

Unfortunately the tide of prosperity on which so many great enterprises were successfully afloat, had already begun to ebb when these arrangements were made; and it was soon found necessary to abrogate so much of the contract as extended northward of Kittanning. As the financial difficulties of the country increased, the county and city bonds held by the Company depreciated in value, and in addition to the resources which at first seemed so ample, it was compelled to issue $400,000 of mortgage bonds. By the aid of these bonds and the creation of a considerable floating debt, that part of the road now in operation was completed.

The present Managers deem it unnecessary to enter into detail of the financial disasters which befel the Allegheny Valley Road. They were common in many other American Railway enterprises during the same period, some of which have already recovered from them and are now among the most successful and profitable in the country. We proceed to show the

PRESENT PURPOSE, CONDITION AND PROSPECTS OF THE COMPANY.

The Company now offers for sale three hundred seven per cent. thirty year coupon bonds of $1,000 each, the semi-annual interest payable in the city of New York, on the 1st of April and October in each year.

The road is in successful operation from Pittsburgh to Kittanning, in Armstrong county, forty-four miles. The money is required to construct an extension of the road to the mouth of the Mahoning river, a distance of ten miles. At that point a large amount of business will be secured, chiefly from the "iron region" of Clarion county, which cannot reach the road at Kittanning. Every annual report since the road was opened has dwelt more or less on the importance of this work.

In the year 1859, Governor Johnston and the then Managers, urging the stockholders to furnish the necessary means, said, "the extension con-

templated will more than double the present receipts of the Company, while the expenses will be but slightly increased." The stockholders in that year directed the issue of a twelve per cent. preferred stock, to make it, but the existing embarrassments prevented the execution of the plan.

The present Managers anticipate an increase of more than double the interest on the cost of construction, which we omit from the estimate of resources which will be found below, for the reason that it will only be realized when the work is done; there is ample margin without it.

In addition to the local business heretofore centering at Mahoning, a new and important consideration now urges us to reach that point. The road will then be ten miles nearer to the great

PETROLEUM REGION

(with which it must sooner or later be connected), and will, by means of boat lines to Franklin, carry a largely increased quantity of the oil. Much of the growing prosperity of the Company is due to the fact that more than twenty of the most extensive oil refineries have been already established on the line of the road. The number and capacity of these works is constantly increasing, and it is believed that owing to cheapness of fuel, accessibility of the crude material, ready access to market for the product, and the presence of *extensive beds of cannel coal* immediately on the line of the road, there is no other location so favorable for the business.

It has been suggested that if the productiveness of the petroleum wells should greatly diminish, a proportionate diminution would occur in the business of the Allegheny Valley road. Without insisting on the probability that by the opening of new wells the product of the oil region will increase for many years, we are satisfied that any considerable decrease would result in large additions to the business of the road. The demand for refined oil is fairly established in the markets of the world, and will continue to be supplied. Before the discovery of the wells, there were already on the line of the road five of the most extensive coal oil works in the country, and others were projected. The proprietors selected the location on account of the superior quality of the extensive cannel coal beds through which the road passes. These establishments at once substituted petroleum for coal, and continued their operations. If the wells cease to produce they will resume their original process of distillation from coal. The refineries of later construction will add retorts to their existing machinery. The most extensive in this vicinity have arranged their costly buildings and machinery with an express view to this possible contingency; and as many of them are not immediately at the coal beds, the railroad will be required to transport to them a largely increased tonnage of raw material as well as continue to carry off their product. If the road should, in the contingency we speak of, be completed to Franklin, the quantity of cannel coal it will carry to supply the oil manufactories in the present petroleum region, and on the line of other roads, must be enormous. It is not proposed, in this brief paper, to show the value of the general trade which will be commanded by further extensions of the Allegheny Valley road, and the single item of coal oil is mentioned as alone warranting an expenditure which would be fully remunerative without it.

It will be observed that the mortgage now created is for $600,000, whilst but half that sum is to be expended on the part of the line mortgaged. The cost of the fifty-four miles mortgaged is deemed to be ample security for the whole issue, but it is provided in the mortgage that only half the bonds shall now be sold. Should the contingency arise which authorizes the sale of the additional bonds, the security of the present issue will be greatly strengthened by the increased business a further extension will bring to the existing road. The effect will be similar to that which will be produced by the present issue upon the first mortgage bonds.

EARNINGS.

The Allegheny Valley road was opened for business from Pittsburgh to Kittanning, January 1st, 1856. The earnings for each year have been as follows:

1856	$77,581 91	1860	$92,103 72
1857	87,114 92	1861	106,288 08
1858	74,916 95	1862	138,967 51
1859	87,114 92	1863 Approx.	190,000 00

The surplus, over expenses and interest, has been used in paying off the floating debt and making necessary additions to the road and rolling stock.

The monthly earnings for three years are as follows:

	1861.	1862.	1863.
February	$6,147 11	$9,735 83	$11,752 40
March	6,862 61	9,118 13	13,156 97
April	9,819 61	9,533 20	14,026 86
May	7,453 91	10,272 16	15,884 39
June	8,875 64	9,457 82	14,711 69
July	9,890 52	10,392 93	18,254 59
August	8,101 50	12,864 07	16,614 16
September	6,821 53	12,770 37	20,202 95
October	10,428 42	12,875 24	.....
November	8,918 42	11,913 16	.....
December	10,153 80	15,452 74	.....
January	9,665 01	11,421 86	.....
Mail	3,150 00	3,150 00	3,150 00
Total	$106,288 08	$138,967 57	.....

The increase for the first eight months of 1863 over the corresponding months of 1862, is $40,579 24; and over the corresponding months of 1861, $60,641 32.

The increase is owing to the progress of the region tributary to the road, and not to augmented charges. The passenger fares have now been advanced twenty per cent., beginning on the 1st of October.

ABILITY TO PAY INTEREST.

The earnings for the year 1863 will be		$190,000 00
Estimating fifty per cent. for expenses		95,000 00
Net sum		$95,000 00
Int. seven per cent. on $378,000, 1st mortgage bonds		26,460 00
Surplus		$68,540 00

Expended and to be expended in extinguishing the floating debt, for new engines, and perfecting the road.

Estimated earnings for 1864		$235,000 00
" expenses "		117,500 00
" net earn'gs "		$117,500 00
Int. on $378,000 1st mort. bonds	$26,460 00	
Int. on $300,000 2d mort. bonds	21,000 00	
		$47,460 00
Surplus, 1864		$70,040 00

About four per cent. on the capital stock issued.

In the above estimate of the receipts for next year, we have added $15,000 to the earnings of 1863. The twenty per cent. advance in passenger fares to take effect on the 1st proximo, will give us $19,000 of that sum, leaving $26,000 only as the amount to be derived from additional business, a sum $7,679 less than the actual increase of 1862, and not quite one-half of the increase of 1863.

No account is taken of the additional business to be derived from the extension now being made, for the reason that it will only begin when the work is done, nearly a year hence; and it is deemed unnecessary to the object of this paper, to extend the estimates to 1865.

The company has in reserve $22,000 first mortgage bonds; also—$120,000 Armstrong County bonds, and $90,000 Jefferson County bonds.

A subscription of $168,000 to the stock of the company was made by Clarion County, and the bonds executed but never delivered to the company. The Armstrong County bonds are offered for sale at par. If sold, the proceeds will be used in the further extension of the road.

President.—FELIX R. BRUNOT.

Managers.—George Black, James B. Murray, James Park, Jr., Nathaniel Holmes, B. F. Jones, W. Reynolds.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Dec. 11, 1863, was as follows:

Passengers	$20,515 27
Freight and live stock	38,133 81
Mails and sundries	1,680 22
Total	$60,329 30
Corresponding week of 1862	61,996 48
Decrease	$1,667 18

The earnings of the Grand Trunk Railway for the week ending December 5, 1863, were:

Passengers	$27,198 24
Freight and live stock	73,290 59
Mails and sundries	5,710 00
Total	$106,199 83
Corresponding week, 1862	104,906 47
Increase	$1,296 83

The earnings of the Galena and Chicago Union Railroad for the 1st week of Dec., 1863, were:

Freight	$54,054 41
Passengers	12,023 61
Mails	1,300 00
Total	$67,378 02
Same week, 1862	33,284 73
Increase	$34,093 29

The earnings of the Chicago and Alton Railroad for the 1st week of December, 1863, were:

	1863.	1862.
Passengers	$12,321 00	$9,715 46
Freight	26,835 01	18,785 46
Sundries	1,284 84	1,166 97
Total	$40,440 85	$29,667 89
Increase	10,772 96	

The approximate earnings of the Marietta and Cincinnati Railroad, in the 1st week of December, 1863, were:

Passengers	$4,134 03
Freight	11,154 07
Mail express and telegraph	907 00
Total	$16,195 17
Same week, 1862	11,583 21
Increase	$4,611 94

The earnings of the Michigan Central Railroad for the 1st week of Dec., 1863, were..$72,070 00
Same period, 1862 61,638 00
Increase $10,432 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of Dec., 1863, were $75,693 00
Do., 1862 67,838 00
Increase $27,855 00

The earnings of the Chicago and Rock Island Railroad for the 1st week of December, 1863, were $57,931 00
Do., 1862 34,629 00
Increase $23,902 00

The earnings of the Chicago and Northwestern Railway for the 1st week in December, 1863, were $40,440 85
Do., 1862 29,667 89
Increase $10,772 96

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Dividends Rate.	Dividends Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,404,800	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	564,000	6	—	----
Buffalo, N Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	22
Catawissa (preferred)	1,150,000	7	—	31½
Channing (guarantied)	380,000			
Cayuga & Susquehanna (guarantied)	343,500			
Cheshire (preferred)	2,017,225	7	—	51
Chicago & Alton (preferred)	2,461,326	7	—	93
Chicago & Northwestern (pref.)		7	—	60
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	835,000	6	—	49½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & Williamsport (preferred)	500,000		—	54
Erie (preferred)	8,835,700	7	7	103
Hannibal & St. Joseph (preferred)	5,300,728	7	—	41
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,020	9	4	74
Indianapolis & Madison (preferred)	880,000	7		----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,284	7	—	99
" " (2d preferred)	3,424,169	7	—	50
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	135
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	100
" " " (2d pref.)	1,014,000	7	7	87
Milwaukee & St. Paul (preferred)	2,235,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	110
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	639,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,860	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	87
Pittsfield & North Adams (guar.)	450,000	6	6	----
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	79
Toledo & Wabash (preferred)	926,200	7	—	75
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	297,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,342	6	J. & J.	1876	101
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1873	105
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Pennsylvania:					
1st Mortgage	732,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	823,172	6	M. & S.	1870	106½
Unsecured bonds	2,773,725	6	J. & J.	'63-'95	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	105
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	99
2d Mortgage	3,980,470	6	J. & J.	1882	89
Improvement	568,500	6	M. & N.	1876	80
Susquehan'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	983,000	6	" "	1878	63½
Preferred Interest b'ds.	227,569	6	" "	1879	25
Union, (Pa.):					
1st Mortgage	2,600,000	6	M. & N.	1883	26½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	100

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
Canal and Navigation Stocks:	$	$	p'c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,695	—	----
Delaware Division	100	1,635,250	—	39
Delaware and Hudson	100	7,560,000	7	170
Delaware and Raritan	100	2,224,400	10	----
Erie or Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,500,000	6	59
" (scrip)	50	1,803,000	6	49½
Monongahela Navigation	50	726,899	3	----
Morris (consolidated)	100	1,025,000	—	70
" (preferred)	100	1,175,000	10	130½
North Branch	100		—	
Sault Ste Marie	100			
Schuylkill Navigation (consolidated)	50	1,922,457	—	18
" " (preferred)	50	2,722,607	—	33½
Susquehanna and Tide Water	50	2,048,260	—	15½
Union (preferred)	50	2,750,000	—	42
West Branch and Susquehanna	100	1,000,000	6	116½
Wyoming Valley	100	500,000	6	82
Steamship and Transit:				
Central American Transit				34
Nicaragua Transit				2½
Pacific Mail Steamship	100	4,000,000		217
Union Steamship (Boston)				158
Express:				
Adams	100	2,000,000		----
American	100	1,000,000		----
National	100	250,000		----
Overland Mail	100	500,000		----
United States	100	800,000		----
Wells, Fargo & Co.	100	1,000,000		----
Telegraph:				
American	100	1,600,000		----
Atlantic				----
Insurance Stocks:				
Ætna Fire	50	200,000		----
Columbian (Marine)	100	500,000		----
Mercantile Mutual	100	600,000		----
New England Mutual (Life)				----
Washington (Fire)	50	400,000		----
Trust				
Farmers' Loan and Trust	50	1,000,000		----
New York Life Insurance & Trust	100	1,000,000		----
United States Trust	100	1,000,000		----
Land and Improvement:				
Boston Water Power				47
Boston and Roxbury Mill				19
Canton (Baltimore)	100	5,000,000		33½
Cary Improvement	5	800,000		9⅝
East Boston				18
Essex (Boston)	100	1,000,000		85
Waverly (Boston)				2½
Gas-Light:				
Baltimore	100		8	
Boston	500	1,000,000		845
Brooklyn	25	2,000,000		----
Cincinnati				----
City (Brooklyn)				----
Citizens' (Brooklyn)	20			128
Hartford				----
Jersey City and Hoboken				----
Manhattan, N. Y. (stock)	50	4,000,000		272
" (scrip)	37½			230
Maryland (Baltimore)	25			----
Metropolitan, N. Y.	100			134
New Haven				----
New York	50	750,000		----
Philadelphia				----
Pittsburg				----
St. Louis				----
Southwark (Philadelphia)				----
Williamsburg	50			----
Unclassified:				
American Coal	25	1,500,000		94
American West India	100	1,000,000		----
Baltimore Coal	100			----
Baltimore and Cuba Smelting	100			145
Central Transportation				----
Cherry Run Petroleum				9
Cumberland Coal (preferred)	100	6,000,000		89½
George's Creek Coal and Iron	100	1,000,000		72
Gold Mining of Colorado				----
Hazleton Coal	50			108
Hudson River Bridge	100			----
Mariposa (gold)	100	10,000,000		34½
Metropolitan Coal	100			----
New Almaden (quicksilver)				----
New Jersey Zinc	100	1,200,000		----
Pennsylvania Coal	50	5,200,000		160
Quicksilver				63
Santa Clara (quicksilver)				7⅝
Santa Rita (silver, copper, and lead)				----
Sonora Expl. & Mining (silv. & cop.)				----
West India Cotton	100	100,000		----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price.
Acton (copper)	----	2½	200,000	----	4½
Adventure (copper)	----	----	----	----	----
Albany and Boston (copper)	----	11½	20,000	----	13
American and Mexican Silver	----	----	----	----	----
Algomah (copper)	----	----	40,000	----	2
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	----	20,000	----	5
Balt. and N. Carolina (copper)	----	5	----	----	29
Bay State (copper)	----	----	20,000	----	15
Bedford (copper)	----	----	20,000	----	1
Black River (copper)	----	----	40,000	----	52½
Bohemian (copper)	----	7½	20,000	----	9½
Bucks County (lead)	----	----	----	----	1½
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	90c.	40,000	----	2½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----	----	----
Central (copper)	----	5	20,000	----	57
Chandlers (copper)	----	5	20,000	----	5½
Columbian (copper)	----	4½	20,000	----	8½
Consolidated (copper)	----	5	20,000	----	6
Copake (iron)	----	----	50,000	----	11
Copper Falls (copper)	----	25½	20,000	----	55
Dacotah (copper)	----	----	20,000	----	4½
Dana (copper)	----	----	20,000	----	4
Doylestown (copper)	----	----	----	----	----
Dudley (copper)	----	----	20,000	----	4½
Eagle River (copper)	----	----	20,000	----	6
Everett (copper)	----	----	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	----	----	----	¾
Flint Steel River (copper)	----	----	20,000	----	10
Forest City (copper)	----	----	20,000	----	----
Fort Fillmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	8	20,000	----	48
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	90c.
Grand Portage (copper)	----	----	20,000	----	----
Great Western (copper)	----	----	20,000	----	2½
Guilford (copper)	----	5	20,000	----	10
Hamilton (copper)	----	----	20,000	----	4½
Hancock (copper)	----	4½	20,000	----	12
Hanover (copper)	----	----	20,000	----	3½
Highland (copper)	----	----	20,000	----	6
Hilton (copper)	----	----	----	----	----
Humboldt (copper)	----	----	20,000	----	----
Huron (copper)	4	12½c	20,000	20	92½
Indiana (copper)	----	----	----	----	----
Isle Royale (copper)	----	10½	20,000	----	274
Jefferson (copper)	----	----	----	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	----	20,000	----	9
Madison (copper)	----	----	20,000	----	5½
Mandan (copper)	----	----	20,000	----	3½
Manhattan (copper)	----	----	20,000	----	4
Mass (copper)	----	----	20,000	----	----
Menard (copper)	----	3½	20,000	----	13½
Minnesota (copper)	----	34	20,000	----	67
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	24	80,000	----	----
National (copper)	----	5	20,000	----	30
Native (copper)	----	----	20,000	----	----
Naumkeag (copper)	----	----	20,000	----	2½
New England (copper)	----	----	20,000	----	34
North Cliff (copper)	----	2½	20,000	----	6½
North State (copper)	----	5	20,000	----	9½
North Western (copper)	----	----	20,000	----	10
Norwich (copper)	----	----	20,000	----	61
Nova Scotia (gold)	----	----	----	----	----
Ogima (copper)	----	----	20,000	----	37½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	----	102,000	----	4c.
Pennsylvania (copper)	25	2½	20,000	----	6½
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3½	20,000	----	63
Phœnix (copper)	----	10	20,000	----	26
Pittsburg and Boston (copper)	----	5½	20,000	----	85
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	2½	20,000	----	7
Prince of Wales (copper)	----	----	----	----	----
Providence (copper)	----	----	----	----	----
Quartz Hill (gold)	----	----	----	----	10½
Quincy (copper)	----	10	200,000	----	92½
Rockland (copper)	----	5	20,000	----	17
Saginaw (saline and mineral)	----	----	----	----	----
St. Mary's (copper)	----	----	----	----	10
Shawangunk (lead)	----	5	110,000	----	----
Sheldon (copper)	----	----	----	----	----
Silver Hill	----	5	----	----	----
Silver Valley	----	5	----	----	10
South Side (copper)	----	1½	40,000	----	5½
Springfield (copper)	----	5	20,000	----	22
Star (copper)	----	----	20,000	----	8½
Superior (copper)	----	4	20,000	----	10½
Toltec (copper)	----	19	20,000	----	34
Tremont (copper)	----	----	20,000	----	4½
Union (lead)	----	----	----	----	50c.
Vermont (copper)	5	----	----	----	----
Waterloo (copper)	----	----	20,000	----	1½
Wheeler (copper)	----	----	20,000	----	82½
Wickopee (copper)	----	5	100,000	----	4½
Winthrop (copper)	----	----	20,000	----	6
Wyandotte (copper)	----	----	----	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. val. in single trk.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.12	—	—	—	—	Boston and Chelsea	110,000	149,600	—	—	5,600	5,600	4	....	40
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	178,020	69,280	—	750	69,580	9,225	1½	....	65
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,851	445,500	150,000	74	53,622	50,622	9	....	125
30 Nov. '62	6.93	—	—	—	—	Cliftondale	95,500	70,000	25,000	8,743	625	—	—	....	—
30 Nov. '62	4.30	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	—
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	—
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	26,641	11,000	7,809	7,932	—	—	—	....	40
30 Nov. '62	12.45	—	125	23	—	Lynn and Boston	198,310	86,100	50,000	55,547	61,935	501	—	....	—
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	69,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	54,000	22,000	12,000	—	2,040	2,040	6	....	—
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	722,855	609,600	—	103,700	300,896	64,992	8	....	60
30 Nov. '62	6.33	—	200	42	—	Middlesex (Boston)	491,780	355,000	—	59,457	124,718	41,346	4	....	107
30 Nov. '62	2.87	—	—	—	—	Newton	27,351	28,000	—	—	1,680	1,680	6	....	—
30 Nov. '62	2.00	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,095	4,841	—	....	—
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	90
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,595	32,000	—	—	1,497	500	—	....	—
30 Nov. '62	4.45	—	87	5	—	Suffolk (Boston)	61,550	12,557	24,800	25,625	29,083	—	—	....	—
30 Nov. '62	—	—	287	56	—	Union (Transportation)	174,500	160,000	22,200	18,607	197,222	17,678	10	....	—
30 Nov. '62	1.92	—	—	—	—	West Cambridge	14,000	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.50	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	—
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,780	3,780	6	....	—
30 Nov. '62	3.58	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	—
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '62	—	—	—	—	—	Avenue D (New York City)	—	—	—	—	—	—	—	....	—
30 Sep. '62	10.76	—	—	—	25	Broadway (Brooklyn)	293,036	200,000	27,500	524	52,827	14,015	3	....	—
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isld	1,505	1,505	—	—	—	—	100	60	—
30 Sep. '62	24.01	—	—	6	25	Brooklyn Central & Jamaica	764,912	492,150	252,100	62,967	127,843	10,868	—	48	—
30 Sep. '62	56.10	1.80	—	140	20	Brooklyn City	1,382,596	1,000,000	170,000	10,000	191,029	118,000	8	100	150
30 Sep. '62	10.50	6.50	—	25	2	Brooklyn City and Newtown	267,628	246,000	140,000	8,000	30,944	2,759	—	....	55
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,228	53,500	—	—	—	—	—	....	—
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	—
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	—
30 Sep. '62	—	—	—	—	—	Central Park, N. & E. Riv. (N.Y.)	454,554	350,020	101,000	7,850	—	—	—	....	—
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,364	498,500	7,000	2,717	21,457	6,374	—	100	80
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	—
30 Sep. '62	12.67	3.67	—	—	—	Eighth Avenue (N. Y.)	938,965	800,000	—	25,000	369,965	121,565	12	100	—
30 Sep. '62	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	—
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'b)	—	—	—	—	—	—	8	....	—
30 Sep. '62	4.03	—	—	—	—	Harlem Br., Morris'a & Ford'm	—	—	—	—	—	—	—	....	—
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	—
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	—
30 Sep. '62	10.90	16.00	—	42	—	Ninth Avenue (N. Y.)	413,943	795,500	22,000	—	59,498	19,455	—	100	—
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	....	—
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	—
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	—
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,872	650,000	150,000	42,600	243,003	51,499	—	100	88
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	....	165
30 Sep. '62	8.97	—	553	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	83,184	10	100	—
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	—
30 Sep. '62	16.50	—	—	10	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,930	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	—
30 Sep. '62	—	—	—	—	—	Utica City	—	1,450	—	—	—	—	—	....	—
30 Sep. '62	—	1.00	—	—	—	V. Brunt st & Erie Bas. (Buff.)	293	300	—	—	—	—	—	....	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	6.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	—
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	....	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	—
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	125,000	—	124,521	75,565	35	....	58
31 Oct. '62	8.16	—	122	15	5	Citizens' (Pittsburg)	135,014	80,000	47,800	3,991	84,440	47,189	25	....	—
31 Oct. '62	4.12	—	14	5	—	Delaware County	31,000	24,000	6,500	1,850	4,858	172	—	....	—
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	64,052	16,534	5½	....	30
31 Oct. '62	10.63	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,745	7½	....	60
31 Oct. '62	24.25	—	184	35	—	Germantown	299,912	112,245	250,000	1,000	100,792	38,431	—	....	55½
31 Oct. '62	3.15	—	116	20	—	Girard College (Phila.)	159,041	180,000	—	—	62,862	19,715	12½	....	27
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,655	51,980	14½	....	45
31 Oct. '62	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	109,000	60,000	40,000	—	—	—	—	....	—
31 Oct. '62	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	—
31 Oct. '62	10.37	0.52	57	16	3	Philadelphia and Darby	83,988	99,430	17,000	500	22,241	4,690	2½	....	5
31 Oct. '62	7.01	—	—	19	—	Pittsb., Alleghany & Manch'r	76,550	49,500	25,000	2,127	33,541	7,551	—	....	—
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	69,296	37,475	22,000	3,826	34,377	2,495	—	....	—
31 Oct. '62	12.00	—	6	19	5	Pittsburg and East Liberty	220,000	200,000	100,000	25,000	20,653	2,422	—	....	—
31 Oct. '62	0.16	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	19
31 Oct. '62	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	50,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	56	19	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,200	8	....	21
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	483,198	203,750	175,000	1,037	286,893	131,645	24½	....	84½
31 Oct. '62	5.83	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	12½
31 Oct. '62	8.33	—	—	17	5	Spruce & Pine (Phil. & Gr'd F.)	173,010	150,312	15,500	—	70,223	25,740	12½	....	14
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,097	15	....	47½
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,765	4	....	24½
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	109,000	4,000	128,177	28,581	9	....	71
						MARYLAND.									
31 Dec. '62	21.00	—	340	59	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	....	16½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,915	150,000	—	—	—	—	—	....	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	....	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	....	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mart'l (Cin.)	70,000	50,000	—	—	—	—	—	....	—
						MISSOURI.									
30 Nov. '62	8.20	—	—	—	—	Citizens' (St. Louis)	117,457	100,000	—	—	—	—	—	....	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	....	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	....	—
30 Nov. '62	10.20	—	—	—	—	St. Louis	298,604	298,604	—	—	—	—	—	....	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable	Principal payable.	Market Price.
	$	per	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	161,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	47,000	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1872	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	300,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St:					
1st Mortgage	82,000	7	J. & J.	1870	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	95
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	86,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	155,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	6	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	50,000	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,000	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	22,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " " coupon		6	" "	1867	....
Loan of Dec. 31, 1848.....registered	8,908,342	6	" "	1868	105
" " " " coupon		6	" "	1868	106
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	124
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	98
" " " " coupon		5	" "	1874	98
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " " coupon		5	" "	1871	98
Oregon War Debt of June, 1861.....coupon	1,023,000	6	" "	1881	104
" " " " " coupon		6	Yearly.	1881	105
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	104⅛
" " " " coupon		6	" "	1881	109⅛
Loan of July 17, 1861.....registered	52,912,500	6	" "	1881	....
" " " " coupon		6	" "	1881	....
Loan of Feb. 25, 1862 (5-20s).....registered	40,239,000	6	May & Nov.	1882	100
" " " (5-20s).....coupon	150,000,000	6	" "	1882	101
Treasury Notes of Feb. & Aug. 1861.....coupon	52,931,000	7.3	Feb & Aug.	1864	106⅜
" " Apr. & Oct. 1861.....coupon	88,989,500	7.3	April & Oct.	1864	106⅜
Treasury Notes of 1863 (legal tender).....coupon	50,000,000	5	" "	1865	....
Treasury Notes of 1861 & 1862 (customs).....	717,141	....	.....	d'm'd.	....
Certificates of Deposit.....	28,059,295	4	On red'mp'n	10 d's	....
" "				notice	....
Certificates of Indebtedness.....(coin).....	167,093,241	6	" "	1 year	102⅛
" " .....(currency)		6	" "	1 year	98⅛
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)...coupon	889,000	6	No interest paid for many y'rs	1868	....
" " " (B'k of State). "	610,000	6		1868	....
" " " (" "). "	38,000	5		18.8	....
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	125
" " " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,004	7	" "	1872	....
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	....
" " " " " ..... "		6	" "	'81-'82	107⅛
" " " " " ..... "	1,000,000	6	" "	1883	....
Florida—State bonds.....coupon	143,000	7	.....	.....	....
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	....
" " " (R. R. & B'k) "	2,073,750	6	" "	'64-'80	70
" " " (R. R.)..... "	525,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	102
" " " " bonds..... "	1,322,085	6	" "	1877	103⅛
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock.....coupon	2,187,000	6	" "	'63-'80	104
" —War bonds..... "	2,000,000	6	" "	1879	102
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	101
" " " (dollar)..... "	1,998,397	6	" "	1870	102
Indiana—State stock.....registered	5,525,500	5	Jan. & July.	1886	81
" " " ..... "	2,058,173	2½	" "	1886	56
" —State Int. Imp bonds (not adjusted)	391,000	....	.....	d'm'd	....
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1851	98
" —Canal Preferred stock.....	4,079,500	5	Jan. & July.	.....	87½
" " " special stock "	1,216,737	5	" "	.....	....
" " Deferred stock.....	1,243,000	5	" "	.....	....
" " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	2,0,000	7	Jan. & July.	1368	....
" " " (war loan) "	800,000	7	" "	'81-'82	....
" " bonds to School Fund..... "	122,235	10	Annually.	d m'd.	....
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	....
" " " " " "	54,000	7	May & Nov.	1878	....
" " " (domestic)..... "	65,000	6	July.	1883	....
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	'65-'75	....
" " " ..... "		5	" "	'81-'91	....
" " " ..... "		5	" "	'93-'96	....
" " " (bank)..... "	600,000	5	" "	1891	....
" " " ..... "	67,500	6	" "	'91-'96	104
" " " (war loan)..... "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	.....	d'm'd	....
" " " (R. R. etc.)... "	3,90 ,000	6	.....	'67-'96	60
" " " (banks)..... "	5,398,533	6	.....	.....	....
" " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds.....coupon	.....	6	Mar. & Sept.	'63-'77	103
" " " (war loan)..... "	1,000,000	6	Jan. & July	'81-'83	105
Maryland—State bonds (sl'g).....coupon	816,000	5		1865	....
" " " (st'g conv.)... "	200,376	5		1865	....
" " " (st'g)..... "	5,595,535	6		'89-'90	105
" " " (st'g conv.)... "	2,490,589	5		'89-'90	103
" " " (dollar)..... inscribed	500,000	3		1890	....
" " " (")..... "	10 ,000	4½	Chiefly quarterly.	1888	....
" " " (")..... "	767,560	5		'42-'68	....
" " " (")..... "	399,408	5		1880	....
" " " (")..... "	148,711	5		'89-'9	....
" " " (")..... "	133,689	6		pleas.	....
" " " (")..... "	3,000,000	6		1890	115
" " " (")..... "	35 ,00	6		1885	....
" " " (")..... "	603,333	6		'89-'90	112
Massachusetts—State b'ds (Western R.R.).etg.	3,995,555	6	April & Oct.	'68-'71	....
" " " (T. & G. R. R.)..... "	503,380	6	" "	'88 '90	....
" " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " (" "). "	300,000	5	" "	1893	....
" " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	....
" " " (N. & W. R. R.) "	400,000	6	" "	1870	....
" " " (Cons. Stock.) "	150,000	6	" "	1870	....
" " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	117
" " " (" ") "	845,000	5	April & Oct.	'65-'74	....
" " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" " " (" ") "	94,000	5	Jan. & July.	1874	....
" " " scrip.....	200,000	6	" "	'64-'66	....
" " "	247,000	6	June & Dec.	'68-'72	....
" " "	53,000	5	" "	'63-'72	....

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	....
" " " " " ..... "	600,000	5	" "	'77-'78	117
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1893	106⅝
" —Coast Defence Loan... "	1,000,000	5	" "	1883	108
" —Back Bay Loan..... "	168,000	5	" "	1890	....
Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g fd) "	100,000	6	" "	1879	....
" —War Loan.....(" ") "	587,000	7	" "	18 6	104
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	....
Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	105
" " " (Indian war)... "	100,000	7	" "	1871	....
" " " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	'41-'71	....
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	....
" " " " "	199,000	6	" "	1863	....
" " " " "	100,000	6	April & Oct	1863	....
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	....
" —Renewal Loan of 1853.....	200,000	6	" "	1883	....
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	66⅞
" " " S. W. Branch... "	4,000,000	6	" "	'87-'89	....
" " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	87
" " " N. Missouri.. "	4,350,000	6	" "	'72-'87	....
" " " Iron Mountain "	3,501,000	6	" "	'73-'89	....
" " " C. & Fulton.. "	650,000	6	" "	'87-'89	....
" " " Platte Co..... "	760,000	6	" "	1889	....
" —Revenue bonds..... "	431,000	9	June & Dec.	'64-'66	....
" —State Defense warrants.....	780,000	.....	.....	.....	....
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	107
" " —Notes.....	200,000	6	.....	.....	....
New Jersey—State stock.....registered	95,000	6	Jan. & July.	Var.	....
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	....
" " " " ("). "	200,000	6	" "	1871	....
New York—General Fd: Astor Debt.....	531,500	5	Jan. & July.	pleas.	....
" " " " Deficiency Loans..	348,107	5	" "	pleas.	....
" " " " " " "	400,000	5	" "	1875	....
" " " " " " "	442,961	5	May & Nov.	1858	107
" " " " " " "	1,189,781	6	Jan. & July	pleas.	....
" " " " " " "	1,300,000	6	" "	'68-'78	115
" " " " " " "	700,000	7	" "	1870	113
" " " " Comptroller's bnds	28,698	5	.....	d'm'd	....
" " " " " " "	11,050	5½	.....	d'm'd.	....
" " " " " " "	14,230	6	.....	d'm'd.	....
" " " " " " "	421,000	6	Jan. & July.	'65-'67	....
" " " " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	....
" " " " " " "	68,000	5	Feb. & Aug.	1876	....
" " " " " " "	28,000	5½	J., A., J., & O.	1865	....
" " " " " " "	320,000	5½	Jan. & July.	1865	....
" " " " " " "	100,000	6	" "	1867	....
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105½
" " " " " " "	15,887,025	6	" "	'64-'76	115
" " " " " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds.....coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt).....coupon	1,'08,905	6	Jan. & July.	1860	....
" " " " (" ") ..... "	1,015,000	6	" "	1865	95
" " " " (" ") ..... "	379,866	6	" "	1868	....
" " " " (" ") ..... "	2,183,532	6	" "	1870	103⅜
" " " " (" ") ..... "	1,600,000	6	" "	1875	104
" " " " (" ") ..... "	4,095,300	6	" "	1881	103
" " " " (domestic debt).....	275,385	6	" "	1886	108
" " " " (war loan).....coupon	299,704	6	" "	1867	103
" " " " (" ").....coupon	280,969	6	" "	1866	....
" —Irreducible debt (school funds, etc)...	2,920,403	6	Yearly.	1868	....
Oregon—State scrip.....	55,372	.....	.....	.....	....
Pennsylvania—State Stock Loans.....	137,200	4½	April & Oct.	due.	....
" " " "	10,780,093	5	Jan. & July.	due.	99⅝
" " " "	3,886,070	5	Feb. & Aug.	due.	....
" " " "	3,690,614	5	Mar. & Sept.	due.	103⅛
" " " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates.....	210,263	6	Feb. & Aug.	due.	107
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,880	5	" "	1864	....
" " " "	675,029	5	Feb. & Aug.	1864	....
" " " "	1,045,629	5	June & Dec.	1864	....
" " " "	1,558,673	5	Jan. & July.	1865	....
" " " "	2,277,755	5	" "	1868	....
" " " "	1,760,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	103
" " "	428,000	5	" "	1873	....
" —Inclined Plane Loan.....	500,000	6	April & Oct.	1879	....
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,737	5	.....	.....	....
" —Relief Notes in circulation...	97,360	.....	.....	.....	....
" —Military Loan bonds...coupon	3,000,000	6	Feb. & Aug.	1871	....
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	104⅝
South Carolina—State bonds (etc).....coupon	484,444	5	.....	1868	....
" " —Inscribed certificates.....	1,708,017	6	.....	'68-'90	....
" " —State b'ds (railroads).coupon	1,300,000	6	.....	1877	....
Tennessee—State bonds (banks).....coupon	1,125,000	6	.....	1882	59½
" " " (intern. impr.) "	2,063,606	5	.....	Var.	....
" " " (railroads)..... "	12,799,000	6	.....	Var.	....
" " " (capitol)..... "	608,000	5	.....	1890	60
" " " (Hermitage)..... "	45,000	6	.....	1890	....
Texas—Had no debt in 1861.....	.....	.....	.....	.....	....
Vermont—Inscribed certificates.....	175,000	6	.....	'63-'64	....
" —State bonds (war loan).....coupon	53,000	6	.....	'62-'63	....
" " " (" ").....coupon	751,000	6	Jan. & July	1870	104⅜
Virginia—Inscribed certificates (civil).....	401,000	5	Various.	Var.	....
" —State bonds (railroad).....	18,264,042	6	Jan. & July.	'88-'95	54
" —State bonds (railroad).....coupon	12,6 4,500	6	" "	'85-'93	....
" " " (sterling)..... "	1,865,000	5	" "	1892	....
West Virginia—No information.....	.....	.....	.....	.....	....
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67 '68	....
" " " (war)..... "	200,000	6	Jan. & July.	1867	....
" " " (domestic)..... "	100,000	6	" "	1877	....
" " " (" ..... "	1,100,000	6	" "	'78-'88	....

Portland and Halifax Railways.

The numerous difficulties political and pecuniary, which lie in the way of the Canadian Intercolonial Railway seem to have aroused the merchants and capitalists of Maine to secure a route in American interests between Portland and Halifax. In 1850 a convention was held at Portland for the purpose of furthering this object. In 1852 the Grand Trunk was commenced, with the absorption into it of the entire line to Portland by taking up the line of the Atlantic and St. Lawrence road. The parties interested in these works made proposals for the building of the European and North American Railway, taking up the line at Augusta, and thence to Waterville and Bangor, completing the line of communication east, to St. John and Halifax, connecting all interests under the name of the European and North American Railway Company. This line had been started east from Portland on the broad gauge, from the line of the Montreal railroad 28 miles from Portland at Danville Junction to Waterville, while a narrow gauge road was in progress toward Augusta by way of Yarmouth and Brunswick. The plan of the Portland Convention was to use all existing lines, and begin at Augusta, extend the line to a point of connection with the broad gauge line at Waterville, and thence build one line on the broad gauge to Bangor and to St. John and Halifax. But a charter for the line from Waterville to Bangor was under the control of W. B. S. Moor, George W. Pickering and others at Bangor, and they had become parties to a contract for building it.

They refused terms until it was too late, and defeated the bill which proposed to allow the European and North American Railway to commence at Waterville instead of Bangor, and construct their line to Bangor. It was for this reason that the project of this line for the time was defeated.

The Grand Trunk was however completed, and also the Victoria Bridge, but their contract for building the European and North American Railway in New Brunswick, was cancelled, as they were confined to that Province alone, and the time had gone by for raising the means on the plan first proposed in England in 1852, on the idea that in the end the lines in Maine, New Brunswick and Nova Scotia should be worked in conjunction as one line.

The Russian difficulties intervening at this time, crippled most of the enterprises resting on British capital, but New Brunswick and Nova Scotia set themselves severally at work to construct their portion of the line of the European and North American Railway Company as public Provincial works, built at the expense of the government, and managed by them, as in some European countries. The line was built looking to an ultimate connection with the Nova Scotia line and from Halifax north to Truro, 61 miles, with a branch of 80 miles to Windsor. In New Brunswick they built the line east from St. John to Shediac, on the St. Lawrence Gulf, 108 miles, while in Maine the railway was finished through from Waterville to Bangor, and the line extended up the Kennebec river, from Augusta to Waterville, and to Skowhegan.

The whole length of the line from Portland to Halifax is 582 miles, located as follows: in Maine, 243 miles; in New Brunswick, 209 miles; and in Nova Scotia, 130 miles. More than half the distance, or 300 miles, is now completed and in successful operation, viz: in Maine, 138 miles, from Portland to Bangor; in New Brunswick, 101 miles, from St. John east toward the Nova Scotia frontier; and in Nova Scotia, 61 miles, from Truro to Halifax. Leaving to be finished, 274 miles, viz: in Maine, 105 miles, from Bangor to the New Brunswick boundary; in New Brunswick, 108 miles—from the Maine frontier to St. John, 80 miles, and 28 miles between the Bend and Nova Scotia line; in Nova Scotia, 69 miles, between Truro and the head of the Bay of Fundy. From Bangor the line of the European and North American Railway was located in 1860, with the design of absorbing into it the line of the Penobscot Railroad which was partially built from Bangor to Milford, following the west bank of the Penobscot river. The broad gauge lines extending from Danville Junction to Bangor, by the way of Lewiston and Waterville, a distance of 110 miles, were consolidated in 1862, into one company by the name of the Maine Central Railroad Company, and this company now proposes to operate the line of the European and North American Railway Company as far and fast as built. The work of construction is to go forward the present winter, and the rails will be laid to Oldtown by June 9, 1864, and a further extension is to be made to Lincoln during the summer. We learn that arrangements are in progress looking to the full and final completion of the line from Bangor to St. John.

Thus we see how intimate are becoming the relations between the British provinces and the United States, and how proper it is to keep up the most friendly relations between neighbors whose interests are mutual, and whose enterprise is honorable to both. When there shall be a railway connection between New York and Halifax, for the Portland project amounts to this, we do not doubt we shall witness a new phase in the Colonial trade.

The National Finances.

REPORT OF THE SECRETARY OF THE TREASURY.

The Report of the Secretary of the Treasury commences by saying that the operations of his department have been attended the past fiscal year by a greater measure of success than he ventured to anticipate at its beginning. At the beginning of the year all demands on the treasury had been discharged, and there was a balance in the treasury of $13,043,546. But the large disbursements required by the war, the difficulties of negotiating new loans, and the reverses which befel our arms in June, July and August, produced a state of things which resulted in their remaining unpaid on the first day of the last session of Congress, requisitions to the amount of $46,394,875. To provide for these requisitions and current demands, Congress authorized an additional issue of United States notes to the amount of $100,000,000, but did not reach any definite conclusions in regard to loans in time to embody them in an act before adjournment. On that day, March 3, 1863, the act to provide ways and means for the support of the government received the approval of the President and became a law.

In addition to various provisions for loans it contained clauses repealing the restrictions affecting the negotiation of the five-twenties, and thus disengaged that important loan from the embarrassments that had previously rendered it almost unavailable. The salutary effects of this act and the one providing for a national currency through a national bank, were soon conspicuous.

Notwithstanding the aid afforded by the additional issue of United States notes, the undischarged requisitions upon the treasury continued to increase and at the close of the session of Congress they had reached $72,171,189.

The loan act and the national banking act were followed by an immediate revival of public credit. Success quite beyond anticipation crowned the efforts of the Secretary to distribute the five-twenty loan in all parts of the country, as well as every other measure adopted by him for replenishing the treasury. The result was that within two months after the adjournment of Congress the whole mass of suspended requisitions had been satisfied, all current demands promptly met, and full provision made for the pay of the army and navy. During the remainder of the fiscal year no embarrassments attended the administration of the finances except those which are inseparable from vast expenditures.

Notwithstanding these expenditures it is gratifying to be able to state that during the last year the total of disbursements did not greatly exceed, while the increase of the public debt did not equal, the estimates submitted to Congress by the Secretary at the last session. Thus, while it was then estimated that the public debt on the 30th of June, 1863, would reach the sum of $1,122,297,403 24, its actual amount on that day was $1,098,793,181 37; and while the disbursements for the year were estimated at $693,346,321 48, the real total was $714,709,995 58.

The aggregate receipts from all sources, including the balance from the preceding year, as shown by the books of the treasury, were, during the last fiscal year, $901,125,674 86, and the aggregate disbursements $895,796,630 65; leaving a balance on the 30th of June, 1863, of $5,329,044 21. But sums borrowed during the year, and applied during the same time in payment of debts, affect only nominally the total of receipts and of disbursements. The sums thus borrowed and applied during the last fiscal year amounted to $181,086,635 07. This aggregate, therefore, should be deducted from both sides of the statement, making the true amount of receipts, including balance from last year $720,039,039 79, and the true amount of disbursements $714,707,995 58. The balance, of course, remains the same.

It is gratifying, also, to be able to state, that while debts did not reach the amount anticipated, the receipts from all sources of income, except internal revenue, exceeded the estimates. Thus the receipts from customs, estimated at $68,041,736 59, were actually $69,059,642 40; from lands, estimated at $88,724 16, were $167,617 17; and from miscellaneous sources, estimated at $2,244,316 32, were $3,046,615 35. Direct tax receipts were estimated at $11,620,717 99, and this amount, or nearly this amount, has been received in the form of payments for military supplies and services by the States, for which they are entitled to credit beyond their several proportions of the tax. In consequence, however, of incomplete settlements, only the sum of $1,485,103 appears on the books as received into the treasury.

The receipts of internal revenue have alone disappointed expectations. The estimate was $85,456,303, while the receipts were $37,640,787. The law, unless materially amended, will not produce the revenue expected from it.

The receipts, estimated and actual, for the fiscal year, ending on the 30th of June, 1863, were, including balance from the preceding year, as follows:

	Estimated.	Actual.
From customs....	$68,041,736 59	$69,059,642 40
From lands	88,724 16	167,617 17
From miscellane's	2,244,316 32	3,046,615 35
From direct tax .	11,620,717 99	1,485,103 61
From int. revenue	35,456,303 73	37,640,787 95
Bal. from last year	13,043,246 81	13,043,546 81
Total....	$180,495,345 60	$124,443,313 29

The disbursements, estimated and actual, were as follows:

	Estimated.	Actual.
The civil service..	$32,811,543 23	$23,253,922 08
Pens'ns & Indians	5,982,906 48	4,216,520 79
War department.	747,859,828 98	599,298,600 83
Navy department.	82,177,510 77	63,211,105 27
Interest on debt .	25,014,532 07	54,729,846 61
Total gross estimate.....	$893,346,321 48	$714,709,995 58
But this amount, it was suppos'd would remain undrawn at the end of year, and was therefore deducted from the gross estimate	200,000,000 00	
Making actual estimate	$693,346,321 48	

From the actual expenditures, $714,707,995 58, there must be deducted the actual receipts, $124,443,313 29, in order to show the amount derived from loans, $590,266,682 29, which sum, added to the amount of the debt on the 1st of July, 1862, $508,526,499 08 (heretofore erroneously stated at $514,211,371 92,) gives as the true amount of debt on the 1st of July, 1863, $1,098,793,181 37.

The estimates for the current fiscal year 1864 next claim attention. These are founded on actual receipts and disbursements for the first quarter, which ended Sept. 30, 1863, and on opinions formed upon probable events and conditions as to the other quarters.

The following statement exhibits what is actually known, and what, after careful reflection, the Secretary thinks himself warranted in regarding as probable:

For the first quarter ending Sept. 30, 1863, the actual receipts were—

From customs....	$22,562,018 42	
From int'al revenue	17,599,713 59	
From lands.....	136,182 09	
From miscellaneo's sources	641,542 04	
Total actual rec'pts 1st quarter.....	$40,939,456 14	
To which add bal. July 1, 1863....	5,329,044 21	
Making total receipts 1st qr., except loans.....		$46,268,500 35
For three remaining quarters, ending on the 30th of June, 1864, it is estimated there will be received:		
From customs....	$50,000,000 00	
From int'al revenue	60,000,000 00	
From lands.....	300,000 00	
From miscellaneo's sources.....	5,000,000 00	
		115,300,000 00
Making a total of receipts from ordinary sources, actual and estimated, and including bal., of.		161,568,500 35
To which add the actual and estimated receipts from loans.....		594,000,000 00
Making a total of actual and estimated receipts from all sources, for 1864		$755,568,500 35

The expenditures may be stated as follows:

For the first quarter, ending September 30, 1863, the actual disbursements have been:

For the civil service	$7,216,939 31	
For pensions and Indians.....	1,711,271 95	
For War Departm't.	144,387,473 97	
For Navy Depart..	18,511,618 86	
For interest on public debt.....	4,283,628 37	
Actual expenditures for 1st qr...		$176,110,932 46
For the remaining three quarters, the estimates, founded on appropriations and estimated deficiences, are as follows:		
For the civil service.	$27,050,872 21	
For pensions and Indians.....	6,129,042 36	
For War Departm't.	741,092,037 14	
For Novy Depart..	94,467,567 74	
For interest on public debt.....	54,881,508 01	
		923,621,027 96
Making a total aggregate of actual and estimated expenditures of.		$1,099,731,060 42
But as these estimates include all unexpended balances of appropriations from former years they are necessarily much too large, and there may be safely deducted from their aggregate, as likely to remain unexpended at the close of the fiscal year, the sum of.....		350,000,000 00
Leaving the total actual and estimated expenditures for 1864		$749,731,960 42
The total of expenditures being deducted from the total of receipts, there will be an estimated balance on the 30th of June, 1864, of.....		5,836,539 93
From this statement it appears that the total receipts required for the probable disbursements of the year, and including estimated balance at its close, will amount to.....		$755,568,500 35
Of which there have been provided and applied during the first quarter.....		176,110,932 46
Leaving to be provided		$579,457,567 89
Of which it is estimated there will be received from ordinary sources during the three other quarters.....		115,300,000 00
Leaving to be provided by loans		$464,157,567 89

The amount of debt created during the quarter is ascertained by deducting from the total expenditures $176,110,932 46, the aggregate of ordinary receipts and balance from last year, amounting together to $46,268,500 35, which gives as the increase of debt $129,842,432 11. To this sum, if there be added the sum yet to be provided by loans, $464,157,567 89, the result will be $594,000,000, from which if there be deducted the estimated balance on the 1st of July, 1864, $5,886,539 93, the remainder will be $588,163,460 07, and will represent the total increase, on the basis of these estimates, of public debt during the year. The debt on the 1st of July, 1863, was $1,098,793,181 37; to which if this estimated increase be added, the total debt on the 1st of July, 1864, will be $1,686,956,641 44, instead of $1,744,685,586 80, as estimated in the report of last December.

It is not certain, or perhaps probable, that the actual expenditures or actual debt will quite reach the amounts now estimated. Indeed, if the expenditures for the first quarter, $176,110,932 46, and the ordinary receipts, $40,939,456 14 for the same quarter, be taken as the standard, the total expenditures of the year will be $704,443,729 84, and the total receipts $163,757,824 56. To these receipts, if the balance on the 1st of July, 1863, $5,329,044 21, be added, it will make the total ordinary resources $169,086,868 77; and the subtraction of this sum from the total expenditures will give the whole amount to be provided by loans during the year as $535,356,861 07. This sum will therefore be, on this hypothesis, the increase of debt for the year, and, added to the debt existing on the 1st July, 1863, will make the total amount on the 30th of June, 1863, $1,634,150,042 44.

It is not impossible that vigor in the prosecution of the war, and economy in every branch of expenditure, enforced by wise legislation, may reduce actual disbursements and consequent increase of debt even below these figures.

The estimated receipts for the fiscal year ending June 30, 1865, are as follows:

Estimated balance, July 1, 1864.	$5,836,539 93
From customs	70,000,000 90
From internal revenue.....	125,000,000 00
From lands.....	1,000,000 00
From miscellaneons sources....	5,000,000 00
Making estimated aggregate receipts	$206,836,539 93

And he estimates the expenditures as follows:

Estimated balance of former appropriations unexpended July 1, 1864.....	$350,000,000 00
For the civil service.....	27,978,194 81
For Pensions and Indians.....	9,631,304 78
For the War Department.....	536,204,127 77
For the Navy Department.....	142,618,785 40
For interest on public debt.....	85,387,677 15
Making the aggregate of estimated expenditures.....	$1,151,815,083 86
But he estimates as likely to remain undrawn on the 30th June, 1865, and therefore to be deducted from this aggregate	400,000,000 00
Making the real estimate of expenditures for the year.....	$751,815,088 86
From which deduct estimated receipts from ordinary sources, as before stated.....	206,836,539 93
Leaving to be provided by loans.	$544,978,548 93

The sum to be provided by loans represents the increase of debt during the year. Assuming, therefore, the correctness of the estimate which puts the debt on the 1st July, 1864, at $1,686,956,641 44. It will result from these estimates that the whole debt will have reached on the 30th of June, 1865, the sum of $2,231,935,190 37.

The receipt and expenditures during October and November other than on account of principal of debt, amounted each, so far as has been ascertained, to $147,060,781 16 without balances. Of these receipts $35,629,703 18 were from ordinary sources, and $111,931,027 98 from loans, leaving to be obtained during the remaining seven months from ordinary sources $79,670,296 82, and from loans $325,226,539 82. On the basis of these two months the receipts from ordinary sources for the last three-quarters will exceed the expenditures from ordinary sources, $3,501,406 59.

The Secretary admits no apprehension of deficiency in any of the ordinary sources of income except, perhaps, the internal revenue; nor does he anticipate any formidable difficulty in providing the amount to be obtained from loans especially if our arms continue to be successful. A limited additional amount of revenue may be derived from a modification of the laws imposing duties on foreign imports, but the chief reliance for any substantial increase, and even for the prevention of possible decrease, must be on internal duties.

The Commissioner of Internal Revenue recommends an increase of the tax on bank note circulation to two and two-fifths per cent.; an increase of the duty on distilled spirits to sixty cents per gallon; an increase of the duty on tobacco to twenty cents per pound on leaf, and from five to twelve cents, according to quality, on manufactured; a duty of ten cents per gallon on crude petroleum; a duty of two cents per pound on cotton; the repeal of the tobacco and petroleum drawbacks, and various other changes of the internal revenue laws, designed to augment the receipts from this source. In the particular recommendations just mentioned the Secretary fully concurs, and commends all his suggestions to

careful attention. The enactment of such laws as will secure an increase of the internal revenue to the amount originally estimated, of one hundred and fifty millions a year, is required by the strongest considerations of public policy. Hitherto the expense of the war have been defrayed by loans to an extent which nothing but the expectation of its speedy termination could fully warrant.

The total receipts from ordinary sources for the year ending June 30, 1862, were $51,935,720 76, while the disbursements for the civil service, for Pensions and Indians, and for interest, were $37,701,801 11; leaving only $14,233,919 65 for the War and Navy Departments, the expenditures, of which in the last year of peace had not been $27,922,917 24 and nothing at all for extraordinary expenditures or a sinking fund.

For the fiscal year ending June 30, 1863, the total receipts were $124,143,313 29, while the disbursements were $108,046,123 96—leaving as applicable to extraordinary expenditures or a sinking fund, $16,397,189 33.

Assuming as correct the estimates of receipts and expenditures for the current year, 1864, there will remain an unexpended balance of $4,049,403 16, which, had it been possible to suppress the rebellion before July 1, 1863, would have been applicable to the purposes of a sinking fund; and the same estimates for the fiscal year 1865, will give a remainder of $27,998,529 76, which, should the rebellion be suppressed before the 1st of July, 1864, will be applicable to the payment of the debt.

These statements illustrate the importance of an economical and vigorous prosecution of the war, If by such vigor the rebellion can be suppressed, and the war ended before the first of July next, the country will be saved from the vast increase of debt which must necessarily attend its continuance during another year, and the debt itself can at once be placed in a course of steady reduction. And whenever progressive payment shall begin, the value of national securities will rapidly rise, and reduction in rates of interest will gradually diminish the burdens of debt.

The average rate of interest on the whole debt without regard to the varying margin between coin and notes, was on the first of July, 1862, 4.36 per centum; on the first day of January, 1863, 4.02 per centum; on the first day of July, 1863, 3.77 per centum; and on the first day of October, 1863, 3.95 per centum. The rate, it will be seen is increasing, and will continue to do so with the increase of the proportion of the increase of the interest-bearing to the non interest-bearing debt. And as the amount of the latter cannot be materially augmented without evil consequences of the most serious character, the rate of interest must increase with the debt and approach continually the highest average—greater or less in proportion to the duration and cost of the war.

As to the distribution of the public debt, the Secretary, after describing the manner in which it has been put into the market, concludes that he can perceive no better mode, as the debt has been distributed in sums of fifty to one thousand dollars all over the country not under the sway of rebellion.

Such, also, has been the shape in which the public indebtedness has been issued that prompt advantage can be taken at any time to adopt favorable circumstances for diminishing the burden it imposes on industry; and, when the war closes, it will be found completely within the power of Congress to fund the whole at a very moderate rate of interest, and redeemable after brief periods. The controllability of the debt is thus deemed easy.

The system of temporary loans in the form of deposits reimbursable after a few days' notice is spoken of as a very successful measure. Congress, after full consideration, authorized the receipt of such deposits at an interest not exceeding five per cent to the amount of $25,000,000; then raised the limit to $50,000,000, and then to $100,000,000; and provided a reserve of $50,000,000 of United States notes to meet the demands for reimbursements beyond other convenient means of satisfaction. It was not long before tuese deposits reached the highest limit, and before the flow could be well checked, somewhat exceeded it. The amount of this deposit on the first day of December had been reduced to $45,506,120 01, and payments of $10,000,000 had been made from the reserve. The additional payments will be confined within the narrowest possible limits, and can hardly exceed twenty-five milions. The reflow of deposits has already begun, and will probably soon exceed reimbursements, and so arrest payments from the reserve.

The Secretary perceives no solid reason for retaining the restriction on loans, in this form, to one hundred millions. It may, as he thinks, be usefully removed.

Another portion of the additional loan required may be obtained through the sale of the remainder of the bonds known as five-twenties. The amount of these bonds unsubscribed for on the first of December was $101,059,600.

In a former report the Secretary placed the limit, to which the loan in the form of certificates of indebtedness could be carried, at one hundred millions of dollars. Experience has shown that it can be carried to one hundred and fifty millions, and that its natural limit is about that sum. On the first day of December the amount of these certificates was $145,720,000.

The limit prescribed by law to the issue of United States notes has been reached, and the Secretary thinks it clearly inexpedient to increase the amount. The circulation is sufficient for real payments and exchanges, and if increased, the result will be the depreciation which will only find its limit in the utter worthlessness of the whole. Sufficient circulation having been provided the government must now borrow like any other employer of capital temporarily requiring more than income will supply, and rely for the credit which will secure advantageous loans upon good faith, industrial activity, satisfactory and punctual payment of interest and ultimate reimbursements of principal.

To subscriptions for the remaining five-twenties and deposits for temporary loan, therefore, must be directed all reasonable expectation of means for the service of the current year, except from negotiations under the act of last session. The sums to be looked for from these two sources amount to $126,059,600. If this aggregate be deducted from the amount to be provided by loans for the last seven months of the current year, already shown to be $352,226,539, there will remain the sum of $226,166,999 to be provided by negotiations under the act of last session; and, under some like act, must be provided in like manner, it the continuance of the war shall make it necessary, the sum of $544,978,548 93, estimated as likely to be required from loans for the fiscal year 1865.

It will coubtless be thought expedient this session, as last session, to authorize the borrowing, in some form, of three hundred millions for the current, and six hundred millions for the next fiscal year. Indeed, the only modifications of the act of last session necessary to adapt it to the requirements of the current and coming year seem to be (1) the omission of all reference to the United States notes beyond the giving a simple authority to the Secretary to ascertain from time to time the amounts destroyed or lost, and to replace them by new issues; (2) the repeal of the existing limitation of the deposit loan to one hundred millions of dollars, and the substitution of a provision for a reserve equal in amount to half the deposit; (3) the permission of the negotiation of loans redeemable absolutely at pleasure, or at pleasure after a time fixed, not more remote than forty years; and (4) the omission, perhaps, of the clause taxing circulation and deposits, as being more appropriate to an internal revenue bill. It is hoped that the other provisions of the last may be retained in the new loan act.

This legislation will enable the Secretary to obtain whatever funds may be needed through loans at reasonable rates; and he expresses much reliance on the support to be given to the public credit by the national banking system and the nationalizing of the currency. General and equal credit throughout the country, and non-liability in quantity or in value, except under the operation of national legislation and the general laws of trade can only be secured through a specie circulation or government notes of uniform description and value. No circulation not immediately convertible into coin can be better than the government notes.

STATISTICAL TABLES APPENDED TO THE SECRETARY'S REPORT.

No. I.—RECEIPTS AND EXPENDITURES for the fiscal year ending June 30th, 1863.

RECEIPTS.

The total receipts, including a balance on hand July 1, 1862, of $13,043,546 81, were $901,125,674 86, as follows:

From customs	$69,059,642 40	
From lands	167,617 17	
From miscellaneous sources	3,046,515 35	
From direct tax	1,485 103 61	
From internal duties	37,640,787 95	
		$111,399,766 11
From loans:		
For 3 years 7.30 bonds	$17,263,450 00	
For 5-20 years 6 per ct bonds	175,037,259 44	
For 2-years treasury notes, under act March 2, 1861	1,622 00	
For United States notes, under act February 25, 1862	291,260,000 00	
For United States stock, Washington and Oregon war debt	145,050 00	
From temporary loan, under act February 25, 1862	115,226,762 21	
From certificates of indebtedness, under acts March 1 and 17, 1862	157,479,261 92	
For 20-years 6 per cent. bonds, under act July 17, 1861	76,500 00	
From United States fractional currency	20,192,456 00	
		776,682,361 57
Aggregate receipts		$888,082,128 05
Balance in treasury, July 1, 1862		13,043,546 81
Total resources		$901,125,674 86
From which, however, should be deducted receipts from new loans, applied during the year in payment of existing funded or temporary debt, and therefore only nominal receipts		181,086,635 07
Making the actual amount of receipts		$720,039,039 79

EXPENDITURES.

The expenditures were:

For the civil service	$23,253,922 08	
For Pensions and Indians	4,216,529 79	
For interest on public debt	24,729,846 61	
For the War Department	599,298,600 83	
For the Navy Department	63,211,105 27	
Total	$714,709,995 58	
To which add payments on account of public debt as follows:		
Redemption of treasury notes, under acts prior to July 22, 1846	50 00	
Redemption of treasury notes, under acts Dec. 23, 1857, Dec. 17, 1860, & March 2, 1861	2,211,650 00	
Repayment on account of temporary loan, under acts Feb. 25 and March 17, 1862	67,516,993 48	
Redemption of United States stock, loan of 1842	2,580,743 36	
Redemption of 7.30 coupon bonds, under act July 17, 1861	71,500 00	
Redemption of United States stock, Washington and Oregon war debt	69,550 00	
Redemption of United States notes, under act July 17, 1861	56,177,390 00	
Redemption of United States notes, under act Feb. 25, 1862	2,000,000 00	
Redemption of certificates of indebtedness, under acts March 1 and 17, 1862	50,359,758 23	
Making the aggregate of expenditures	$895,796,040 65	
But from this aggregate should be deducted payments of existing funded and temporary debt, all which are made from new loans, and are therefore only nominal payments	181,086,635 07	
Making the total expenditures for the year	714,705,995 58	
Leaving a balance in the Treasury July 1, 1863, of	$5,329,044 21	

No. II.—RECEIPTS AND EXPENDITURES for the fiscal year ending June 30, 1864.

The receipts and expenditures, as submitted for the current year, show the actual transactions for the quarter ending 30th September last, and are estimated for the three remaining quarters. The basis of estimated expenditures is the amount of appropriations already made and of those asked for. From the aggregate amount is deducted the probable balance that will remain undrawn on the first of July next, by which the amount actually required during the year is better shown than it would otherwise be.

RECEIPTS.

From customs:		
First quarter, actual	$22,562,018 42	
Second, third, and fourth quarters, estimated	50,000,000 00	
		$72,562,018 42
From internal duties:		
First quarter, actual	$17,599,713 59	
Three quarters, estimated	60,000,000 00	
		77,599,713 59
From lands:		
First quarter, actual	$136,182 09	
Three quarters, estimated	300,000 00	
		436,182 09
From miscellaneous sources:		
First quarter, actual	$641,542 04	
Three quarters, estimated	5,000,000 00	
		5,641,542 04
Aggregate receipts for the year, actual and estimated, from all sources, other than loans		$156,239,456 14
Balance in Treasury July 1, 1863		5,329,044 21
		$161,568,500 35
Add amount received from loans during the 1st quarter applied to current expenditures	$129,842,432 11	
Also estimated amount derived and to be derived from loans to be disbursed during three other q'rters	$458,321,027 96	
Estimated balance June 30, 1864	5,836,539 93	
	464,157,567 89	
		604,000,000 00
Making the total receipts from all sources		$765,568,500 35

EXPENDITURES.

The estimates based upon actual disbursements, and on appropriations made and asked for the current fiscal year, and including the balances of former appropriations unexpended on the 1st of July last are:

For the civil service:		
First quarter, actual	$7,216,939 31	
Second, third, and fourth quarters, appropriated	25,739,501 08	
Appropriations asked for deficiencies	1,311,371 13	
		$34,267,811 52
For Pensions and Indians:		
First quarter, actual	$1,711,271 95	
Second, third, and fourth quarters, appropriated	6,124,832 80	
Appropriations asked for deficiencies	4,210 00	
		7,840,314 81
For the War Department:		
First quarter, actual	$144,387,473 97	
Second, third, and fourth quarters, appropriated	741,092,037 14	
		885,479,511 11
For the Navy Department:		
First quarter, actual	$18,511,618 86	
Second, third, and fourth quarters, appropriated	91,602,567 74	
Appropriations asked for deficiencies	2,865,000 00	
		112,979,186 60
For interest on public debt:		
First quarter, actual	$4,283,628 37	
Second, third, and fourth quarters, required	54,881,508 01	
		59,165,136 38
Aggregate for all purposes other than the public debt		$1,099,731,960 42
Of this amount it may be safely estimated that there will remain undrawn on the 30th of June next, the sum of		350,000,000 00
Making the aggregate amount actually expended and estimated during the year ending on the 30th of June, 1864, for the support of the Government and the war, the sum of		$749,731,960 42
This sum being deducted from total receipts, as above, there will remain an estimated balance on the 30th of June, 1864, of		$5,836,539 93

NOTE.—There have been received from loans and applied to current expenditures and reimbursements of public debt during the quarter ending on September 30, 1863, the following sums:

From 5-20 years bonds, under act Feb. 25, 1862	$81,639,628 51
From 6 per cent. 20-years bonds, under act July 17, 1861	241,500 00
From United States notes, under act Feb. 25, 1862	15,452,000 00
From 2-years 5 per cent interest-bearing Treasury notes, under act March 3, 1863	13,000,000 00
From certificates of indebtedness, under acts March 1 and 17, 1862	14,865,000 00
From temporary loan, under acts Feb. 25, and March 17, 1862	32,690,013 84
To which add drafts on balances of disbursing officers	11,574,940 36
	$172,463,082 71

Of which amount the following sums have been applied during the quarter in payment of existing funded and temporary debt, namely:

For redemption of stock, loan of 1842	$60,000 00	
For redemption of Oregon war debt	5,300 00	
For redemption of 7.30 coupon bonds, under act July 17, 1861	6,000 00	
For redemption of United States notes, under act July 17, 1861	1,258,500 00	
For redemption of United States notes, under act Feb. 25, 1862	337,279 00	
For redemption of certificates of indebtedness, under acts March 1 and 17, 1862	12,345,804 16	
For redemption of temporary loan, under acts Feb. 25 and March 17, 1862	27,203,017 44	
For redemption of fractional currency, under acts July 17, 1862, and March 3, 1863	1,299,600 00	
For redemption of Treasury notes, under act Dec. 23, 1857	800 00	
For redemption of Treasury notes, under act March 3, 1861	104,350 00	
		42,620,650 60
Showing as the amount from loans actually applied to expenditures of the first quarter of 1864		$129,842,432 11
And there has been, and remains to be, provided for the second, third and fourth quarters, from loans, the sum of		$458,321,027 96
And the estimated balance in the Treasury on the 30th of June, 1864	5,836,539 93	
		464,157,567 89
Making the apparent aggregate by which the public debt will be increased during the year		$594,000,000 00
From which deduct the estimated balance		5,836,539 93
Making the actual increase of the public debt during the fiscal year 1864		$588,163,460 07

RECEIPTS AND EXPENDITURES for the months of October and November, 1863.

RECEIPTS.

From customs	$15,336,416 93
From internal duties	17,435,751 71
From lands	46,003 10
From miscellaneous sources	2,011,529 44
Making total resources, except from loans	$34,829,703 18
These receipts do not include the entire month of November, complete returns for that month not having been received from all points. These returns will probably increase the sum of receipts by about	800,000 00
Making the total receipts for the two months from ordinary sources	$35,629,703 18
Add receipts from loans, except of sums applied in payment of funded or temporary debt	111,131,027 98
Making the total receipts from all sources, except as above	$146,760,731 16

EXPENDITURES.

For the civil service	$4,078,134 88
For interest on the public debt	12,504,886 46
For Pensions and Indians	1,124,123 22
For War Department	110,247,413 96
For Navy Department	18,806,172 64
Making the aggregate amount expended during the months of October and November for the support of the Government and the war	$146,760,731 16

NOTE.—There have been received from loans, and applied to current expenditures and reimbursement of public debt, during the months of October and November, assuming the receipts to have been as above explained, the following sums.

From 5-20 years bonds, under act Feb. 25, 1862	$111,952,057 70
From temporary loan, under acts Feb. 25 and March 17, 1862	11,097,251 23
From two-years 5 per cent. interest-bearing Treasury notes, under act March 3, 1863	35,032,800 00
From United States notes, under act Feb. 25, 1862	15,503,580 00
From fractional currency, under acts July 17, 1862, and March 3, 1863	238,000 00
From certificates of indebtedness, under acts March 1 and 17, 1862	21,113,000 00
To which add drafts on balances of disbursing officers	20,750,201 98
	$215,502,091 00

Of which amount the following sums have been applied during the months of October and November in payment of existing funded and temporary debt, namely:

Redemption of treasury notes, under act July 17, 1861	$788,742 25	
Redemption of treasury notes, under act Feb. 25, 1862	539,913 00	
Redemption of temporary loan, under act February 25, 1862	66,836,223 53	
Redemption of fractional currency, under acts July 17, 1862, and March 3, 1863	1,927,545 85	
Redemption of certificates of indebtedness, under acts March 1 and 17, 1862	33,430,437 49	
Redemption of treasury notes, under act December 23, 1857	200 00	
Redemption of treasury notes, under act March 2, 1861	1,343,700 00	
Redemption of United States stock, loan of 1842	4,300 00	
		104,371,063 02
Showing the amount from loans actually applied to expenditures of the months of October and November, 1863, to be as above stated		$111,131,027 98

No. III.—RECEIPTS AND EXPENDITURES as estimated for the year ending June 30, 1865.

RECEIPTS.

Estimated balance July 1, 1864	$5,836,539 93
From customs	70,000,000 00
From internal duties	125,000,000 00
From lands	1,000,000 00
From miscellaneous sources	5,000,000 00
Total	$206,836,539 93

EXPENDITURES.

Balance of former appropriations estimated to be unexpended on July 1st, 1864	$350,000,000 00
For civil service, foreign intercourse, and miscellaneous	27,973,194 81
Interior Department, Pensions & Indians	9,631,304 73
War Department	536,204,127 77
Navy Department	142,618,785 40
Interest on public debt	85,387,676 15
Total	$1,151,815,088 86
Of this amount it may be estimated that there will remain undrawn on the 30th of June, 1865, the sum of	400,000,000 00
Aggregate for the year	$751,815,088 86
The estimated receipts, as before stated, for that year are placed at	206,836,539 93
Leaving to be provided by loans	$544,978,548 93

No. IV.—STATEMENT OF DUTIES, REVENUES, AND PUBLIC EXPENDITURES during the fiscal year ending June 30, 1863, agreeably to warrants issued, exclusive of trust funds.

The receipts into the Treasury were as follows:

From customs, viz:		
During the quarter ending Sept. 30, 1862		$23,041,736 59
During the quarter ending Dec. 31, 1862		13,354,505 41
During the quarter ending March 31, 1863		15,443,531 37
During the quarter ending June 30, 1863		17,219,869 03
		$69,059,642 40
From sales of public lands, viz:		
During the quarter ending Sept. 30, 1862	$22,181 04	
During the quarter ending Dec. 31, 1862	5,428 38	
During the quarter end'g March 31, 1863	30,431 22	
During the quarter end'g June 30, 1863	109,576 53	
		167,617 17
From direct tax		1,485,103 61
From internal revenue		37,640,787 95
From miscellaneous and incidental sources		3,046,615 35
From United States fractional currency		20,192,456 00
From two-years 6 per cent. Treasury Notes, under act of March 2, 1861		1,622 00
From 6 per cent twenty-years bonds, under act of July 17, 1861		76,500 00
From 7.30 three-years coupon bonds, under acts of July 17 and August 5, 1862		17,263,450 00
From 5-20 years bonds, under act of Feb. 25, 1862		175,037,259 44
From stock for Washington and Oregon war debt		145,050 00
From United States notes, under act of Feb. 25, 1862		291,200,000 00
From certificates of indebtedness, under acts of March 1 and 17, 1862		157,479,261 92
From temporary loans, under acts of Feb. 25, and March 17, 1862		115,226,762 21
Total receipts		$888,082,126 05
Balance in treasury on July 1, 1862		13,043,546 81
Total means		$901,125,674 86

The expenditures for the year were as follows:

For Civil service	$6,250,618 78
For Foreign intercourse	1,231,413 06
For Miscellaneous	15,671,890 24
For Interior (Pensions and Indians)	4,216,520 79

For War department		590,298,600 83
For Navy department		63,211,105 27
For interest on the public debt, including Treasury notes		24,729,846 61
For redemption of stock, loan of 1842		2,580,743 36
For reimbursement of Treasury notes issued under acts prior to July 22, 1846		50 00
For payment of Treasury notes, issued under act Dec. 23, 1857		58,600 00
For payment of Treasury notes, issued under act Dec. 17, 1863		8 700 00
For payment of Treasury notes, issued under act March 2, 1861		2,144,350 00
For redemption of 7.30 coupon bonds, under act July 17, 1861		71,500 00
For redemption of United States notes, under act July 17, 1861		56,177,390 00
For redemption of United States notes, under act of Feb. 25, 1862		2,099,000 00
For redemption of certificates of indebtedness, under acts March 1 and 17, 1862		50,359,758 23
For redemption of United States stock, Washington and Oregon war debt		69,550 00
For reimbursement of temporary loans, under acts Feb. 25 and March 17, 1862		67,516,993 48
Total expenditures		$895,796,630 65
Balance in the Treasury July 1, 1863		$5,329,044 21

RECAPITULATION.

Aggregate receipts for the fiscal year ending June 30, 1863		$888,082,128 05
Balance in the Treasury July 1, 1862		13,043,546 81
Total means		$901,125,674 86
From which deduct amount received from new loans and disbursed during the year on account of funded or temporary debt, and therefore only a nominal receipt or expenditure		181,086,635 07
Amount of receipts other than for new loans to pay existing debt		720,039,039 79
Aggregate expenditures for the year	$895,796,630 65	
Deduct re-imbursement from proceeds of new loans of permanent and temporary debt	181,086,635 07	
Amount of disbursements for the year, exclusive of reimbursements, as above		714,709,995 58
Balance in the Treasury on July 1, 1863, as above		$5,329,044 21

No. V.—STATEMENT OF THE RECEIPTS AND EXPENDITURES of the United States for the quarter ending September 30, exclusive of trust funds.

RECEIPTS.

Customs		$22,562,018 42
Sales of public lands		136,182 09
Internal revenue		17,599,713 59
Miscellaneous		641,542 04
United States notes, under act of Feb. 25, 1862		15,452,000 00
5-20 years bonds, under act of Feb. 25, 1862		64,639,628 51
Six per cent twenty-years bonds, under acts July 17 and August 5, 1861		241,500 00
Two-years 5 per cent. interest-bearing treasury notes, under act March 3, 1863		13,000,000 00
Certificates of indebtedness, under acts March 1 and 17, 1862		14,865,000 00
Temporary loans, under acts February 25 and March 17, 1862		32,690,013 84
Total		$201,827,598 49

EXPENDITURES.

Civil, foreign intercourse, & miscellaneous		$7,216,939 31
Interior (Pensions and Indians)		1,711,271 95
War		144,387,473 97
Navy		18,511,618 86
Interest on the public debt, including Treasury notes	$4,283,628 37	
Redemption of stock, loan of 1812	60,000 00	
Redemption of Oregon War debt	5,300 00	
Redemption of 7.30 coupon bonds, under act of July 17, 1861	6,000 00	
Redemption of United States notes, under act of July 17, 1861	1,258,500 00	
Redemption of United States notes, under act of Feb. 25, 1862	337,579 00	
Redemption of certificates of indebtedness, under acts of March 1 and 17, 1862	12,345,804 16	
Redemption of temporary loan, under acts of February 25 and March 17, 1862	27,203,017 44	
Redemption of postage & other stamps, under act of July 17, 1862	1,293,600 00	
Redemption of Treasury notes, under act of Dec. 23, 1857	800 00	
Redemption of Treasury notes, under act of March 3, 1861	104,350 00	
		46,704,278 97
Total		$218,781,580 06

No. VI. THE INDEBTEDNESS OF THE U. S.

Authorized by—	Title.	Length.	Redeemable.	Rate of Int.	Amt authd.	Amt issued.	Outst'g, Mch 4, '61	Outst'g, June 30, '63.	Sept. 30, '63.
Acts of July 21, 1841, and April 15, 1842	Loans of 1842	20 years	After December 31, 1862	6 per cent.	$17,000,000	$8,343,8866 03	$2,885,964 11		
Act of July 22, 1846	Loan of 1846	10 years	After November 12, 1856	6 per cent.	10,000,000	4,999,140 46	1,000 00		
Act of Jan. 28, 1847	Loan of 1847	20 years	After December 31, 1867	6 per cent.	23,000,000	28,207,750 00	9,475,250 00	9,475,250 00	
Act of March 31, 1848	Loan of 1848	20 years	After July 1, 1868	6 per cent.	16,000,000	8,908,341 80	8,908,341 80	8,908,341 80	
Act of September 9, 1850	Texan Indemnity	15 years	After December 31, 1864	5 per cent.	10,000,000	3,461,000 00	3,461,000 00	3,461,000 00	
Old funded and unfunded debt	Old Funded Debt	Demand	On demand	3 & 6 per cent.	6,000,000 00	114,118 54	114,115 48	114,115 48	
Acts prior to 1857	Treasury Notes	Demand	On demand	1 int. to 6 p. ct.		104,811 64	104,561 64	104,561 64	
Act of December 23, 1857	Treasury Notes	1 year	1 year after date	5 & 5½ per ct.	20,000,000	4,638,800 00	13,000 00	12,800 00	
Act of June 14, 1858	Loan of 1858	15 years	After December 31, 1873	5 per cent.	20,000,000	20,000,000 00	20,000,000 00	20,000,000 00	
Act of June 22, 1860	Loan of 1860	10 years	After December 31, 1870	5 per cent.	21,000,000	7,022,000 00	7,022,000 00	7,022,000 00	
Act of Dec. 17, 1860	Treasury Notes	1 year	1 year after date	6 per cent.	10,000,000	10,000,000 00	10,000,000 00	600 00	
Act of Feb. 8, 1861	Loan of February, 1861	20 year	After June 1, 1881	6 & 12 p. ct.	25,000,000	18,415,000 00	18,415,000 00	18,415,000 00	
Act of March 2, 1861	Treasury Notes	20 years	2 years and 60 days	6 per cent.		13,561,000 00	13,561,000 00	512,900 00	
Act of March 2, 1861	Oregon War	20 years	After July 1, 1881	6 per cent.	35,304,450 00	1,060,850 00	1,021,300 00	1,016,000 00	
Act of July 17, 1861, and August 5, 1861	Twenty-year bonds	20 years	After June 30, 1881	6 per cent.	2,800,000	50,000,000 00	50,000,000 00	50,000,000 00	
	Seven-thirty Notes	3 years	After August 18, 1863	7.30 per ct.	83,003,300 00	52,985,000 00	52,725,350 00	52,725,350 00	
	Seven-thirty Notes	3 years	After September 30, 1864	7.30 per ct.	86,695,700 00	80,985,500 00	80,963,650 00	80,963,650 00	
	Demand Notes	Demand	On demand	No interest	60,000,000 00	3,361,019 75	3,361,019 75	2,022,173 00	
	Twenty-year bonds	20 years	After June 30, 1881	6 per cent	150,000,000	Exch. for 7.30s	28,600 00	230,000 00	
Act of Feb. 25, 1862	U. S. Notes, new issue		None	None	150,000,000	150,000,000 00	147,767,114 00	147,767,114 00	
Act of March 17, 1862	Five-Twenties	5 or 20 years	After April 30, 1867	6 per cent.	500,000,000	Being issued.	138,880,250 00	278,511,500 00	
Act of July 11, 1862	Temporary Loan	30 days	After 10 days' notice	4 & 5 p. ct.	100,000,000	Being issued.	102,384,085 30	104,834,102 70	
Act of March 1, 1862	Certificates of Indebtedness	1 year	1 year after date	6 per cent.	Not specified.	Being issued.	156,784,241 65	156,913,437 49	
Act of July 11, 1862	U. S. Notes		None	None	150,000,000	150,000,000 00	150,000,000 00	150,000,000 00	
Act of July 17, 1862	Postal Currency		None	None	50,000,000	20,192,456 00	17,766,056 00	17,766,056 00	
Act of March 3, 1863	U. S. Notes, new issue		None	None	150,000,000	104,969,837 00	80,879,475 00	104,969,837 00	
Act of March 3, 1863	Total					$634,482,696 19	$1,008,783,181 27	$1,222,113,559 96	

☞ The work on the Pittsburg and Steubenville Railroad tunnel is proceeding vigorously. The job is a heavy one, but in view of the number of men at work on it, and the activity manifested by the contractor, it will doubtless be finished by the contract time.

Ballooning for Military Purposes.

The members of the Ordnance Select Committee, with General Sir David Wood, R. A.; Major General Sandham, Governor of the Royal Military Academy; Brigade Major Milward, and other officers assembled at the Royal Arsenal, Woolwich, yesterday afternoon, to witness ascents with Mr. Coxwell's large balloon, the War Department having sanctioned a series of experiments in order to ascertain the value of balloons when used to reconnoitre the movements of an army in the field, or to obtain information as to the position of an enemy's forces. The whole of the available troops in garrison had previously marched out in the divisions—the Royal Marines and infantry, commanded by Colonel Mitchell, to Chislehurst, and the Royal Artillery, commanded by Colonel Travers, to Bexley Heath.

The monster balloon having been inflated with 35,000 cubic feet of gas at the Arsenal works was removed by a detachment of royal engineers to the gun park; and a rope attached to the balloon having been lashed to one of the guns, Mr. Coxwell, with Captain Beaumont and Lieutenant Grover, of the Royal Engineers, took their seats in the car and the balloon was allowed to ascend about three-quarters of a mile. At the expiration of one hour a descent was made, and Mr. Coxwell presented the following report:—Time 2.12; thermometer, 49; barometer, 29.1. View to the coast clear for thirty miles; very hazy inland; the river beautiful; Gravesend and Purfleet clearly overlooked. Time, 2.22; thermometer, 49; barometer, 29.3. Slight oscillation. Time, 2.25; thermometer, 51; barometer, 20.60. Clouds or mist to southwest; splendid view for ariel photography.

Three subsequent ascents were made with Captain Heyman, Secretary of the Ordnance Select Committee and other officers, and the troops were seen whilst returning home, headed by the bands of the two divisions. Ultimately, about five o'clock the balloon was set free from the ropes and conveyed Mr. Coxwell and Mr. Glashier across the river to the Essex shore, where it descended. The experiments are considered highly satisfactory.—*London Post Oct. 7.*

Agriculture in Sweden.

An interesting report from our Consul at Gothenburg, Sweden, has been received at the Department of Agriculture, from which the following facts are gleaned:

The crop of 1863, which at one time promised to be unusually large, was damaged by rainy weather during harvest time and thus reduced to an average amount, of which the figures in table No. 1 may be taken as a fair statement of the amount.

About 1,500,000 Swedish acres, equal to 48,000,000 English acres are devoted to growing grain, and 100,000 Swedish acres, or 3,200,000 English acres to potatoes; yet the yield of potatoes is so large that it stands in the ratio of 3 to 5. The potatoe can be raised in the short summer of these high latitudes when no grain save barley can live, and thus becomes the "staff of life" to the Swedish peasants. Fine crops of potatoes, and occasionally of barley, are raised far within the arctic circle, and even above 70° north latitude, the highest cultivated land in the world.

The Alsike Clover is the most productive clover in Sweden; cuts about 5 tuns to the Swedish acre, can be made to yield two crops in the short Swedish summer, and has been introduced into Scotland to great advantage.

There is a kind of egg plant called "Gula Plummon," which is produced in the middle and southern districts of Sweden in considerable quantities. This plant is of a light straw color, firm, juicy, and of a peachy flavor. It is thought it would flourish in the northern counties of New England and New York.

Below we give some interesting statistics of the products and exports and imports of Sweden:

No. 1.—This table is the average yearly product of Sweden, taking the figures for five years to 1861.

	Amount after deducting seed.	Seed.	Total.
Wheat, ton*	509,148	66,829	576,077
Rye, ton	3,763,766	568,891	4,332,657
Barley, ton	2,668,419	474,722	3,143,141
Oats, ton	4,677,204	979,124	5,656,328
Mixed oats & barley, ton	1,208,944	216,863	1,424,807
Peas & beans, ton.	391,350	.....	.....
Potatoes, ton	7,935,607	1,271,113	9,256,752
Other edible roots, ton	826,301	.....	.....
Flax and hemp, centner†	46,249	.....	.....
Raps, ton	14,537	.....	.....

* One ton equals four bushels English.

† One centner equals 93 lbs. English.

No. 2.—The following table shows the exports and imports of grain for seven years:

	WHEAT.		
	Imports.	Exports.	Difference.
1855	2,470	86,147	83,677
1856	99,844	30,668	69,176
1857	71,311	17,416	53,895
1858	37,765	39,769	2,004
1859	20,488	84,319	63,831
1860	24,315	99,444	73,129
1861	36,914	74,802	37,888
Overplus of exports			137,458
	RYE.		
	Imports.	Exports.	Difference.
1855	40,622	744,428	703,806
1856	497,886	294,431	203,455
1857	391,942	34,862	357,080
1858	53,079	139,192	86,113
1859	41,954	143,607	101,653
1860	70,787	235,572	164,785
1861	620,403	20,926	599,477
Overplus of exports			312,311
	BARLEY.		
	Imports.	Exports.	Difference.
1855	3,676	247,195	243,519
1856	53,131	113,704	60,573
1857	73,548	187,459	113,911
1858	3,379	236,472	233,093
1859	9,397	322,079	312,682
1860	4,908	429,900	424,992
1861	21,903	254,372	232,469
Overplus of exports			1,621,289
	OATS.		
	Imports.	Exports.	Difference.
1855	352	649,432	649,080
1856	7,213	407,672	400,459
1857	9,433	622,111	612,678
1858	1,357	957,555	956,198
1859	1,523	1,039,543	1,038,020
1860	1,980	1,000,959	998,979
1861	3,737	1,174,342	1,170,605
Overplus of exports			5,826,019
	PEAS.		
	Imports.	Exports.	Difference.
1855	90	25,971	25,881
1856	19,918	7,305	12,613
1857	15,760	8,115	7,645
1858	701	9,294	8,593
1859	179	37,649	37,470
1860	120	25,630	25,510
1861	4,439	12,353	7,914
Overplus of exports			85,210
	OATS AND BARLEY MIXED.		
	Imports.	Exports.	Difference.
1860	.....	6,039	6,039
1861	.....	434	434
Overplus of exports			6,473

The table is made out in tons—1 ton=4 bushels.

Rules for the Government of Passengers.

The right of railroad companies to make such rules as may be reasonable for the government of passengers, having in view their accommodation, and the protection of the companies from imposition, is well settled. But railroad managers sometimes forget to communicate such rules to their passengers. A recent decision, in an action brought by one Pollard against the New York and New Haven Railroad Company, will serve to illustrate the absolute necessity of so doing.

This case came before the court, on an appeal by the defendants from a judgment in favor of the plaintiff, entered on a verdict rendered on a trial had before Mr. Justice Slosson, and a jury, on the 28th of October, 1857.

The action was brought to recover damages for an injury to the plaintiff, caused by the defendants uniting two cars of the morning train from New York to New Haven on the 28th of March, 1854, so negligently and violently that the plaintiff, who was at the time in one of these two cars as a passenger, and standing up, was thrown down and received the injuries complained of.

The plaintiff testified, in describing the cause of the injury, that he was at the rear door of the hindmost of several cars connected together, and to a locomotive standing on the track in the Fourth Avenue, between 26th and 32d streets, and forming part of that morning's train; that "there was no seat in it vacant that he could see, that whilst standing at the rear door looking for a seat he was suddenly flung headlong through the car; but before he entirely fell, his leg caught partly in the end of a seat, and that he was thrown from the rear door of the car to the stove, which was in the middle." "That the accident was occasioned by another car (coming up in the rear,) colliding against the car in which he was with great violence, so that it rebounded eight or ten feet."

Charles G. Sesson gave evidence, "showing that he was in the same car in which the plaintiff had entered at the time of the injury, and corroborated the plaintiff's evidence as to his being thrown from the door to the middle of the car; * * that there were no empty seats; that the car when the plaintiff entered was standing perfectly still upon the track, and was struck so violently by another car being driven up behind, and colliding with the car in which he and the plaintiff were, that he noticed that persons in the car were pitched forward, and that a person standing up must evidently have been thrown down."

John Halliday testified that he was driving for defendants "the car immediately behind that which collided against the car the plaintiff was in; saw the colliding car coming back, and it coupled with his, and it did not approach so fast but that it coupled easily with his."

The defendants gave evidence tending to show from experience and by the laws of motion, that the plaintiff could not have been thrown forward and injured in the manner he claims to have been, by a car being propelled against the rear part of the car in which he was standing. Evidence was given on both sides as to the manner of driving up the car, or coupling or attaching it to the other, as bearing on the fact of the injury, and the question of defendants' negligence, and thereupon the counsel for the defendants asked the judge to charge the jury: That if they believed from the evidence that the injury to the plaintiff was not caused by the car which was coming up, being propelled against the car in which he was standing *as testified by him*, then he was not entitled to recover.

The judge charged: "That if they believed it to be impossible from the evidence, that the injury to Pollard could have been occasioned in the manner stated by him, then he could not recover in this action.

"That if the injury in fact occurred as stated by Pollard, the company would be liable, unless they believed that his negligence contributed to the injury.

"That in order to recover he must prove the negligence alleged.

"That improper driving of the car which came up behind that in which the plaintiff stood, or want of care in connecting the cars, would be negligence such as would render the company responsible if thereby the injury was caused; the plaintiff being free from blame.

"That it was not necessary to entitle the plaintiff to recover, that the injury should have occurred precisely as he alleged in his testimony; if the jury believed from the evidence that it happened without any default on his part, and from negligence on the part of the company."

No exception was taken in terms or form to any part of the charge as made.

The case states that the judge refused under the evidence to charge the proposition contained in said request, to which refusal the defendants' counsel then and there excepted.

The defendants' counsel also gave evidence tending to show, that by the practice and rules of the defendants, which regulations were not printed or communicated to the public, persons who took passage from that depot were always provided with a car or cars at that station, on a side track at that street; and that a porter was always in attendance there, and was so at this time to notify such passengers that they should take passage in such car or cars, and not in those which came up from Canal street, which were usually filled with passengers.

The defendants also requested the judge to charge—*Second*, That if the jury believed from the evidence that the rule of the company was, that the passengers who purchased tickets and took the train at 26th street, should take seats in the car or cars which went from there; and that this was generally known to passengers from there; that there was no room for him in the car which went from there to receive such passengers, and that he might have taken a seat in such car; and that instead of taking such car he went into the car where he says he was standing at the time he was thrown down, then he is not entitled to recover."

The judge refused to charge as thus requested, and the defendants excepted.

The plaintiff had testified without contradiction that, "he found this car to be full and could get no seat, and there was no other car there."

By the Court. Bosworth, Ch. J. No motion was made for a new trial on the ground that the verdict is against evidence. There is no ground for doubting, that while the plaintiff was standing in one of defendants' cars, another of defendants'

cars was driven or propelled against it so violently, that the plaintiff by reason of such collision of the two cars was thrown down and injured. He swears to this general fact. Sesson corroborates it. Halliday corroborates the testimony of the plaintiff as to the fact of the colliding car rebounding, or having a b. ckward motion given to it by reason, of forcible or violent contact of that car with the one in which the plaintiff was. If then the plaintiff was free from any negligence contributing to his injury, and was injured by the violent manner in which the two cars came in contact, and if this violent contact resulted from the negligence of the defendants, the plaintiff's right to recover would seem to be clear.

The charge itself was not excepted to. And unless some instruction which the defendants requested should be given to the jury was erroneously refused, no error was committed which can be reviewed on an appeal from the judgment alone.

What is the theory on which the defendants' first request seems to have been made? The plaintiff had testified, "that the accident was occasioned by another car colliding against the car in which he was with great violence," * * * whereby "he was suddenly flung headlong through the car; * * * he was thrown from the rear door of the car to the stove which was in the middle."

The defendants then "gave evidence tending to show from experience and by the laws of motion, that the plaintiff *could not have been thrown forward* and injured in the manner he claims to have been, by a car being propelled against the rear of the car in which he was standing."

The defendants then made their request for an instruction to the jury, "that if they believed from the evidence that the injury to the plaintiff was not caused by the car which was coming up, being propelled against the car in which he was standing, as testified by him, then he is not entitled to recover."

This request seems to be made upon the theory, that if the evidence satisfied the jury that the colliding car by being propelled against that in which the plaintiff stood, did *not throw the plaintiff from the rear of the car forward*, then he could not recover. That inasmuch as he had testified that effect upon himself to have been caused by such a colliding of another car with the rear part of the one in which he stood; and as this effect (as the defendants insisted,) could not be produced by such a cause, then the cause of the injury was unproved and there could be no recovery.

In answer to this view of the case it may be urged, that although the evidence of the defendants, "from experience and relating to the laws of motion," tended to show that a car by being propelled violently against the rear car in which he stood, would not throw him forward and injure him, yet the plaintiff had sworn that he was so injured; and a passenger in the same car testified to the same fact; and that the persons seated in the same car "were pitched forward."

There was evidence then on the part of the plaintiff that he was thrown forward and injured, and that persons seated in the same car were pitched forward.

On this evidence, there being nothing to impeach the integrity of the plaintiff's witnesses, or the accuracy of their testimony, except so far as it was affected by the defendants' evidence, "from experience," and in relation to "the laws of motion" the judge told the jury "that if they believed it to be impossible from the evidence that the injury to Pollard could have been occasioned in the manner stated by him, then he could not recover."

If it could so occur it is quite clear that there was no evidence (which is contained in the case) tending to show it did not so occur, except that given by the defendants tending to show it was impossible that it could have so occurred.

By the charge as made, the question first presented to the mind of the jury was, could the injury have so occurred?

In this connection the judge further charged, "That if the injury in fact occurred as stated by Pollard, the company would be liable, unless the jury believed that his negligence contributed to the injury; that in order to recover he must prove against the company the negligence alleged." * * * "That it was not necessary to entitle the plaintiff to recover that the injury should have occurred precisely as he alleged in his testimony; if the jury believed from the evidence that it happened without any default on his part, and from negligence on the part of the company."

We understand the sentence last quoted as an instruction, that although the jury may believe that the first and natural effect of propelling a car violently against the rear of that in which the plaintiff stood, would be to give him a backward instead of a forward motion, yet if they believe the actual effect of the collision was to throw him forward and injure him without fault on his part the plaintiff was entitled to recover.

We think it was not and could not have been understood by the jury as an instruction, that they might find for the plaintiff on the theory that his injury may have been produced by some other negligence of the defendants than their negligently and violently propelling a car against the rear of that in which plaintiff stood.

No cause of injury was suggested or could have been considered by the jury except the negligent and forcible concussion of the two cars belonging to the defendants.

In this view of the charge it means, and we think must have been understood to mean, that in order to find for the plaintiff they must be satisfied by the evidence that the plaintiff, without fault or negligence on his part, was thrown down and injured by the defendants negligently and forcibly propelling one of their cars against the rear of that in which the plaintiff was standing. And if satisfied he was so injured he could recover notwithstanding the first motion given to his person by the collision may have been backward instead of forward.

In this connection it may not be immaterial to notice that the case stated that "evidence was given on both sides as to the manner of driving up the car or coupling or attaching it to the other *as bearing on the fact of the injury* and the question of defendants' negligence.

What this evidence was, or what it justly tended to prove, is not stated in the case.

It may have been sufficient of itself to warrant the charge as made, and to uphold the verdict of the jury.

In any view of the case the defendants were not entitled to an instruction in the terms of the first request unaccompanied by the other views submitted to the jury in connection with it. The charge as made submitted that proposition to the jury with the qualifications or explanations accompanying it, and the defendants are not entitled to a new trial by reason of the refusal of the judge to submit the case to the jury in the precise form asked for by the first request to charge.

There is no objection that the cause of the injury stated in the complaint, is in any respect variant from that which the evidence established.

Whether the first and natural effect of the collision was to throw the plaintiff forward or whether according to the laws of motion, it would first throw him backward until the sudden rebounding of the cars from the closer proximity into which they had been forced, overcame the motion in that direction, and then suddenly throw him forward, is not a matter of much practical moment so long as it is free from doubt that the plaintiff without fault on his part was suddenly and violently thrown forward by the collison and injured.

As to the second request to charge it may be said that in the series of facts embraced in it, and which it was thereby asked that the jury might be permitted to determine in favor of the defendants, there is one (viz. that there was room for him in the car which went from there (26th street) to receive such passengers, and that he might have taken a seat in such car") as to which there was no evidence tending to prove that such supposed fact was true. On the contrary the plaintiff swears that he found this car to be full and could ge no seat and there was no other car there."

There is not a particle of evidence in conflict with this testimony of the plaintiff.

All the evidence given by the defendants, bearing upon this matter, was "evidence tending to show that by the practice and rules of the defendants' *which regulations were not printed or communicated to the public*, persons who took passage from that depot were always provided with a car or cars at that station on a side track at that street; and that a person was always in attendance there, and was so at this time to notify such passengers that they should take passage in such car or cars, and not in those which came up from Canal street which were usually filled with passengers from thence."

This evidence has no tendency to rebut the positive testimony of the plaintiff that on the morning in question there was but one car at 26th street, and that this was full and he could get no seat in it.

And the jury would not be warranted in finding that there was more than one car there on the morning of the injury, or that the plaintiff could get a seat in that car; the judge therefore, rightfully refused "under the evidence" to submit such question of fact to the jury.

A rule of the company that "passengers who purchased tickets, and took the train from 26th street, should take seats in the car or cars which went from there," a jury would have no right to find was known to the plaintiff or "was generally known to the passengers from there," when the only evidence on the question of their having knowledge of the rule, is that it is was neither printed nor communicated to the public.

No passenger would be required to infer that he

was not permitted to ride in any car in the train, from the mere fact that there was uniformly one car started from 26th street and sometimes two. There is no evidence that the porter in attendance told the plaintiff or any one else that passengers taking the train at 26th street, were required or expected to take a seat in the car starting from that street rather than in some other car in the train.

We think therefore that the judge was right in refusing "under the evidence" to charge as secondly requested.

On the present appeal, the question whether the damages are excessive is not before us and was not argued. The appeal brings before us, for review, two exceptions taken at the trial and nothing else.

We think the exceptions are untenable and the judgment must be affirmed.

The Production and Exportation of Sugar.

An esteemed correspondent in Havana sends us the following interesting tabular statement respecting the production and consumption of sugar

EXPORT OF SUGARS FROM THE PRINCIPAL PRODUCING COUNTRIES IN 1863, AND PROBABLE PRODUCTION FOR NEXT YEAR.

	1862-'3.	1863-'4.
Cuba, tons	450,000	420,000
Porto Rico	67,000	60,000
Brazil	115,000	85,000
French Colonies	111,000	100,000
Dutch Antiller	18,000	18,000
British West Indies	195,000	115,000
East India	22,000	.....
Mauritius	59,000	59,000
Java	99,000	95,000
Manila	35,000	25,000
Louisiana	185,000	.....
Beet root produce—		
France	144,000	130,000
Belgium	25,000	25,000
Zollverein	100,000	100,000
Russia and Austria	90,000	60,000
Total tons	1,721,000	1,342,000
Deficit		370,000
Total		1,721,000
East India, instead of exporting, will import		20,000
Bombay and California will consume the more		20,000
England will increase her consumption, owing to the lower duties on tea, by about		20,000
Deficit in stock in France		3,000
Deficit in stock on the Continent		8,000
Loss by the fire in the stores of Regia		12,000
Total		46,000

Brazil is dedicating herself to the cultivation of cotton in preference to sugar, prices of the latter article being ruinous, whilst the rates of the former are high. Pernambuco especially will fall short in sugar crop by about 20,000 tons.

It is feared the deficit will be more, owing to the continued drought.

The beet root crop in France, according to the *Journal des Fabricants de Sucre*, will not exceed from 120,000 to 130,000 tons maximum, against 172,000 in 1862.

The revolution in Poland makes exportation impossible.—*N. Y. Herald.*

☞ A proposition is before the City Council of St. Paul, Minnesota, to loan five hundred thousand dollars, by an issue of bonds to that amount, to the Lake Superior and Mississippi Railroad Company, on condition that it shall construct and put in operation within five years a track from that city to Lake Superior.

Commerce of New York.

Value of imports at New York from foreign ports for the month of September:

	1861.	1862.	1863.
Entered for consumption	$3,106,298	$11,990,711	$11,203,535
Withdrawn from warehouse	2,935,464	2,715,630	6,942,561
Free goods	1,794,804	786,864	786,804
Specie and bullion	1,577,385	1,794,804	78,231
	1,231,012	121,318	
Total entered at the port	$8,853,159	$16,512,463	$19,011,191
Entered for warehouse	1,390,766	4,351,084	3,431,310

Value of imports at New York from foreign ports, for nine months from January 1st:

	1861.	1862.	1863.
Entered for consumption	$41,657,913	$82,625,172	$81,666,355
Withdrawn from warehouse	31,549,666	35,256,475	38,194,178
Free goods	23,651,574	18,809,756	9,325,831
Specie and bullion	35,186,780	945,577	1,223,121
Total entered at the port	$132,045,933	$137,636,979	$130,414,495
Entered for warehouse	34,492,899	35,476,991	45,327,510

Duties received at New York for nine months ending with September:

	1861.	1862.	1863.
8 mos. ending Aug. 31	$14,213,749 92	$37,037,787 30	$35,052,532 04
In September	1,642,382 43	5,239,045 50	7,270,543 65
Total 9 months	$15,856,132 35	$42,276,832 80	$42,323,075 69

Value of exports from New York to foreign ports for Sept.:

	1861.	1862.	1863.
Domestic produce	$9,877,909	$14,734,993	$11,717,761
Foreign merchandise (free)	30,013	667,967	55,400
Foreign do. (dutiable)	264,166	572,572	238,972
Specie and bullion	15,756	3,055,919	3,480,385
Total exports	$10,187,846	$19,061,471	$15,492,619
Total exclusive of specie	10,172,092	15,976,552	12,012,133

Value of exports from New York to foreign ports for the nine months from January 1st:

	1861.	1862.	1863.
Domestic produce	$90,560,486	$100,837,192	$125,475,981
Foreign merchandise (free)	1,976,632	2,520,616	779,798
Foreign do. (dutiable)	4,140,079	3,829,403	4,231,442
Specie and bullion	3,279,814	42,843,139	32,846,494
Total exports	$99,956,963	$150,030,350	$163,333,715
Exclusive of specie	96,777,149	107,187,211	130,487,221

Value of imports at New York from foreign ports for the month of October:

	1861.	1862.	1863.
Entered for consumption	$3,638,680	$8,462,554	$11,885,565
Withdrawn from warehouse	2,518,090	3,109,398	4,868,512
Free goods	2,163,452	1,004,870	741,883
Specie and bullion	630,328	256,676	78,063
Total entered at the port	$8,959,440	$12,833,488	$17,564,022
Entered for warehouse	2,082,351	3,669,806	4,189,457

Value of imports at New York from foreign ports, for ten months from January 1st:

	1861.	1862.	1863.
Entered for consumption	$15,296,493	$91,087,726	$93,561,924
Withdrawn from warehouse	34,067,746	38,365,863	43,052,690
Free goods	25,815,026	19,614,625	10,067,719
Specie and bullion	35,926,058	1,202,953	1,306,174
Total entered at the port	$141,005,323	$150,470,467	$147,978,507
Entered for warehouse	36,575,260	39,165,697	49,516,697

Duties received at New York for ten months ending with October:

	1861.	1862.	1863.
9 mos. ending Sept. 30	$15,856,132 35	$42,276,832 80	$42,323,075 69
In October	1,672,616 84	4,309,419 97	6,238,943 46
Total 10 months	$17,528,749 19	$46,586,252 67	$48,562,019 15

Value of exports from New York to foreign ports for October:

	1861.	1862.	1863.
Domestic produce	$12,904,350	$19,476,947	$14,513,454
Foreign merchandise (free)	60,968	179,205	145,325
Foreign do. (dutiable)	192,196	434,365	360,614
Specie and bullion	15,038	6,707,519	6,210,156
Total exports	$13,172,452	$26,797,936	$21,219,549
Total exclusive of specie	13,157,414	20,090,417	15,009,393

Value of exports from New York to foreign ports for the ten months ending November 30th:

	1861.	1862.	1863.
Domestic produce	$103,464,788	$120,314,139	$139,999,435
Foreign merchandise (free)	2,037,500	2,699,821	925,123
Foreign do. (dutiable)	4,332,275	4,263,668	4,582,056
Specie and bullion	3,294,562	49,550,658	39,056,650
Total exports	$113,129,415	$176,828,286	$184,563,264
Exclusive of specie	109,834,563	127,277,628	145,496,614

Value of imports at New York from foreign ports for the month of November:

	1861.	1862.	1863.
Entered for consumption	$4,614,982	$6,565,195	$10,326,920
Withdrawn from warehouse	2,150,561	2,106,009	4,950,415
Free goods	1,964,644	1,526,496	666,207
Specie and bullion	908,925	109,708	103,144
Total entered at the port	$9,639,012	$10,309,398	$16,045,695
Entered for warehouse	1,987,026	1,914,983	4,004,183

Value of imports at New York from foreign ports for eleven months ending November 30th:

	1861.	1862.	1863.
Entered for consumption	$49,911,475	$97,652,911	$103,876,853
Withdrawn from warehouse	39,725,941	41,273,706	54,467,382
Free goods	27,779,670	21,341,121	10,732,926
Specie and bullion	36,734,883	1,311,961	1,409,318
Total entered at the port	$153,151,969	$161,579,699	$170,486,479
Entered for warehouse	36,055,372	40,280,846	47,136,673

Duties received at New York for eleven months ending with November:

	1861	1862.	1863.
10 mos. ending October 31	$17,528,746	$46,586,253	$48,563,118
In November	1,851,385	3,000,270	5,075,647
Total 11 months	$19,380,133	$49,586,522	$53,637,865

Value of exports from New York to foreign ports for November:

	1861.	1862.	1863.
Domestic produce	$14,109,763	$14,060,340	$11,413,591
Foreign merchandise (free)	41,973	45,538	56,534
Foreign do. (dutiable)	377,170	534,813	383,948
Specie and bullion	48,398	6,213,251	5,438,363
Total exports	$14,577,291	$20,603,942	$17,292,436
Total exclusive of specie	14,528,906	14,390,691	11,854,073

Value of exports from New York to foreign ports for the eleven months ending November 30th:

	1861.	1862.	1863.
Domestic produce	$117,574,551	$134,374,479	$151,403,026
Foreign merchandise (free)	2,079,473	2,745,359	981,657
Foreign do. (dutiable)	4,769,445	4,548,491	4,966,005
Specie and bullion	3,343,237	55,763,909	44,495,012
Total exports	$127,766,706	$197,432,228	$201,845,700
Exclusive of specie	124,363,469	141,668,319	157,359,687

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,632	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,509
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	280,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	56,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,956	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,450	102,353	138,373	119,947	117,086	146,288	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	127,507	141,995	171,766	139,363	151,865	209,391	208,559	191,789	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,070	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,787	74,381	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	885,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,086	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,398	102,130	132,130	140,013	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	435,235	466,959	536,608	414,764	4,661,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	318,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	855,136	902,906	963,859	8,400,334
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	955,371	1,026,065	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,296
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,940	143,517	169,794	267,529	284,508	219,886	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,808	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,380	281,568	308,963	202,346	192,442	151,427	159,769	198,442	212,118	239,911	270,083	403,571	2,922,910
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	------	------
Illinois Central:													
1859	192,936	134,311	154,690	153,644	144,894	149,582	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,845
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	209,282	261,079	352,786	414,543	410,336	372,593	359,463	3,446,827
1863	267,061	269,198	265,773	287,643	314,166	397,729	331,432	459,256	466,919	458,766	414,399	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,956	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	69,673	137,187	164,809	122,863	63,771	1,095,646
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	64,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,987	111,260	71,587	69,352	156,417	205,054	138,342	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,686	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	165,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,989	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,683	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	208,221	215,449	215,449	308,169	375,487	339,798	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,226	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	846,450	1,079,551	1,038,496	1 048,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,555
1860	97,016	95,666	88,593	90,463	89,577	93,378	100,639	104,118	105,478	111,173	94,461	100,141	1,170,703
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,089	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,776	128,766	125,445	118,975	108,605	116,898	114,090	125,817	124,615	129,121	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,590
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	294,456	276,209	291,763	278,219	2,995,899
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	483,873	466,557	454,826	4,088,827
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,961	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	197,138	2,335,364
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,757
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,063	404,898	487,321	508,146	466,370	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,379	130,700	151,052	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	835,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	97
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1838	3,000,000	5	Ja. Ap. Ju Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	106
" " " 1850	700,000	6	Jan. & July.	"	1880	107
" " " 1855	1,128,500	6	Jan. & July.	"	1875	108
" " " 1854	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	103
Income ⅔ in '69, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1380	
Converted Sterling Loan	793,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	106½
Extra Dividend Loan	334,488	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $800,000	799,600	6	"	"	1870	105
" " $675,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	104
" " $2,500,000	867,000	6	"	"	1889	102
Consolid. Mort. Loan $5,050,000			"	"		102½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,037	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	104
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,385,500	7	" "	" "	1876	45
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	122½
" " " inconvertible	3,034,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1880	755,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	100,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	95
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	109
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	104
General 1st Mortgage	3,600,000	7	" "	" "	1885	92½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	75
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1890	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	102
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	84
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.		1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	104
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,593,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	580,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,800	6	Feb. & Aug.	Boston.	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,685					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	290,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	60,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	111
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	108
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	85
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	112
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	118
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	112
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	81
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	105
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,600	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	176,000	7	May & Nov.	" "	1890	107
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1892	----
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	185,669	7	Feb. & Aug.	New York.	1891	90
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	----
Memphis, Clarksv. and Louisv.:						
State (Tenn.) Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State (Tenn.) Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	119½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	122
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1882	----
Michigan Southern, conv.	16,000	7	" "	" "	1865	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1885	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,656,500	7	" "	" "	1877	104½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.		107
2d Mortgage	200,000	8	" "	" "		
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		60
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,022	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	460,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '68	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	106
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	104
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1893	101
Real Estate Bonds	235.775	6	" "	" "	1885	101
Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1864	102½
New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	781,000	7	Feb. & Aug.	" "	1876	136
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	111
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	115
3d Mortgage	6,000,000	7	" "	" "	1883	112
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	107
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	109½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	108
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100½
3d Mortgage	980,300	7	Jan. & July.	"	1867	101
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	105
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100½
2d Mortgage	3,077,000	7†	" "	" "	1861	23
North Missouri:						
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	**
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96
Chattel Mortgage	360,000	10	" "	"	1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,225,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	109
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1895	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
1849, "	3,084,600	6	April & Oct.	"	1870	106½
1861, "	273,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	119½
" 1856, "	1,470,000	7	" "	"	1886	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	135
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	107
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	62
2d Mortgage	937,500	7	" "	"	1863	18½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1876	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,089	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	104
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " prof. (series C)	1,400,000	7	Feb. & Aug.	"	1894	90½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	108
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	88
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	90½
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	79
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	18
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1972	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1890	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'88-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'70	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	99½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State.	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,238	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,856	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	336,010	109,500	21,632	518,935	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	489.8	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,605	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	445,000	10,725	811,949	—	—	—	—	4	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,804	....	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,476	66,483	—	307,010	100,000	—	418,825	23 8	47,301	61,516	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,445,584	122.4	229,088	301,402	126,918	—	....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	155,429	1,644,967	62.0	127,590	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,476	operated by		N. Y.	& N. H.	4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66 0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,714,362	117.4	518,810	1,036,437	454,096	12	128
30 Nov. '62	59.4	7.0	8.5	—	16	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,175	353,664	158,927	—	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,084	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,486	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	—	—	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,080	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	783,700	129,600	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.6	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,540,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,543	232.0	operated by		1,159,188	8	160
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	639,950	249,000	—	1,028,888	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,991	10,200	180,621	1,456,140	71.0	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,915	5,822,918	228.8	.....	.....	358,865	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,243	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721,057	281.0	976,381	1,225,001	457,794	—	84
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,788,646	6,102,594	—	13,179,500	203.0	1,508,146	2,412,821	1,206,089	8	115½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	968,000	762,865	188,085	2,050,065	45.0	14 mo.	243,252	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,839	510,963	—	3,731,516	8,335,000	226,641	13,147,136	242.0	.....	1,083,051	448,593	—	46½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,036	238.4	1,030,884	1,529,141	515,100	6	111½
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580,000	—	—	—	580,000	—	.....	34.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	60	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	141.7	1,420,341	1,777,741	834,605	6	169
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	6 742,097	377,476	—	66½
31 Dec. '62	454.8	252.6	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,620	708.3	2,561,102	3,445,827	1,870,723	4	118½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,750,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper.	by Chic	& R. Is.	125,000	—	....
.. .. ..	—	—	....	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '62	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,589,889	2,200,000	.....	.....	188.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,973,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Burl. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper.	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	183.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,100 000	.....	.....	3,700,000	6,700,000	.....	10,400,000	203.0	.....	1,117,893	595,020	—	65
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,030,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,412	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,887	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	236	Indiana Central	1,667,039	274,081	26 641	611,050	1,254,500	15,000	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140,669	3,458,195	110.0	.....	448,855	260,584	9	87
31 Dec. '62	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,579,880	*	10,000	835,971	991,400	11,036	2,198,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	291	Jeffersonville	1,549,518	*	278,534	1,015,907	621,000	—	2,175,223	108.0	312,352	527,863	268,156	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	.....	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	.....	1,538,793	132 0	.....	285,974	104,651	—	100
.. .. ..	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,627	371,40	—	86½
.. .. ..	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,275	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,766	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	389,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	2,992,427	300,000	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
.. .. ..	—	—	—	138.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,878	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	30½
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,742,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	420,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $23,000.	.....	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	....	—	13	10	230	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	.....	746,068	29.0	215,031	78,985	26,704	2	80
30 Jun. '62	65.1	....	....	—				Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	.....	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '63	135.0	53.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595 258	1,777,988	1,062,165	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	130,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
1 Aug '60	53.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	5,472,000	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,252	4,259,303	109.2	186,240	323,032	174,028	—	—
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	78,014	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	283,197	170,276	6	110
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	29,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,333	866,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	91
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,550,000	*	—	1,550,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	112
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,821	155.0	940,558	1,920,641	927,341	—	42
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,880,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6	106
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,880,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	129
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	134½
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,204	8	130
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	105
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	98½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	712,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	648	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	116½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	28.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,385	30,275	—	200,000	75,000	11,752	357,182	12.4	.....	21,760	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	148½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,090	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatun.	31,409	7	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	.....	36.5	...	...	...	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,252	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,809,587	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	39½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	144
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	83
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,569	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	128
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,618,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	81
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	400,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,981	2,564,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '58	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Dec. '62	206.8	—	18.2	—	31	19	420	*Hannibal and St. Joseph*	11,389,702	1,022,801	—	1,782,886	10,571,000	.....	.....	206.8	.....	433,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	57.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,966	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,518	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '63	93.5	—	5.0	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,586	93.5	.....	247,279	124,406	—	50
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,019,738	63.6	263,324	298,056	104,643	—	51
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	62
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con		25,000	7	120
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.		4	99
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	438,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.9	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,428	74,885	7	115
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	54,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	69
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	16,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	—
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,236	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	155
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,563	1,037,376	117,095	2,155,024	60.2	.....	144,386	66,128	—	12
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672,118	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	63.0	147,000	226,448	101,520	7	—
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,878	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	—
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	99,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	—
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	—
31 Dec. '62	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	—	—	25
31 May, '62	.....	—	.....	—	...	...	.....	South Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Dec, '62	24.0	—	.....	—	...	...	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,880	124,742	6½	110
31 Dec. '62	38.5	—	.....	17.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,822	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.	—	—	—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,415	128,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper.	by Tioga.	44,100	—	—	—
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	184,521	71,515	—	200,000	27,500	324	286,036	5.4	454,073	52,327	16,231	3	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,543	10,867	—	48
30 Sep. '62	28.3	—	28.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,566	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,769	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	136,647	3,682,852	176.0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	503,576	149,000	1,977,950	949,000	—	2,926,950	86.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	—	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	—	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	5,279	Erie	39,955,292	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,582,369	7,868,973	2,993,542	—	107½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	19,749,866	1,363,931	—	3,758,466	9,383,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	124
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,218	2,928,474	100.5	226,611	293,457	109,137	24	89
30 Sep. '63	297.8	258.1	400.0	—	289	255	4,424	New York Central	27,093,991	5,846,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	4,954,989	7	133
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,098	—	91
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	—	6	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	21,600	—	795,360	22,000	—	876,774	5.0	779,880	89,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	725,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,758	—	0.25
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	693,935	116,628	—	396,340	208,500	16,375	815,161	38.1	75,623	140,684	77,550	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,845	6½	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	368,305	—	1,492,100	1,522,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Rens. & Sar.	—	—	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,535	—	500,000	370,000	6,357	882,337	51.3	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	936,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	26,000	—	1,089,317	4.0	1,891,960	368,033	88,285	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,100	39,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	—	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,663,540	2,654	—	1,200,130	1,640,757	108,570	2,944,457	88.6	229,424	280,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,052,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,968	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comp'e.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,685	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,340,213	791,055	102,391	3,114,954	171.9	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	280,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	*	—	866,939	—	77,294	.....	.....	.....	.....	.....	—	—
31 Dec. '62	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,039,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,220	—	25
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,510,432	141.0	.....	699,710	230,551	—	103
31 Mar. '63	60.3	—	—	—	22	25	432	Cinc., Hamilton and Dayton	2,933,768	481,085	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	120
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	—
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,972	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	722,116	74,010	5,090,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,687	20	155
31 Dec. '62	67.0	—	—	18.0	13	6	316	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	542	Clev., Painesville & Ashtabula	3,162,143	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,297	1,051,628	975,923	38½	185
30 Nov. '62	101.	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	109½
31 May '63	109.2	79.4	—	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,587	747,562	—	119
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,683	*	—	369,673	575,250	652,486	.....	61.5	75,120	68,125	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	64.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,389	246,565	541,249	1,490,800	282,900	—	2,076,902	oper.	r. w. Lit. Miami.	—	229,883	15	—
31 Mar. '63	144.0	—	7.9	—	16	8	378	Dayton and Michigan	5,464,748	339,553	5,500	2,452,217	2,804,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	399,173	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	8,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,833	422,658	.....	1,104,086	16.0	40,064	84,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	6	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,684	.....	45.0	.....	128,170	33,412	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	360,000	473,000	75,000	.....	47.0	.....	69,362	.....	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,282	2,981,267	1,499,000	—	4,879,805	158.0	846,882	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,065	11,164,850	226.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,476	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3	.....	829,932	119,932	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '63	153.9	52.0	—	—	31	26	422	Sandusky, Dayton and Cinc.	3,956,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	413,328	599,580	115,290	—	—
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,385	82,988	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper.	r. by C.	C. & C.	.....	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	—	—	42	18	755	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,378	250.0	1,614,982	1,938,202	950,462	—	53
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	—	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.6	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.6	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	5	85
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,624,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	10½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	165,427	3	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,688	1,505,362	753,463	6	198
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	875,116	105,245	—	492,190	598,500	27,476	1,118,168	36.9	130,602	178,396	96,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	247,088	347,823	133,499	—	36
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	225,590	33,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,560	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	72
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,240	—	1,809,565	500,000	100,000	2,405,565	32.3	23,476	29,799	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,106,030	289,153	2,026,144	50.5	150,984	196,084	164,184	—	20
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,406	307,289	109,666	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,378,022	554,363	—	2,297,250	1,465,000	31,547	3,927,355	78.0	367,230	822,927	460,516	6	89
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	38.8	62,155	126,316	68,801	—	52
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252,265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	5½	61
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,185,476	406,187	—	3,147,350	3,106,360	280,000	6,447,750	66.4	263 234	597,106	218,960	—	24
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,52 ,40.	—	8,324,218	444.4	.....	10,304,291	4,878,218	8	70
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,280	—	1,243,600	438,900	—	1,882,698	24.0	229,938	262,538	129,742	6	68½
31 Oct. '62	190.0	—	10.5	98.0	15	1	286	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,08 ,00	157,789	12,124,847	190.0	218,574	413,47.	60,905	—	29½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	2,088,168	3,911,836	2,036,775	—	60½
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	213,000	575 00)	5,00	930 75)	4.0	8,218	7,416	29,661	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	482,251	228,844	8	178
31 Oct. '62	95.9	—	84.8	—	87	110	630	Phila., Wilmington and Balt.	6,919,924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,616	2,250,562	1,050,995	9	66
31 Oct. '62	59.5	—	6.4	89.5	19	14	63	Pittsburg and Connellsville	2,036,181	109,302	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	8½
31 Dec. '62	468.3	—	69.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,363	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,965	—	83½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,018	9,335	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,350	—	—	576,050	.....	oper. by	Ph. & R	eading	5	.....
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	.....	57,928	159,534	99,060	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	66,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	688,431	953,209	8,000	1,644,639	26.4	105,800	141,101	79,544	—	10½
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	415,309	199,155	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	457,917	8,500	—	.....	13.6	23,954	25,594	6,739	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	84.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,355	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,283	151,536	6	.....
— — '58	40.3	—	.....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	841,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,668	8,527	—	—
28 Feb. '59	102.0	—	.....	—	...	...	....	North-Eastern	2,011,652	*	—	985,742	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	186.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,836	701,943	7	.....
31 July '58	25.1	—	.....	41.9	...	...	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,387	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,187,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	41,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,035	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,334	6	.....
1859.....	.....	—	.....	—	...	...	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,958	87,243	—	.....
1859.....	80.0	—	0.6	8.0	...	...	....	Winchester and Alabama	.....	.....	—	216,962	415,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,560	.....	50.0	31,200	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756 0	...	...	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	.....	.....	90.7	99,639	208,867	.....	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,230	—	.....
31 Aug. '62	62.5	.....	4.0	—	12	9	198	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	.....
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713 418	191,466	—	75c.
30 Jun. '62	47.0	3.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	.....	1,378,500	ope	r. by Vt.	Central	.....	4	164½
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	.....
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '58	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	9
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,066	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,087	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	855,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,586	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	900,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,530	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,078	*	23,304	1,000,000	600,000	240,365	1,908,555	40.0	74,213	159,456	82,132	—	.....
— — '57	42.0	—	.....	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,165,734	414,741	—	54½
— — '57	50.0	—	.....	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	—	345,561	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,292,471	142.0	384,331	344,769	83,839	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,933,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	42.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	.....
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	.....
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,122,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,856	—	.....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
— — '62	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	.....
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
— — '62	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	.....
31 Dec. '62	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	750,000	.....	.....	25.0	.....	100,000	19,575	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	.....
1 July, '61	60.0	—	.....	.....	...	...	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,729,232	60 0	.....	132,555	86,670	—	.....
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
1 Dec. '62	48.1	—	—	—	11	22	120	Panama	8,000,000	*	615,668	5,000,000	3,275,000	—	10,763,728	48.1	.....	1,743,294	1,013,444	13	192

New York Stock Exchange.

Actual Sale Prices for the week ending December 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15	W.16.
American Coal Co.	....	94	94½	94	....	94
Buffalo, N. Y. & E., 1M.	....	....	....	103½	104	....
California 7s	....	....	....	....	....	125
Canton Co.	32½	....	32	34	34½	33½
Central Am. Transit	....	....	34	....	....	....
Chicago & Alton	83½	84	....	....	84	84
" " pref.	....	....	92	....	....	93
" " 1 M.	....	104	....	....	....	....
" " Inc.b'ds	....	....	....	....	91	....
Chicago, Burl. & Q.	....	....	116	....	116½	115½
" " " 8 p.c.	....	....	....	....	....	122½
Chic. & Northwest'n	45½	46	46	46	....	46½
" " pref.	....	....	....	....	....	....
" " 1st M.	92½	92½	....	....	....	....
" " 2d M.	75	....	75	75	75	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	102	104½	104½	106½	107	111½
" " 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	104	105½	105½	108	109	109½
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	111½	114	114	116½	118½	119
" " S. F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref.	30½	31½	32	34½	37½	39½
Del. & Hudson Canal	....	170	170	....	170	....
Del., Lack. & West.	....	....	....	....	....	....
" " 1M. 8 p.c. '71-5	....	....	....	....	....	....
" " 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	105	106	105½	106½	106½	107½
" pref.	101½	101½	....	102½	102½	103
" 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '70	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	....	112	....	....	....
" 4 M. 7 p.c. '80	....	....	....	....	....	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	107	108½	108½	108½	109	109
" 1M. 7 p.c. '63	....	....	....	....	....	....
" 2M. 7 p.c. '75	....	....	....	....	....	....
" 1M. Ex. '82	....	....	....	....	....	....
Hann. & St. Jo. pref.	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hudson River	120	122½	122½	123	124	124
" scrip	92	....	....	....	....	....
" 1M. 7 p.c. '69	....	....	....	....	....	....
" 2M. S. F.	....	....	118	....	....	....
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central scrip	117	117½	117½	117	118½	118½
" full stock	....	....	....	....	....	....
" Can.bd.sc.	....	....	....	....	....	....
" bonds	119	....	119	....	118	....
Marietta & Cin 1st pref.	....	....	....	65	68	69
" " 2d "	....	....	....	....	....	....
Mariposa Mining Co.	35½	37	37½	36	35	34½
Michigan Central	125½	127½	127½	128	127½	128
" S F. 8 p.c. '82	....	....	122	....	....	....
" conv. 8 p.c. '59	....	....	....	....	....	....
M. S. and N. I.	78½	79½	78	80½	81	81
" " guar'd.	134	....	....	....	135	....
" " 1M. S. F.	....	....	109	....	....	....
" " 2 M.	....	....	104½	104½	....	....
Mil. and P. du Chien	53	54	54½	53	54½	54½
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	87	....	....	....
" " 1st M.	....	....	....	....	107	....
Minnesota Mining Co.	....	....	....	....	60	....
Miss. & Mo.	....	....	....	....	....	35½
" L.G. bonds	....	....	60	....	....	....
Missouri 6s	66½	66½	66½	66½	66½	66½
" iss. to H. & St. J. R.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
New York Central	132½	132½	132½	132½	133	133
" " 7s, 1864	....	....	....	103½	....	....
" " 7s, S. F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S. F. '83-106	....	....	....	....	....	....
N. York & Harlem	88½	90	90	89	90½	91
" " "pref."	....	....	....	....	....	....
" " 1M. 7 p.c. '73	....	....	....	....	....	....
" " 2M. 7 p.c. '64	....	....	100½	....	....	....
" " 3M. 7 p.c. '67	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ohio & Miss. cer.	....	....	35	....	....	35
Pacific Mail S.S. Co.	214½	215½	216	219	218½	217
Panama	192	....	....	....	....	....
Penn'a Coal Co.	....	....	....	....	....	....
Phila. and Reading	118½	119½	119	119½	120	121
Pitts. Ft. W. & Chicago	81½	82½	81½	82½	83	83½
" " 1M.	....	....	....	107	....	....
" " 2M.	....	....	103½	....	103½	....
" " 3M.	....	....	....	....	....	87½
Quicksilver Mining Co.	64½	63½	63½	63½	64	64
St. L., Alton & T. H.	54	56	56	58	59	65
" " pref.	....	....	....	....	79	....
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	....	90½	....	90½	....	....
" " Inc.b'ds.	....	82	....	....	....	....
Tennessee 6s, 1890	59	59½	....	59	59	59½
Toledo & Wabash	50	52	51½	52½	53	53
" " Pref.	....	....	....	....	....	....
" " 1M.	....	....	100	101	....	....
" " 1M. ex.	....	....	....	....	....	101½
" " 2M.	....	....	....	88	....	....
" " Int.b'ds.	....	....	....	....	....	....
Virginia 6s	....	....	54	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending December 16.

	Th.10.	F.11	Sat.12.	M.14.	Tu.15.	W.16.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	98	....
U. S. 5s, 1865, coup.	....	....	....	....	125	125
U. S. 6s, 1881, reg.	104½s	....	104½	104½	104½	104½
U. S. 6s, 1881, cou.	109	109½	....	....	109½	109½
U. S. 6s, '81, O.W.Ly.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	105	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1867, coup.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	102½	102½	102½	102½	....	....
U. S. 6s, " " new	98½	98	98½	98½	98½	98½
U. S. 6s, 5-20s, coupon	100½	....	100½	101	101	101
U. S. 6s, " reg.	....	....	....	....	....	....
7.30 Notes, Feb. & Aug.	....	....	....	....	....	....
" " Ap'l & Oct.	106½	....	106½	106½	106½	106½
American Gold	148½	151	150	149½	150½	149½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending December 15.

	W. 9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.16.
Beaver Meadow	....	....	85	....	....	....
Cattawissa	9½	10½	10½	11	10½	....
" preferred	30½	31½	31½	31½	31½	31½
Camden & Amboy	....	....	....	165	165	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83-104	....	....	....	....	....	....
" " 6s, '89	....	....	....	....	....	....
Ches. & Del. Canal 6s '86	101	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'mport	....	....	....	....	....	....
" " pref.	54	....	....	54	....	....
" " 7s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Harrisburg	72	....	....	....	....	....
Lehigh Navigation	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
" " scrip	....	....	....	....	....	49½
Lehigh Valley R. R.	....	....	....	....	....	....
" " scrip	....	....	....	....	....	....
" " 6s	....	....	....	....	105	....
Little Schuylkill R. R.	52½	52½	52½	52½	52	52
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	38	39
" " 6s	100½	....	....	....	....	....
Minehill	....	60½	60½	60½	61	61
Morris Canal	....	....	....	....	....	....
" " pref.	....	....	....	....	....	136½
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	25½	25½	25½	25	24	24
" " 6s	....	....	99	....	98	....
" " 10s	....	....	....	....	....	120½
Pennsylvania R. R.	71½	71	70½	70	70	70
" 1st m.	....	....	....	....	....	....
" 2d m.	....	....	....	106½	....	....
Penn. State, 5s	99½	99½	....	99½	99½	....
" " 6s, coupon	....	103	103	....	....	....
" " 6s, " '107	....	....	....	....	107	....
Philadelphia City, 6s	101	100½	100½	100½	100½	....
" " new	104½	104½	....	....	104½	....
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	59½	59½	59½	60	59½	60
" " 6s, '86-117	118	....	....	....	....	....
" " 6s, '70-106	....	....	....	....	106½	....
Philadelphia & Erie	30	....	29½	....	....	29½
" " 6s	....	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	107	....
Schuylkill Navigation	18½	18½	18½	....	18	....
" " pref.	32½	33	35½	33½	33½	33½
" " 6s '82	90	....	....	....	....	89
" " 6s '76	....	....	80	80	....	....
" " 6s '72	....	....	99	....	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal	15½	15½	15½	15½	15½	15½
" " 6s '78	....	....	....	....	....	....
" " scrip	....	....	62	....	....	....
Union Canal, pref.	....	4½	....	....	....	....
" " 6s '83	26½	....	29½	28½	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
Arch street, (Horse)	....	....	....	30½	30	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	45	45	....	45
Race and Vine, "	....	....	....	18½	19	19½
2d and 3d streets, "	....	84½	84½	....	....	....
Spruce & Pine, "	....	13	13	....	14	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending December 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Baltimore City 6s, 1875	....	....	....	108½	....	108½
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	110	....	....	108	....	108½
Balt. and Ohio	93½	94	94½	....	....	91½
" " b'ds, '62	....	....	....	....	....	90
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	....	....	....	....	....	104½
Northern Central	....	....	....	....	....	....
" " b'ds, '85	106	....	105	....	....	....
" " " '90	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending December 15.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Boston and Lowell	....	....	....	106	....	
Boston and Maine	129	....	129	....	....	....
Boston and Providence	134½	....	....	....	....	....
Boston and Worcest.	138½	139	....	139	139	....
Cheshire, pref.	50½	....	....	....	51	51
Concord	61	....	....	62	....	....
Connecticut River	105	....	....	....	105	....
Eastern, Mass.	....	98½	98½	....	98½	....
Eastern, N. H.	....	98½	....	....	....	99
Fitchburg	....	....	....	115½	....	116½
Manchester & Lawrence	....	....	....	....	....	....
Michigan Central	....	....	126	....	....	....
Northern, N. H.	....	69	69	69	....	....
Old Colony and Fall R.	....	....	147	148½	....	148½
Ph., Wil. & Baltimore	67	66½	66½	....	66½	66
Portl'd, Saco & Ports.	....	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	89½	....	89½	89½	....
Western	143	....	....	144	....	144
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	125½	125	....	125	....
Metropolitan "	....	65½	65	64	60	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	58	....	....	57
Franklin "	....	....	48	48½	48	....
Isle Royale "	25	....	25½	25½	....	27
National "	....	....	....	....	....	....
Minnesota "	....	65	....	64	....	....
Pewabic "	....	64½	....	63½	63½	63
Pittsburg "	....	85	....	....	85	....
Quincy "	....	....	....	95½	95½	....
Rockland "	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 26th November:

Maryland 6s	72	to	74
United States 6s, 1881	66	"	70
Do. 6s, 1874	58	"	62
Virginia State 5s	45	"	50
Do. 6 per cent.	35	"	37
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	76	"	78
Do., Pennsylvania do. do.	76	"	78
Erie shares, $100 (all paid)	64	"	66
Do., 7s, preference	60	"	65
Do., 7s, 1st mort., 1867	65	"	70
Do., 7s, 2d mort., 1859	68	"	70
Do., 7s, 3d mort., 1883	65	"	70
Do., 7s, 4th mort.	65	"	70
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	73	"	75
Do. do. $100 shares, $90 paid, dis.	24	"	22
Do. do. $100 shares, all paid	68	"	70
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares.	..	"	..
New York Central 6s, S. F., 1883	68	"	72
Do. do. 7s, 1864	55	"	60
Do. do. 7s, S. F., 1876	78	"	82
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	83	"	88
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	105	"	107
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	87	"	89
Do. $50 shares	39	"	41
Philadelphia and Reading, $50 shares	35	"	40

American Railroad Journal.

Saturday, December 19, 1863.

Stock Exchange and Money Market.

If any one ten years ago should have ventured to predict that the National debt of the United States would, in 1863, amount to the sum of twelve hundred millions of dollars, with the likelihood of being increased to fifteen hundred millions in 1864, he would have been pronounced a lunatic. If he had also predicted that, large as it might become, it would be held above par in the Stock Market, he would have been pronounced not only a lunatic, but incurable. From the days of Washington, wars and even disunion were sometimes considered possible events; but armies of a million of men in the field, and a great National debt almost equalling those of European monarchies were never dreamed of. Our ablest Secretaries, such as Robert Morris of the Revolution, and later, Alex. Hamilton, Albert Gallatin and Robert J. Walker, gained great reputations for their finan-

cial ability; but it is doubtful whether any of the old school of American financiers would have been fortunate or able enough to have passed through the ordeal of the rebellion with even tolerable success. Unquestionably all these statemen would have gone on in the old way, raising money by loans at any price, trusting to the banks for the money required at each emergency, using their notes as the disbursing medium, and throwing on the country an irredeemable and uncertain currency, subject to discount at every point beyond that of their original issue.

Such a currency would have carried ruin with it in all directions. Debtors would have been driven to the wall for want of any acceptable forms of liquidation and payment, and to have been called on for gold or its equivalent, would have ended in the destruction of their properties and their personal ruin.

Even then the whole capital of the banks would have been insufficient to have carried on the war for six months, had they been willing to have loaned it to the Government, and the result would have been, that to have furnished the further amounts required by the Government, the restraining acts would have been repealed; the circulation of bank paper increased illimitably; and there would have been a financial chaos out of which, order could never have been restored, except on an entire reconstruction of business, upon the basis of general repudiation as its preliminary.

Fortunately for the country, it possessed a statesman who was equal to the position into which unforeseen circumstances had suddenly placed him; who, rising above forms, precedents and red tape, seized on the elements of strength which lay around him, brought them to light, into use, and activity; and with remarkable sagacity, unshaken purpose and wondrous energy, as with the wand of the enchanter, or as he himself has intimated, with the utensils of the alchymist, called forth the means required in millions by the day, and placed the country in a financial position which defied assault.

His countrymen responded to the call with the alacrity which always follows the gain of confidence; and without foreign aid, without impairing the national strength, its industry or its progress, he has found all the money necessary to carry on the greatest war of history, and against the most powerful array oi treason to be found in its pages.

The policy of giving the people a legal tender currency, saved the debtors from otherwise their certain ruin, equalized the currency everywhere, furnished an acceptable medium of trade, and with it full security, that of the nation, to every individual who received it.

Next, he has given a National system of banking, and with it a currency next best to that of the legal tenders, and far better than any we ever had before, which will come into effective play, as the Government limits, and withdraws its own; so that we may pass back to the resumption of specie payments through their influence without a shock, as the buffer receives the blows of the train in full career.

The Secretary's report is precisely such a document as we might have expected from such a man. He disguises nothing; he simply states what were his plans, and what has been the result. A result easily comprehended by the plainest understanding, viz: the obtaining of all the funds required, without a sacrifice of the national credit; all that may be hereafter required and secured beyond a peradventure; all the interest promptly paid in gold, and large stores of it for future use. The people receiving back, for labor, products and supplies, all the money they have loaned the Government, and employing it as capital in the business and occupations by which they are rapidly increasing their own wealth. This is a picture worth looking at. We commend it to the consideration of those foreign Ministers of Finance, who are chasing from one capital of Europe to another to replenish their empty coffers.

We give elsewhere an abstract of the Report, together with the tabular statements which accompany it. There are, however, several interesting portions of it which we were obliged to omit for want of space. These may be briefly stated in this place as follows, viz: The support to be given to the public credit by the adoption of the National Banking system, and the Nationalization of the currency. The fact that prices might have been affected by an overissue of gold as well as of paper, and that these prices are attributable in part "to the large amount of bank notes now in circulation."

The great advantages of the National Banking system for various reasons set forth in the report.

The condition of these National Banks given by the Comptroller of the currency, and some proposed amendments necessary to the successful working of these institutions.

A proposition to increase the amount of taxation, by duties on bank notes payable in small per centages.

The condition of the various mints.

The receipts and expenditures at the offices of the Treasurer and assistant Treasurers.

The commercial intercourse regulations between the loyal and the repossessed states.

The occupation and management of the abandoned plantations, and the sales of confiscated lands.

The keeping of the commutation money from the drafted men. The inquiry now going on in relation to our whole foreign commerce, especially that of the Pacific, and all the auxiliaries of our interior industry.

The report on Commerce and Navigation for 1863 now nearly ready.

The increase of official labors in the various departments of the treasury, and a suggestion of increased salaries.

The report of the frauds in the New York Custom House, and the prompt dismissal of the guilty parties yet remaining in office. The purchase of the Merchants' Exchange; The Coast Survey; the Inspection of steam vessels, and the Light-house Bureau.

These are the topics which make up the remainder of the report beyond what we have published, and it is sufficient merely to name them.

The falling off in the Internal Revenue, and the proposition to increase it by additional taxation occasion remark. It is believed that there is some error in regard to the income tax, and that it will be found more productive than the Commissioner of Internal Revenue supposes. For example in the city of Brooklyn, the third in size in the United States, the collection of this tax is still going on, and large amounts are being received. There has been much delay in this part of the National collections, and we have no idea that the total will be anything near as small as the amount named.

We give elsewhere, from the pen of S. De Witt Bloodgood, Esq., an article containing suggestions as to what he believes to be the *true* method of increasing the revenue, viz: by the establishment of a Government line of packets to be furnished from the Navy, and to ply between all the great foreign ports with which we have our most intimate commercial connections. Transactions in gold are moderate and without much excitement. The movement in Congress to restrict the transactions in it to actual sales with delivery, will no doubt have an important effect on the market.

It was quoted on Thursday at 149½ and exchange at 161. Two hundred thousand dollars in specie arrived here on Tuesday from New Orleans, and on Monday 3850 bales of cotton from various quarters equal to so much gold. Subscriptions to the 5 20's continue large and the assurance of Mr. Chase, that no more legal tenders are to be set afloat, must tend much towards the coming equipoise between the Government currency and specie. The total of gold received at the Custom Houses on the Atlantic, in the present year up to January next it is now ascertained will be $90,296,872 or nearly nearly one hundred million.

A public Mining and Manufacturing Board has been established in this city, a material advantage to those who are developing the great mineral resources of the country.

The Providence and Worcester Railroad has declared a semi-annual dividend of 4 per cent, free of Government tax, payable January 1.

The Michigan Central Railroad Company has declared a dividend of six per cent, payable on the 1st of January.

The Boston and Providence railroad have declared semi-annual dividend of 4 per cent., free of government tax, payable on the 1st January.

The Old Colony and Newport Railroad Company have declared a semi-annual dividend of three per cent and an extra dividend of four payable January 1.

The City Comptroller invites, until 2 o'clock p. m. on the 26th of December, proposals for $230,000 of the water-boads of the City of New York, bearing interest at the rate of 5 per cent per annum, payable quarterly, and the principal reimbursable on the 1st of November, 1879.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Kentucky 6s, 104; Indiana 5s, 87½; North Carolina 6s, 58; Illinois coupon bonds, 1862, 101; do., 1879, 103; N. Y. State 5s, 1874, 105¼; Atlantic and Great Western, Ohio division; 1st mort., 97; Bucks Co. Lead, 1¼; Wyoming Valley 98; Quartz Hill G. M. Co., 10¼; Harmony Fire Ins. Co., 125; American Exchange, Bank, 108; Tradesman's Bank, 110; Irving Bank, 100; Bank of State of New York, 102; Bank of Republic, 102; Bank of Commonwealth, 100½; Bank of North America, 109.

Philadelphia.—Chesapeake and Delaware Canal,

75; Huntington and Broad Top R. R., 20; Camden and Atlantic, 12; do., pref., 22; North Branch Canal bonds, 37; North Penn. scrip, 92; Westchester 8s, 85; Elmira 5s, 78; West Philadelphia, horse, R. R., 71; Race and Vine street R. R. bonds, 60; Union Canal, 1¾; Chester Valley R. R., 2¼; Conv. Mort. Loan Cattawissa R. R., 22½ per cent.; Donaldson Imp. and R. R. Co. bonds, 12½; Callaway Mining Co., 55c.; do., bonds, 10; Canton Gas Light Co., 32; Richmond and Schuylkill, horse, R. R., 5; Mattabesset Silver Lead Mining Co., 5c.; Chatham Cobalt Mining Co., 50c.; Salem, N. J. Gas Co., 18¾; Shamokin Valley R. R., 40; Penn. Mining, 6¼; Bohemian Mining, 9¾; Big Mountain, 5; Hazleton Coal, 68; Locust Mountain, 32; Amigdaloyd, 25; Am. Fire Ins. Co., 65¼; Delaware Mut. Ins. Co., 74; Manufacturers' and Mechanics' Bank, 27½; Farmers' and Mechanics' Bank, Camden, 50; Philadelphia Bank, 125; Corn Exchange Bank, 35; Mechanics Bank, 27¼; Northern Liberty Bank, 66. The latest quotations are: City 6s, 100@101; do., new, 104@104⅛; State 5s, 99@99¾; Reading, 59⅝@59¾; do., 6s, 1870, 106@106½; do., 1886, 119¼@119¾; Camden and Amboy, 164@165; Pennsylvania R. R., 69⅞@70; do., 1st mort., 109@110⅛; do., 2d mort., 106@106¾; Little Schuylkill R. R., 52@52½; Morris Canal, 70@72; do., pref., 136½@137½; Susquehanna Canal, 15½@15⅝; do., 6s, 63½@64½; Sch. Nav., 17½@18¼; do., pref., 33¼@33⅜; do., 6s, 1882, 89@90; Union Canal bonds, 25⅛@26½; Delaware Div. Canal, 39; do., bonds, 105; Elmira and Williamsport, 36@38; do., pref., 53@54; do., 7s, 1873, 107@109; Beaver Meadow, 85; Harrisburg, 71½@72; Long Island R. R., 39@40; Lehigh Coal and Navigation, 59; do., scrip, 49¼@49½; North Pennsylvania, 24¼@24½; do., 6s, 95@96; do., 10s, 120@120½; Philadelphia and Erie, 29¾@30; do., 6s, 102⅛@103½; Minehill, 61@61½; Catawissa, 10½@10¾; do., pref., 31½@32¾; Lehigh Valley, 89@91; do., bonds, 105@106; Fifth and Sixth streets, (horse,) 60@61; Second and Third, 83@85; Race and Vine, 18¼@19½; West Philadelphia, 70@71; Spruce and Pine, 13½@14; Green and Coates, 44@45; Chestnut and Walnut, 57½; Arch, 30@30½; Thirteenth and Fifteenth, 34; Seventeenth and Nineteenth, 12½@12¾; Girard College, 27@27½; Tenth and Eleventh, 48; Norristown, 57@58; Lombard and South, 16; Ridge Avenue, 21.

Boston.—Northern (Ogdensburg) 2d mort., 23; Rutland and Burlington 1st mort., 62; do., 2d mort., 18⅛; Vermont Central, 1st mort., 79; Ct. and Pas. Rivers R. R. (old stock) 6¼; do., 6s, 100; Connecticut River R. R. 6s, 1878, 104; Western R. R. 6s, 1875, 105¾; Northern, N. H. R. R. 6s, 1874, 104; South Shore R. R. 6s, 1880, 96¼; Eastern R. R. 6s, 1874, 104. Malden and Melrose 6s, 95; New York and Boston Air Line, 20; Maine 6s, 1880, 105; do., 1871, 103; New Hampshire 6s, 1881, 103; do., 1874, 104¾: Vermont 6s, 1874, 104⅞; Rhode Island 6s, 1882, 104⅞; Massachusetts 5s, 1883, 108; do., 1893, 108⅞; Boston City 6s, 1886, 100; Portland 6s, 1871, 106: Chelsea, (horse,) R. R. 48; Cary Imp. Co., 9⅝; Union Steamship Co., 158; Essex Co., 85; Boston Water Power Co., 47; Boston and Roxbury Mill, 59; Webster Bank, 103¾; Mt. Vernon Bank, 98½; Roxbury Gas, 156; Boston Gas, 845@850; Chelsea Gas, 97¾; Hampton Mining and Smelting Co., 2½; Acton Mining Co., 4⅜; Albany and Boston, 13; Bedford, 1; Columbian, 8¼; Copper Falls, 27¼; Canada, 2¼; Durham, 37½; Dana, 4; Great Western 2⅞; Hancock 12; Hanover, 3¾; Huron, 32¾; Mesnard, 13¼; Madison, 5¾; Manhattan, 3⅞; Native, 2⅜; Ottawa, 40c.; Phœnix, 26; Pontiac, 7; Star, 8⅞; St. Mary's, 10; South Side, 5½; St. Flavian, 2¼; Tremont, 4¼; Toltec, 3¾; Wickham, 82½c.; Winthrop, 6.

Baltimore.—Western Maryland bonds, 83; Santa Clara Mining Co., 7⅞; Guilford Mining Co., 40c.; Gardiner Hill Mining Co., 90c.; Peoples' Bank, 16; Marine Bank, 30; Citizens Bank, 11; Bank of Commerce, 23. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 94@95; do., 6s, 1867, 104; do., 1875, 108; do., 1880, 107; do., 1885, 106; Northern Central, 42½@43⅛; do., bonds, 1885, 105@105⅛; N. W. Va., 11; do., 1st mort., 105¼@108½; do., 2d mort., 103@106; do., 3d mort., 26; do., do., guar., 101; Central Ohio 2d mort., 104@110; do., 3d mort., 75; do., 4th mort., 45@50; do., income 1857–'60, 30; Western Md. bonds, 81@83; do., guar., 106; Maryland 6s, coupon, 1870, 110⅛@112¼; do., Ins., 112; do., 1890, 112@115; Baltimore 6s, 1870, 107; do., 1873, 106; do., 1875, 108½; do., 1886, 107; do., 1890, 108; do., coupon, 108; do., 5s, 1838–'70, 96@96¼; City Passenger R. R., 16½@19.

The Traffic in Gold, Silver and Exchange.

A bill was introduced in Congress on the 15th inst., by Mr. Lane, of Kansas, providing that all traffic in gold, silver and foreign exchange, for speculative purposes, or the purchase through a broker, by depositing less than the full amount of the purchase, on what is known as a margin, is expressly prohibited.

Section two prohibits the sale of gold, silver or foreign exchange by any banker or broker directly or indirectly, at any place except at the regular banking house or broker's office.

Section three prohibits the sale of gold, silver or foreign exchange unless actually delivered, and paid for on delivery.

Section four provides as the penalty for violating any of the provisions of the act, on conviction before the United States District Court in the district where the offence is committed, a sum not less than one thousand nor more than ten thousand dollars, and imprisonment for not less than one nor more than twelve months for each offence.

Section five gives informers one-half the fine.

☞ In the U. S. House of Representatives, on the 15th inst., Mr. Foot of Vermont, introduced a bill granting public lands to the "People's Pacific Railroad and Telegraph Line" by the Northern route, and asked that the bill be referred to a special committee. Mr. Henderson, of Missouri, presented a memorial relative to a new railway between Washington and New York.

☞ The annual report of the Trustees of the New York State Library, just published, shows that the number of volumes in the library at the close of the year 1861, was 59,776; while the number at the close of 1862, was 63,109—an addition of 3,328. Of these additions, 1,760 were by purchase and 1,568 by donation or exchange. The whole number of volumes, both in the Law and Miscellaneous departments, added since the publication of the catalogue in 1856, is 19,473.

Connersville and Newcastle Junction R. R.

This is the name of a new line of railroad extending between the points named, the organization of which is just completed, the line located, and the work let to responsible contractors, who will soon complete the whole.

This line will be of great importance to the business interests of Cincinnati, connecting as it does the Cincinnati and Indianapolis Junction Railroad with both the Indiana Central at Cambridge City and the Cincinnati and Chicago Air-line Railroad at Newcastle.

This company has purchased the work on the Cincinnati and Chicago Short-line Railroad, between Milton via Cambridge, and Newcastle, a distance of 15 miles, the grade of which was once nearly completed.

New York Central Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Erastus Corning, Dean Richmond, John K. Chedell, Alonzo C. Page, John V. L. Pruyn, Nathaniel Thayer, Livingston Spraker, Jacob Gould, C. L. Tracy, Chas. H. Russell, R. M. Blatchford, Hamilton White, H. H. Martin. Inspectors—George Dexter, Rufus G. Beardslee, Stephen Groesbeck.

☞ The Pittsburg Board of Trade are earnestly engaged in their endeavors to have the Ohio river improved, so that navigation can be kept up all the year. The cost of this work is estimated $7,000,000, but the committee add $5,000,000 to the estimates, making the total cost $12,000,000.

☞ There is a proposition before the Legislature of Missouri to sell out the railroads in the State, for the purpose of reimbursing the sums of money which the State granted toward their construction. The following table shows the amount which was loaned to each road:

Pacific Road	$700,000
South-West Branch	4,500,000
Hannibal and St. Joseph	3,000,000
North Missouri	4,350,000
St. Louis and Iron Mountain	3,501,000
Platte County Road	700,000
Cairo and Fulton	600,000
	$17,351,000

☞ An application will be presented to the Legislature of New Jersey at its coming session for privilege to construct a railroad from Perth Amboy to the Delaware River. The capital to be asked for is $2,000,000, with the privilege to increase to $6,000,000.

☞ The receipts and disbursements of the State Treasury of Pennsylvania during the year ending on the 30th of November were as follows:

Receipts	$4,289,451
Expenditures	4,314,964
Excess of expenditures	$26,513

☞ It is proposed to dig a canal which, starting from Marseilles, will join the Saone at Chalons, and thence form two branches. One of these branches will be continued to Dunkirk, and the other to St. Nazaire. A pamphlet explaining the details has been published.

☞ The Indianapolis *Journal* says, a movement is now on foot by the citizens of Clay and Owen counties to build a railroad from Brazil to Bowling Green, making it a branch of the Terre Haute and Richmond road. There is also much talk of extending the line to Bloomfield, in Greene county, in order to reach the valuable iron beds therein.

☞ The Wyoming Valley Coal Company, whose stock is now selling at the Board, is one of the Scranton Companies whose coal is sold at the monthly auction sale of the Delaware and Lackawanna Company. It has been in operation for many years, and owns a large property at Scranton, which has greatly increased in value. The Company is about constructing a road exclusively for carrying coal to New York at less cost than can be done on the Delaware and Lackawanna Company's road.

☞ Parties holding Compromise Bonds of the City of Allegheny, Pa., are notified that the sinking fund tor 1863 will be invested in those bonds at the lowest rates offered. Proposals will be received by C. Macferron, City Treasurer, the 2d day of January 1864.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern.

PERKINS & LIVINGSTON,
54 Exchange Place,
NEW YORK.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, Dec. 16, 1863.

PROPOSALS FOR $230,000 OF "THE WATER STOCK OF THE CITY OF NEW YORK OF THE YEAR 1849."—Sealed proposals will be received at the Comptroller's Office until SATURDAY, Dec. 26, 1863, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of two hundred and thirty thousand dollars of "The Water Stock of the City of New York of the year 1849," authorized by Chapter 90 of the Laws of 1849, and by an ordinance of the Common Council, approved by the Mayor Dec. 14, 1863.

The said stock will bear interest at the rate of five per cent. per annum, payable quarter-yearly, and the principal will be redeemable on the first day of November, 1879.

The proposals will state the amount of stock desired, and the price per one hundred dollars thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the City, within five days after the opening of the bids, the sums awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits the parties will be entitled to receive certificates for equal amounts of the par value of the stock bearing interest from the dates of payments.

Each proposition should be sealed and indorsed "Proposals for 'The Water Stock of the City of New York of the year 1849.'" and inclosed in a second envelope addressed to the Comptroller.

The right is reserved to reject any or all of the bids if the interests of the Corporation require it.

MATTHEW T. BRENNAN, Comptroller.

Dr. J. Adelberg,
Mining and Assay Office and Analytical Laboratory,
90 Broadway, New York.

I. KENDRICK,

No. 125 WALNUT ST., PHILADELPHIA,
AGENT OF THE
UNION COAL & OIL CO.
OF MAYSVILLE, KY.,
FOR THE SALE OF THEIR
Paraffine Lubricating Oil,
FOR ALL CLASSES OF
STATIONARY MACHINERY, LOCOMOTIVE ENGINES, RAILROAD CARS, COTTON SPINDLES,
SEWING MACHINES AND WOOLEN FACTORIES.
ALSO,
MAYSVILLE COAL OIL
FOR BURNING,
PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND ROLLING MILL GREASE,
FROM PURE CANNEL COAL.

P. S.—All Oils **warranted** to answer the purpose represented.

☞ **Particular attention given to orders for shipment in cans or barrels.**

20 Ton Second Hand Locomotive.
For 4 ft. 8½ in. Gauge. Wheels, 5 ft. Inside Connections. Cylinders 15×20. Price **$6,000.**
For sale by
WILLIAMS & PAGE,
3m50 **67 Water st., BOSTON.**

FOR SALE.

500 TONS	38 lbs.	CRAWSHAY'S RAIL	in store.	
500 do.	50 lbs.	do.	do.	now due.
300 do.	56 lbs.	do.	do.	now due.
3,000 do.	50 and 56 lbs.	RAIL to arrive.		

GEO. T. M. DAVIS,
Dec. 10, 1863. 2m **47 Exchange Place.**

UNION STEAM AND WATER HEATING COMPANY,

FOR WARMING AND VENTILATING
PUBLIC BUILDINGS, PRIVATE RESIDENCES, GRAPERIES, GREENHOUSES, ETC,
UNDER GOLD'S IMPROVED PATENTS.

PRINCIPAL OFFICE, { **634 BROADWAY, NEW YORK.**

T. F. BRINSMADE, Agent.

Schuchardt & Gebhard,
BANKERS,
21 NASSAU ST.,
NEW YORK.

BILLS OF EXCHANGE
At sight or 60 days on all the principal cities of Europe.
LETTERS OF CREDIT for travellers in Europe, and also COMMERCIAL CREDITS.

SAFEST AND CHEAPEST SYSTEM OF INSURANCE.

Scrip Dividend for 1861 .....60 per cent.
Scrip Dividend for 1862 .....60 per cent.

Washington Insurance Co.,
172 Broadway, cor. Maiden Lane.

Assets Feb. 1, 1863	$528,521 51
Contingent Liabilities	5,000 00
Cash Capital and Surplus	$523,521 51

INSURES Buildings, Merchandise, Furniture, Rents, Losses Cargoes and other Insurable property, against loss or damage by Fire, and **INLAND MARINE RISKS, on the Lakes, Rivers and Canals.**

Three-fourths of the Profits divided annually to the insured without their incurring any liability whatever.

GEORGE C. SATTERLEE, Pres't.
HENRY WESTON, Vice-Pres't.
WM. K. LOTHROP, Secretary.

The Mercantile Mutual INSURANCE COMPANY,
No. 35 WALL ST., NEW YORK.

INCORPORATED, APRIL, 1842.

ASSETS OVER $1,250,000.

MARINE and Inland Transportation risks on Vessels. Freight and Merchandise insured on the most favorable terms.

Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.

Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

PARTICIPATION.

ÆTNA Fire Insurance Company of New York,

CASH CAPITAL, $200,000. No. 170 Broadway. CHARTERED 1824.

INSURES Buildings, Merchandise, Household Furniture, Vessels in Port and their Cargoes, etc., against Loss or Damage by Fire, on the most favorable terms, also, **Inland Navigation & Transportation Risks.**

The Insured receive **75** per cent of the Net Profits annually, without incurring any Liability. When preferred, a discount will be made in lieu of participation in Profits.

SCRIP DIVIDEND OF 1861 ----50 per cent.
SCRIP DIVIDEND OF 1862 ----50 per cent.

JACOB BROUWER, President.
LIVINGSTON SATTERLEE, Sec'y.

NEW ENGLAND MUTUAL LIFE INSURANCE CO.

CASH ACCUMULATION, $2,500,000.
Clear Surplus, $1,250,000.

WILLARD PHILLIPS, Pres. B. F. STEVENS, Sec.

DIRECTORS.

Charles P. Curtis,	**William B. Reynolds,**
Thomas A. Dexter,	**Geo. H. Folger,**
Marshall P. Wilder,	**Francis C. Lowell,**
Sewell Tappan,	**James S. Amory,**
Charles Hubbard,	**Homer Bartlett.**

The oldest and most reliable wholly Mutual Company in the United States, established in Boston 1843, and uniformly successful. **DIVIDENDS paid in cash. Send for documents—supplied gratis.**

JOHN HOPPER, Agent,
110 Broadway, cor. Pine st

OFFICE OF THE
COLUMBIAN (MARINE) INSURANCE COMPANY,
Corner of WALL and NASSAU Streets.

CASH CAPITAL.....$1,000,000

Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.

LOSSES PAID IN GOLD
Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

BRASS SWITCH LOCKS,

MARKED with initials of Road, with chains and keys. **EXTRA LOCKS AND KEYS**—when ordering Locks and Keys to match others, enclose key in letter.

WILLIAMS & PAGE,
67 Water street,
BOSTON.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.

March 1863.

CALIFORNIA AND NEVADA

MINING STOCKS.

THE undersigned will buy and sell on commission, through their San Francisco House, all Stocks pertaining to the Pacific Coast. Orders promptly filled.
Quotations by telegraph furnished to parties desiring them.

ROSS, DEMPSTER & CO.,
6m44 **No. 24 Liberty st., New York.**

SMITH'S

Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of **SMITH'S AIR LIGHT FOR RAILROADS,** and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.

You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

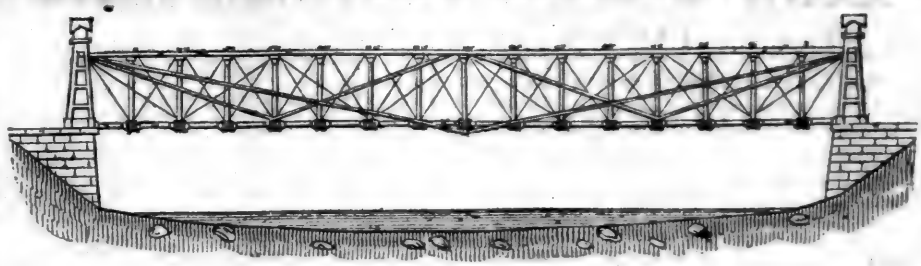
I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **31 Nassau st.,** or by addressing

CHAS. W. WELSH,
Secretary.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,392, Pittsburg, Pa.

DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,

No. 229 BROADWAY, NEW YORK,
AGENCY, No. 68 BALTIMORE STREET, BALTIMORE, MD.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. **GAS WORKS** ERECTED on THE MOST APPROVED PLANS. **New** and **Second-hand MACHINERY** constantly on hand. **IRON BOUGHT AND SOLD ON COMMISSION.**

SOLE AGENTS FOR BATES' STEAM GAUGE.

MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS AND GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR AND WOOL FELTING.

HENRY J. DAVISON. WM. LEE STILES. P. P. DICKINSON.

Government Securities.

OFFICE OF

A. H. ALMY,
CONTINENTAL BANK BUILDING,
No. 7 NASSAU ST.

ORDERS for the various issues of GOVERNMENT SECURITIES will receive prompt attention.

A COMMISSION OF **ONE-EIGHTH OF ONE PER CENT.** on the

5-20 BONDS

Will be allowed to **Banks, Bankers and others.**

GIBSON & PALMER,

COMMISSION MERCHANTS,
AGENTS FOR SALE OF

RAILWAY IRON
AND
EQUIPMENTS,
PERU IRON
AND
AMERICAN STEEL,

54 William st., NEW YORK.

CHARLES D. GIBSON. RICHARD S. PALMER

BROWN'S ENGLISH

ROOFING PAINT.

THIS pure Black Paint is superior to all other Black Roofing Cements, Mastics and Patent Roofings now in use; and, for the last ten years, the genuine has been used in twenty-four States of the Union, and is now a fixed institution for the following purposes:—

THE PAINTING OF TIN, SHEET IRON, COPPER OR ZINC ROOFS, GALVANIZED IRON, BRIDGES,

LOCOMOTIVE

AND STEAMBOAT SMOKE PIPES,

And all IRON WORK requiring a PERFECTLY PURE GLOSSY BLACK, exposed to weather and fire.

It has been in general use in England for the last ten years, for the protection of Vessels' Bottoms from the water and the worm, for which it is particularly well adapted. For sale by the barrel or gallon.

SAMUEL REYNOLDS,
PROPRIETOR,
Depot, 270 Third Avenue, New York.
All Orders promptly attended to. Best City References given.

Central Transportation Co.

THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of

WOODRUFF'S, KNIGHT'S, MYERS'
AND OTHER PATENTS FOR
SEATS AND COUCHES IN
SLEEPING CARS,

would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their

SLEEPING CARS,

and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.

The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated to degree of pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, **No. 1347 Brown st., PHILADELPHIA,** will receive immediate attention.

Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above,

O. W. CHILDS, President.

KING'S NOTES ON STEAM. LESSONS AND Practical Notes on Steam. The Steam Engine, Propellers, etc., etc., for young Marine Engineers, Students, and others. By the late W. R. King, U. S. N. Revised by Chief Engineer J. W. King, U. S. Navy. Fourth Edition, enlarged and improved.

"This is the second edition of a valuable work of the late W. R. King, U. S. N. It contains lessons and practical notes on Steam and the Steam Engine, Propellers, etc. It is calculated to be of great use to young marine engineers, students, and others. The text is illustrated and explained by numerous diagrams and representations of machinery. This new edition has been revised and enlarged by Chief Engineer J. W. King, U. S. N., brother to the deceased author of the work."—[Boston Daily Advertiser.

"This is one of the best, because eminently plain and practical treatises on the Steam Engine ever published."—[Philadelphia Press.

"Its republication at this time, when so many young men are entering the service as naval engineers, is most opportune. Each of them ought to have a copy."—[Philad. Ev. Bulletin.

In one volume octavo, with illustrations, price $3. Copies sent free by mail on receipt of price. Published by D. VAN NOSTRAND, 192 Broadway, New York.

MUNN & CO'S PATENT OFFICE.

ESTABLISHED 1842.

DURING the past twenty years, Messrs. MUNN & Co., in connection with the publication of the WEEKLY ILLUSTRATED SCIENTIFIC AMERICAN, (the only paper devoted to the Mechanic Arts in the country,) have acted as Attorneys for procuring letters patent in the United States and all foreign countries.

They would state that they have acted, during this period, as agents for more than

TWENTY THOUSAND INVENTORS;

In fact, they have become identified with the whole brotherhood of inventors and patentees, at home and abroad. Thousands of inventors for whom they have taken patents have addressed to them most flattering testimonials; and the wealth that has inured to the inventors whose patents were secured through their office, and afterward illustrated in the SCIENTIFIC AMERICAN, would amount to many millions of dollars!

Messrs. MUNN & Co. are prepared to attend to patent business of all kinds, in the quickest time and on the most liberal terms.

For further information, send for a pamphlet which contains the Patent Laws of the United States, and much other valuable information of importance to inventors and all others who own patent property. Also pamphlets of information furnished regarding the Patent Laws of all foreign countries.

For further particulars address

MUNN & CO.,
No. 37 Park Row, New York,
Or corner F and 7th sts., opposite Patent Office, Washington, D. C. 3m35

Long's Valve Seat Planers.

TWO of these useful Machines with hand and power attachment for sale by

WILLIAMS & PAGE,
BOSTON.

PRICE $150 each. 3m47

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Exchange Place.

New York, 1st June, 1863.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard
500 " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 13, 1862. 28 Beaver st.

RAILROAD IRON.

THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & CO.,
38 Cliff st.

COPAKE IRON MINES.

THIS Company is now prepared to deliver, in quantities of 2,000 to 20,000 tons monthly, the very superior **IRON ORE** produced at its Mines in the town of COPAKE, Columbia County, N. Y.

The **COPAKE ORE** is a Hematite of the best quality known in the country, and has been extensively used by Iron Manufacturers for many years.

Applications will be received at the office of the Company, **No. 7 Nassau st.**, over the Continental Bank, New York. Communications by Mail may be addressed to **CHARLES H. MILLS**, President. 6m42

REMINGTON VERNAM,
Late of firm of HOYT & CO.,

STOCK & BOND BROKER,

59 EXCHANGE PLACE,
Cor. Broad Street,
NEW YORK.

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.

STOCKS and BONDS,

GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

P. W. GALLAUDET,

NOTE BROKER,

No. 1 WALL ST., near Broadway.
Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

AGENCY FOR THE SALE OF

U. S. Five-Twenty Bonds.

PARKE & BOWDOIN,
No. 76 Wall st., cor. Pearl st.

HAVING been appointed Agents for the U. S. 5-20 Loan, we are prepared to receive subscriptions to the above bonds at par. Interest in gold, commencing on the day of deposit. Orders accompanied by draft on this city will receive our prompt attention.

Stocks and Bonds bought and sold on commission at the Brokers' Board.

Mercantile paper and loans negotiated.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
52 WALL STREET.
STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. **WM. ALEX. SMITH.**

DUNCAN, SHERMAN & CO,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

FEARING & DALTON,

54 WALL STREET.
STOCKS and BONDS BOUGHT and SOLD
ON COMMISSION.

U. S. { 1881 SIX PER CENT. COUPONS.
7 3-10 TREASURY NOTES.
CERTIFICATES of Indebtedness.
FIVE-TWENTY BONDS.

BUY AND SELL BUSINESS PAPER.

REUBEN W. HOWES. CHARLES A. MACY.

HOWES & MACY,

BANKERS.

NEW YORK, August 25, 1863.

The subscribers having retired from the offices of President and Cashier of the Park Bank (which positions they have held since its organization), have established themselves in the Banking business at No. 30 Wall street (in offices recently occupied by J. J. Cisco Esq., Assistant Treasurer U. S.)

We are now prepared to receive accounts, and deposits with us can be checked for the same as with any of the city banks.

Interest will be credited to our depositors on their daily balances on the 1st January and July, at the rate of **three per cent.** per annum.

Particular attention will be given to Collections on all accessible points in the United States and Canada, on the most favorable terms.

Orders for the purchase or sale of all kinds of Government and other securities will be attended to promptly.

HOWES & MACY,
30 Wall st.

RAILROAD SECURITIES

OF EVERY DESCRIPTION.
STATE, CITY AND COUNTY BONDS,
BOUGHT AND SOLD.
WM. A. GUEST, 31 Wall Street.

Livermore, Clews & Comp'y,

BANKERS,
34 WALL ST., N. Y.
DEALERS IN
GOVERNMENT SECURITIES & GOLD.
STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS
Received on the most favorable terms.
Advances made on approved collaterals.

A. W. GREENLEAF & CO.,

BANKERS and BROKERS,

No. 44 EXCHANGE PLACE,
NEW YORK.

STOCKS AND BONDS

BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF

JOHN C. CAPP & SON,

Stock and Note Brokers,

No. 33 SOUTH THIRD STREET,
Directly opposite the Mechanics' Bank.
PHILADELPHIA.
STOCKS & BONDS BOUGHT AND SOLD
ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

ALEXANDER'S

ROOFING CEMENT-PAINT

FOR

Railway & Steamboat Co's,

BUILDERS and BUILDINGS generally.

THIS PAINT is warranted not to **Crack** or **Scale** either on **Wood, Iron, Tin,** or **Canvass.**

The ingredients in its composition are **all** of a preserving and protective nature. This Paint is now extensively used by Railway Companies and pronounced much **cheaper,** more **durable** and satisfactory than what was previously used. It is 2-5ths heavier in body than any other Paint.

Give this Paint a trial, and if not found as represented no charge will be made for it.

Send for descriptive circular and references.

W. G. PERKINS, Gen'l Ag't,
271 Broadway,
NEW YORK.

Platt, Johnson & Co.,

BANKERS and BROKERS,

49 WALL ST., N. Y.

DEALERS IN

GOVERNMENT SECURITIES & GOLD.

STOCKS AND BONDS

BOUGHT AND SOLD

At Brokers' Board and at Private Sale on Commission.

ALSO DEALERS IN

Foreign and Domestic Exchange.

MONEY INVESTED AND NOTES AND LOANS NEGOTIATED

ON THE BEST TERMS.

SAMUEL HALLETT & CO.,

BANKERS,

58 BEAVER STREET,

NEW YORK CITY.

DEALERS IN

Foreign and Domestic Exchange,

AND NEGOTIATORS OF

STATE AND RAILROAD BONDS.

HALLET & CORNWELL,

No. 24 PINE STREET,

Note & Exchange Brokers,

STOCKS, BONDS AND GOVERNMENT SECURITIES BOUGHT AND SOLD ON COMMISSION.

JACOB G. HALLET, (late with Blake Bros. & Co.)
RICH'D R. CORNWELL (late with G. S. Robbins & Son)
New York, February 14, 1863.

THE BRITISH AND AMERICAN

EXCHANGE BANKING CORPORATION,

LIMITED.

Established under the Companies' Act, 1862,

WITH LIMITED LIABILITY.

AUTHORIZED CAPITAL....ONE MILLION STERLING.

In 20,000 shares of £50 each.

Already issued, 15,000 shares of £50 each.

DIRECTORS.—Chairman—Harry George Gordon, Esq., Chairman of the Oriental Bank Corporation London. Deputy Chairman in London—Robert Gillespie, Jr. Esq., of the firm of Gillespie, Moffatt & Co. London Deputy Chairman in Liverpool—Harold Littledale, Esq., of the firm of T. & H. Littledale & Co., Liverpool Archibald Boyd Esq. Director of the Union Bank London William James Fernie, Esq., of the firm of Fernie Brothers & Co. Liverpool; John Gilchrist, Esq. of the firm of Gilchrist Watt & Co., of Sydney, Director of the Union Bank of London London: Wm. M Neill, Esq., of the firm of Neill Brothers & Co., Manchester; John Pender, Esq., M. P., Manchester Thos. Rees, Esq. of the firm of Woodward, Rees & Co. Liverpool; William Rennie, Esq., of the firm of Cavan Lubbock & Co., London; Samuel Stitt, Esq., of the late firm of Stitt Brothers & Co., Liverpool.

LONDON—Manager. John Skinner. Esq.
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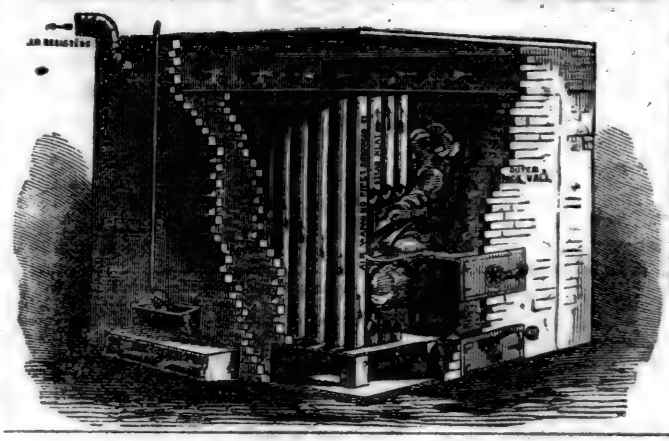
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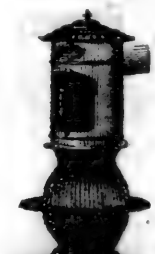
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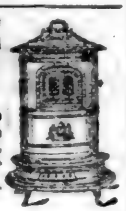
OFFICE OF THE NEW YORK CENTRAL RAILROAD CO.,
ALBANY, November 2, 1863.

THE annual election for Directors of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the 9th,) of December next. The polls will be opened at ten o'clock in the forenoon, and will continue open two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS,
Secretary.

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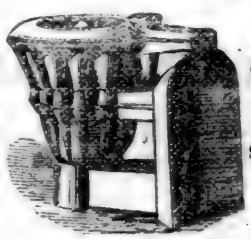
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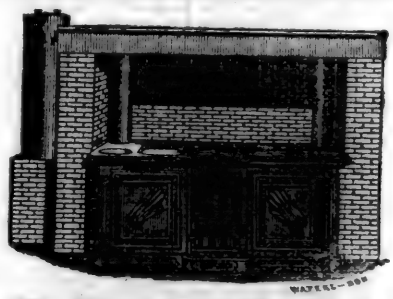
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 52.] SATURDAY, DECEMBER 26, 1863. [WHOLE No. 1,445, VOL. XXXVI.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 26, 1863.

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SPECIAL CAUTION TO

Railroad Companies & Car Spring Manufacturers.

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RICHARD VOSE,
Sec'y Metallic Car Spring Co.,
No. 54 William st., N. Y.

Horse Railroads.

RIGHTS OF OWNERS OF THE FEE OF A HIGHWAY TO COMPENSATION FOR ITS USE BY A HORSE RAILROAD.

The introduction of railroads upon public highways opened an important field of discussion as to the right of the person owning the fee of a highway to require compensation for its use. This right, as against steam railroads, has been thoroughly established in the State of New York, and we think in all other States. But a distinction has been taken in some cases, in favor of horse railroads. This distinction is repudiated in a late decision of the Supreme Court, (7th district,) of New York, in the case of Craig against the Rochester and Brighton Railroad Company.

This was a motion to dissolve an injunction—restraining the defendant from laying down the track of its railroad in a street of the City of Rochester, opposite the plaintiff's premises; no consent from the plaintiff, who was the owner of the fee to the centre of the street having been obtained, or damages appraised and paid. The defendant was duly incorporated under the general railroad act to construct a horse railroad from the City of Rochester to the village of Brighton, and had obtained a license from the municipal authorities of Rochester to lay its rails on certain streets of that city, of which the street in question was one. The opinion of the court was rendered by

JOHNSON, J., who said: In the case of Williams *vs.* the New York Central Railroad Company, (16 N. Y. Rep. 97,) it was held that an appropriation of a highway by a railroad company is the imposition of an additional burthen upon, and the taking the property of the owner in fee within the meaning of the constitutional provision which forbids such taking without compensation; and that the company can derive no title by any act of the legislature, or of any municipal authority, without the consent of the owner in fee, or the appraisal and payment of his damages in the mode prescribed by law. The same principal was again asserted in Carpenter *vs.* the Oswego and Syracuse Railroad Company, (24 N. Y. 655,) and also in Mahon *vs.* the New York Central Railroad Company, (*Id.* 658.) In the latter case, Clerke J., who delivered the opinion of the court says, "an easement for the purpose of a highway does not authorize as against the proprietors of the soil, the laying down of a railroad upon the track of the highway. The use of the land for a railroad is totally different from that public right of passage for which highways were designed." And still more recently it is understood, the same court in a case yet unreported, has emphatically reaffirmed the same doctrine. This must now be regarded as the settled law of this State, no other court having the power to overrule, or the right to disregard the decisions of the Court of Appeals.

These decisions settle and determine most conclusively the questions presented in this case, the important one being whether the defendant can use and occupy the soil of the street for its railroad without the consent of the owner or owners of the fee, or the appraisal and payment of damages to such owners. If anything can be regarded as settled by judicial determination, this with us at least is no longer an open question.

It is claimed, however, in behalf of the defendant, that inasmuch as the cars on the defendant's road are to be moved by animal, instead of mechanical power upon the railway, the decisions above referred to do not apply to this case, and several decisions of this court are cited, which do hold that the appropriation of a street or highway by a railroad company, so far as is necessary for the purpose of laying down and maintaining its track thereon upon which its vehicles are to be moved by animal power, is not a taking of the property of the owners of the fee within the meaning of the constitutional provision requiring compensation to be made. There are several cases of this kind in this court, it must be admitted distinctly asserting this doctrine. But so far as they are contrary to the decisions of the Court of Appeals, they are of no force or authority whatever, and are not to be followed. This corporation was formed under the general railroad law, and of course has no power, rights, or privileges superior to other corporations created under the same law. It can take under its charter and franchise precisely what other corporations created in like manner can take, without making compensation, or without the consent of the owner and nothing more.

Nothing can be clearer than that the burthen which the Court of Appeals has declared to be an

addition to that of an easement of a highway, and a taking of private property within the meaning of the constitution before referred to, does not consist in the particular force by which the carriage is drawn along the street. Every one must see that simply propelling the carriage along the street, whether by horses or mules, or steam or any other mechanical contrivance, would be simply exercising the right of passage over the highway, and no other or different right. But the new and additional servitude or burthen which constitutes the taking or appropriation, consists principally if not entirely in the use and occupation of the soil of the street, in laying down and maintaining thereon the permanent structure upon which alone the principal business of the corporation is to be carried on as the cases unmistakably show. This is a permanent and exclusive right and occupancy, which no other corporation or person can enjoy in common with the defendant without its permission.

I am aware of the interpretation put by Brown J., in the case of the Brooklyn Central and Jamaica Railroad Company *vs.* the Brooklyn City Railroad Company, (33 *Barb.* 420,) upon the decision in the case of Williams *vs.* the New York Central Railroad Company above cited. But it is only necessary to refer to the opinion in that case to show that the learned justice has entirely misconceived the grounds on which the decision must have been rested by the other judges. In the case now before us, it is true all persons having occasion to use the street or streets in which the defendants track is to be laid, may under the restrictions imposed upon this corporation by the municipal authority of the city, travel upon the track of the road the same as upon other parts of the street, but not in the same manner and for the same purpose for which it is to be used by the corporation. To a certain extent and in very material particulars the right to the use of the track for the purposes of passage merely, is in the company exclusively, and not common alike to all. It may be granted that the right of the defendant to the use of its track within the bounds of the city, is considerably less exclusive than it may be beyond those boundaries where no special restrictions have been placed upon it, beyond those imposed by the statute. But the difference is one of degree merely, and in no respect fundamental.

The provisions of the constitution must apply to the rights and immunities of this corporation in respect to taking private property alike in Rochester and Brighton. In either town so far as the principle of this case is concerned, the sole question is, does the corporation take private property or to any extent burden it, beyond the servitude of the easement of the highway.

This question as has been seen has been repeatedly answered by the court of last resort, and is no longer matter for controversy. Until that court shall see fit to reverse its numerous decisions upon this question the defendant, before it can lay down and use its track in the street, must either obtain the consent of the owner of the fee in such street over which the track is laid, or have the damages appraised and payment made as prescribed by statute. I have come to this conclusion after a careful consideration of all the authorities bearing upon the subject, and not without regret on account of the sacrifice of individual interests, and public convenience which it may occasion. But the rule of law when once ascertained must be upheld and enforced by all courts, whatever the detriment to the interests of individuals, or to the ease and convenience of the public. I shall not attempt to go over the several cases decided in this court in the first and second judicial districts, to which we have been referred by the defendant's counsel for the purpose of pointing out the erroneous character of decisions, or of showing their entire inapplicability, to the case before us. I rest the decision in this case entirely upon those of the Court of Appeals, which cannot as I conceive, without manifest perversion, be distinguished in any essential particular from the present case. It may be that in the City of New York, where the fee of all the streets is claimed and held to be in the city, the consent of the city authorities to the laying down and maintaining a railroad in the streets is to be regarded as the consent of the owner of the fee, as held by my brother Welles in the case of The People *vs.* Kerr. (*Barb* 357.) But the conclusion of Sutherland J. in the same case that the cases of The Trustees of the Presbyterian Church in Waterloo *vs.* The Auburn and Rochester Railroad Co., (*Hill* 567) and Williams *vs.* The New York Central Railroad Co. (*supra*) "should be considered as having been decided on the theory that the acts of the legislature authorizing the construction of the roads required these companies to acquire title to the soil of the highway, and to compensate the owners therefor," is without any foundation whatever as will plainly appear from an examination of those cases. But even if it were so, it would not aid the defendant here because the act under which it has its being has the same requirement in regard to compensation.

I have reason to know however that in the latter case (Williams *vs.* The New York Central Railroad Company), the court of appeals where the case was first argued was divided, and unable to come to a decision on the very question which lies at the foundation of this and all kindred cases to wit: Whether using a public street by a railroad company for the track of its road, was taking private property for public use within the meaning of the constitution, or whether it was but a mere mode of using and enjoying the public easement, without any essential extension or enlargement of such easement or encroachment upon the remaining rights of the source of the fee.

Upon a reargument before the same court composed in part of other Judges, the case was decided unanimously adversely to my views, and obviously as appears from the reported case upon the same questions on which the court had been previously divided. That decision settled and determined the question before controverted, and this defendant as well as others must submit to its authority.

Since writing the foregoing opinion I have been favored with a manuscript copy of the opinion of the court of appeals delivered by Smith justice in the recent case above referred to, of Wagner *vs.* The Troy Union Railroad Company, in which not only are the former decisions reaffirmed, but the distinction sought to be made between railroads operated by steam or horse power, is declared to be without foundation so far as the constitutional prohibition against taking private property without compensation is concerned.

The motion must therefore be denied with costs.

Michigan Central Railroad.

Annexed is a statement of the financial condition of this company on the 1st of December, 1863:

INCOME ACCOUNT.		Dr.
Dec. 1, 1863.—To balance of this account, per treasurer's report of June 1, 1863		$772,636 53
To receipts of road from June 1, 1863, to December 1, 1863		1,640,174 69
		$2,412,811 22
		Cr.
By dividend of six per cent. July 1, 1863		$363,420 00
By U. S. tax on dividend. $10,833 12		
" " passeng'rs 17,032 66		27,865 78
By annual payments towards sinking funds		84,500 00
By operating account, exclusive of interest and exchange, from June 1, 1863, to Dec. 1, 1863. $781,577 18		
By interest & exchange account from June 1, 1863, to Dec. 1, 1863. 296,298 25		1,027,875 43
By balance to new account.....		909,138 01
		$2,412,811 22

The foregoing account shows the net receipts of the road for six months ending 1st inst., after deducting operating, interest and exchange accounts, but excluding the amounts paid to the Sinking Funds, to be $612,299 26. After deducting the amount paid to the Sinking Funds, the balance is $527,799 26. Adding the balance to credit of this account June 1, $772,636 53, less the July dividend, $363,432, the amount to credit of income account is..... $909,138 01

Deduct dividend of Six per cent. declared, payable Jan. 1, 1864 ..... 363,432 00

Leaves a balance to income acc't of.. $545,706 01

The Company is free from floating debt. The sum invested in the sinking fund amounts to $570,062 27.

Erie and Niagara Railway.

At a recent meeting of the stockholders of this company held at Clifton, C. W., the following gentlemen were elected Directors:

Thomas W. Kennard, New York; Wm. A. Thomson, Fort Erie; Adam Cooks, Toronto; C. E. Blakesley, New York; Charles Day, New York; James McHenry, London, England; and Samuel Warren, New York. At a meeting of the Directors held subsequently, Thomas W. Kennard was elected President, William A. Thomson, Vice President and Charles Day, Secretary and Treasurer.

It will be seen by the following from the Buffalo *Commercial Advertiser*, that the company expect to have the road in working order from Chippewa to Fort Erie by the 1st of July:

"It is designed to make a railway connection between Fort Erie on Lake Erie, and Niagara on Lake Ontario. The distance between the two places is about twenty-eight miles. There has been for several years a railway in operation between Niagara and Chippewa. Between this date and the first of July next, the grading, ballasting and laying of the track between Chippewa and Fort Erie, opposite Buffalo, as well as the laying of new rails on that portion of the road between Chippewa and Niagara, will have been completed. At either end of this rond there are to be elevators for transfer of grain. Its charter grants the Company power to make railway connections with the Buffalo and Lake Huron Railway, and the Welland Canal at Port Colborne to our lines of steamers on

Lake Ontario, to run between Niagara and the several American and Canadian ports on Lake Ontario, as well as a ferry boat to connect Fort Erie with Buffalo, or to make a bridge across the Niagara river, making rail connection with the roads centering in this city. It is contemplated that important improvements will be made for harbor facilities at Fort Erie to accommodate lake vessels laden with grain designed for lower lake ports and Montreal. When this railway is completed with a railroad from this city to the coal regions of Pennsylvania, they will form important additions to our railway cannections, and will give us and our Canadian neighbors cheap fuel, and to the business interests of the city an important accession."

Erie Railway.

The earnings and expenses of this road for the fiscal years ending September 30, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From Passengers	$1,096,196 60	$1,670,082 58
" Freights	6,642,914 68	8,432,284 47
" Mails, etc.	124,861 40	143,800 18
Total	$7,863,972 68	$10,246,117 23
Expenses, viz:	**1862.**	**1863.**
Transportation exp.	$4,391,393 89	$5,704,870 85
Taxes	74,220 80	155,653 22
Other items	166,507 42	197,614 00
Total	$4,632,121 61	$6,057,638 07
Net earnings	3,231,851 07	$5,188,479 16

Compared with 1862, the gross earnings of 1863 show an increase of $2,382,144 55; with an increase in expenses of $1,425,516 46—making the increase in net earnings $956,628 09.

Ship Canal Around Niagara Falls.

We learn from the Niagara Falls *Gazette* that within the past few days surveyors have been surveying the short route for a ship canal between Lewiston and the river above the Falls, to connect the upper and lower lakes. This is preparatory to the presentation of a bill in Congress for the construction of the great chain of Ship Canals from the Mississippi to the Atlantic, of which this piece will form an important part. It is understood that Hon. D. C. Littlejohn, of Oswego, has the bill in preparation, and will present it at an early day. The proposed route of this great International Ship Canal will be from the Mississippi River to tide-water at New York, *via* Keokuk, Chicago, Niagara Falls, Lewiston, St. Lawrence River, Lake Champlain and the Hudson River.

The following is the estimated cost of these gigantic international improvements:

Enlarging the Illinois Canal from Keokuk to Chicago, making the locks 350 feet long, 70 feet wide, and 7 feet deep, admitting vessels of 600 tons burthern—per survey of the State of Illinois	$13,000,000
Ship Canal around Niagara Falls, from Head Water to Lewiston, distance eight miles, locks 300 feet long, 50 feet wide, 10 feet deep, admitting vessels of 1,200 tons burthen—survey of Charles Stewart, 1854	5,500,000
From St. Lawrence River to Albany, *via* Lake Champlain, locks same as in Ship Canal around Niagara Falls—survey of Charles Stewart, 1854	4,000,000
Enlarged locks on the Oswego and Erie Canals, making locks 225 feet in length, 26 feet wide, 7 feet deep, admitting vessels of 600 tons burthen—survey of New York State Engineer Taylor	3,500,000
Total	$26,000,000

Finances of Ohio.

From the Report of the Commissioners of the Sinking Fund, we learn that the total funded debt of the State, May 15, 1863, was $13,585,442 26.

During the six months ending Nov. 15, 1863, their has been redeemed:		
Of foreign loan of 1856	$1,166 33	
" " 1860	27,566 00	
Of domestic loan of 1863	2,300 00	
Of Union loan of 1866	89,000 00	
		120,632 33
Outstanding Nov. 15, 1863		$13,464,809 93

The existing funded debt of the State consists of the following loans, viz:

FOREIGN DEBT.

Loan of 1860, 6 per cent. interest			$1,263,279 00
" 1865, 5	"	"	1,015,000 00
" 1868, 6	"	"	379,866 00
" 1870, 6	"	"	2,183,531 97
" 1875, 6	"	"	1,600,000 00
" 1881, 6	"	"	4,095,309 47
" 1886, 6	"	"	2,400,000 00
Total foreign debt			$12,935,986 44

DOMESTIC DEBT.

Stock of 1849, not bearing interest	$1,765 00	
National road bonds, not bearing interest	60 36	
Union loan of 1866, not bearing interest	2,000 00	
Miami Extension Canal loan of 1863, 6 per ct. interest	245,785 00	
Union loan of 1868, 6 per cent. interest	279,213 13	
Total domestic debt		528,823 49
Total debt, November 15, 1863		$13,464,809 93

The receipts into the sinking fund during the six months ending Nov. 15, 1863, were:

Balance in Treasury, May 15, 1863		$84,050 04
From taxes—sinking fund		463,683 81
" war loan fund		115,794 96
From school lands		74,178 75
From surplus revenue		17,238 45
From dividends		12,095 34
Total receipts		$767,041 35

And the disbursements were:

For interest on foreign debt	$371,058 72
Interest on domestic debt	5,985 71
Interest on Union loan	19,684 46
Redemption of foreign debt	699 79
Redemption of domestic debt	2,300 00
Redemption of Union loan	89,600 00
Sundry expenses	3,395 06
Total disbursements	$492,723 74
Balance in Treasury	$274,317 61
Add balance in New York	7,310 06
Total amount of sinking fund on hand Nov. 15, 1863	$281,627 67

Lancaster Locomotive Works.

The Lancaster (Penn.) Locomotive Works have been leased by Messrs. James Norris & Brothers, of Philadelphia, and workmen are now busily employed fitting them up. They expect to have them in operation in a few days, and from the energy displayed by the lessees, we have no doubt the enterprise will prove a decided success. The Messrs. Norris have established a world-wide reputation as locomotive builders, and we learn that they have already orders from this country and Russia, which will take them over a year to fill with all the force they can employ.

State of the Rebel Treasury.

The following table of the receipts and expenditures of the rebel Treasury, with the funded and unfunded debt for the past year (exclusive of the foreign loan for the same period), appears in the report of the Secretary submitted to the rebel Congress:—

RECEIPTS FROM JANUARY 1 TO SEPTEMBER 30, 1863.

For eight per cent stock	$107,292,900
For seven per cent stock	38,737,650
For six per cent stock	6,810,050
For five per cent call certificates	22,992,900
For four per cent call certificates	482,200
Cotton certificates, act April 21, 1862	2,000,000
Interest on loans	140,210
War tax	4,128,988
Treasury notes	391 623,530
Sequestration	1,862,550
Customs	934,798
Export duty on cotton	8,101
Patent fund	10,794
Miscellaneous, including repayments by disbursing officers	24,498,217
Total	$601,522,893

EXPENDITURES DURING SAME PERIOD.

War Department	$377,988,244
Navy Department	88,437,661
Civil, miscellaneous, &c	11,629,278
Customs	56,636
Public debt	32,212,290
Notes cancelled and redeemed	59,044,449
Total of expenditures	$519,368,559
Total of receipts	601,522,893
Balance in Treasury	$82,154,334
From which is to be deducted the amount of Treasury notes which have been funded and brought in for cancellation, but have not yet been regularly audited, estimated	65,000,000
Total	$ 17,154,334

The public debt (exclusive of the foreign loan) at the same period was as follows:—

FUNDED.

Eight per cents	$207,128,750
Seven per cents	42,745,600
Six per cents	41,006,270
Six per cent cotton interest bonds	2,035,000
Total	$292,915,620

UNFUNDED.

Treasury notes: general currency	$608,632,798
Two years notes	8,477,975
Interest notes at 3.65	627,460
Interest notes at 7.30	122,582,200
Under $5	4,887,095
Five per cent call certificates	26,240,000
Total	$766,447,519
Deduct amount of treasury notes funded and cancelled, above referred to	65,000,000
Total	$701,447,519

In order to estimate the amount of Treasury notes in circulation at the date of this report, there must be added the further sum of one hundred millions for the two months which have elapsed since the date of the above schedules.

The balances of appropriations already made by Congress, and not drawn on September 30, stood as follows:—

War department	$395,502,698
Navy department	24,413,645
Civil, miscellaneous, &c	56,240,996
Customs	294,460
Total	$476,451,799

The estimate submitted by the various depart-

ments for the support of the government, are made to 1st July, 1864, the end of the fiscal year, and are as follows:—

Legislative department	$309,005
Executive department	52,350
Treasury department	22,583,359
War department	438,078,870
Navy department	18,624,945
State department	544,409
Justice department	333,587
Post office department	62,908
Total	$475,498,493

If these estimates be extended to embrace the remaining six months of the calender year, they must be doubled, and that sum added to the undrawn appropriations would make an aggregate of $1,427,448,778.

Specie in the Vaults of the New York City Banks with the Amount of Circulation.

	Specie.	Circulation.
American Ex. Bank	$1,659,864 71	$56,795 00
Atlantic	72,112 00	106,349 00
America, Bank of	1,977,562 42	7,872 00
Commerce, "	1,410,656 47	1,705 00
State of N.Y. "	833,123 00	74,931 00
Commonwealth	129,500 00	203,067 83
New York Dry Dock	65,129 00	43,168 00
New York	1,168,324 25	95,945 00
N. America	119,380 51	137,458 00
Republic	745,019 96	48,852 00
Broadway	580,334 67	70,370 00
Bull's Head	33,778 31	149,394 00
Butchers' & Drovers'	147,602 00	284,634 00
Chatham	77,327 02	13,513 00
Chemical	2,007,035 00	37,584 00
Citizens'	97,720 00	137,326 00
Continental	233,520 44	49,889 00
Corn Exchange	297,132 00	255,406 00
City	1,434,849 68	*None.*
East River	28,489 00	118,090 00
Fulton	516,613 09	58,706 00
Greenwich	167,724 88	35,882 00
Grocer's	43,664 32	9,190 00
Hanover	182,252 04	94,183 00
Importers' & Traders'	312,377 00	204,674 00
Irving	82,089 00	92,086 00
Leather Manufact'rers	355,363 53	*69,957 00
Manhattan	1,331,070 44	57,936 00
Manufact. & Merch'ts'	88,817 36	3,192 00
Marine	155,603 00	271,510 00
Market	252,413 93	73,998 00
Mechanics'	764,951 78	81,642 00
Mercantile	471,558 92	6,014 00
Merchants'	1,166,795 33	175,692 00
Nassau	198,267 47	6,397 00
North River	54,036 00	75,908 00
National	405,501 01	30,396 00
N. Y. County	24,719 19	104,475 00
N. Y. Exchange	22,996 70	164,695 00
Metropolitan	1,116,001 00	545,686 00
Merchants' & Traders'	188,239 38	194,755 00
Mech. Banks Ass.	139,543 87	22,725 00
Merchants' Exchange	226,581 45	39,714 00
Ocean	208,216 34	95,964 00
Oriental	82,742 05	165,015 00
Pacific	127,620 24	107,549 00
Park	1,743,819 26	887,490 00
Phœnix	1,507,803 07	31,334 00
People's	118,444 65	23,695 00
St. Nicholas	123,708 30	82,655 00
Seventh Ward	276,852 38	38,057 00
Shoe & Leather	167,085 00	588,725 00
Tradesmen's	188,636 36	352,924 00
Union	518,037 67	37,494 00

* Old issue.

☞ The track of the St. Paul and Pacific road is now laid to Anoka, a distance of 30 miles. The road will be formally opened at New Year, or upon the meeting of the Legislature, and completed to St. Cloud in the Spring, a distance of 75 miles, the iron and ties being ready.

Boston Line of Steamers to Europe.

The people of Boston are continuing to agitate the project of establishing a line of steamers from their port to Europe. The example of Montreal is held up as worthy of imitation. There a new company has been organized under the name of the North American Steamship Company with a capital of £500,000 in shares of £50 each, with a provisional board of directors.

In the year 1856, the total imports and exports of Montreal amounted to less than twenty millions of dollars. In 1862, the exports of breadstuffs alone, by sea, amounted to nearly seventeen millions of bushels, while the total imports and exports, by sea, for the same year, amounted to nearly thirty-nine millions of dollars, showing an increase of nearly one hundred per cent.

The Bostonians may therefore readily see what their advantage will be in establishing their line.

Meantime let them give their whole influence in Congress, in carrying out the proposition now before it to place a portion of our swiftest naval force on the great ocean routes, as mail and freight carriers. This is the most obvious and satisfactory method yet devised for restoring our foreign commerce.

Lynn and Boston Horse Railroad.

The gross earnings of this road for the year ending December 31, 1863, were $93,631 82; and the expenses for the same period, $77,169 26; leaving a balance in the hands of the Treasurer of $16,462 56. The expenditures for construction have been $151,395 94; and for equipment, $75,771 18. The floating debt, after deducting materials on hand, is $10,704 56. The entire capital of $150,000, as previously voted by the company, has been subscribed for and the stock issued. The bonds issued amount to $50,000. The company voted to increase the capital stock to $200,000, the amount authorized by the charter.

The directors elected for the ensuing year are: Isaac Stebbins, W. R. Pearmain, A. M. Kidder, N. W. Turner, P. P. P. Ware, Benjamin Shurtleff, A. A. Breed, Mark Healey, Dean Peabody, E. F. Waters and J. E. M. Gilley.

A Steamship Line for Philadelphia.

An important maritime port without a steamship line, in the present advanced state of commerce, is quite an exception. All the principal ports of Europe have steam communication weekly, and in some cases tri-weekly, with the United States; whilst our own port, having direct communication with the ocean, has no steamship connection with Europe. Passengers wishing to visit Europe on business or pleasure, must go to other cities, and merchants sending their produce to, or getting manufactures from Europe, must have all filtered through Northern cities, at a great increase of cost and delay as compared with direct communication.

There is no doubt a lively interest is felt in this question by the public; but *nothing is done.* One scheme after another has been projected, and the words "Steamship Line" are synonymous with failure; and, whilst we are deliberating, other cities are acting, and monopolizing trade which *naturally* belongs to us.

A line of splendid steamers is, however, to be organized at once, to run, fortnightly, between Liverpool and Philadelphia, provided negotiations now pending are successful, of which there is every probability. Messrs. Richardson, Spence & Co., of Liverpool, and Messrs. Thos. Richardson & Co., of this city, are about to contract with the best builders in England for the construction, as soon as possible, of four first class steamships, of three thousand tons register, to be equal to any steamer afloat, provided they meet with the proper encouragment. We hope that all who are interested in the prosperity of Philadelphia will give this enterprise their support, that our city may reap the benefits of the increased commerce which would result.—*Philadelphia Inquirer.*

☞ Gov. Morton writes to Messrs. Winslow, Lanier & Co., the bankers in this city who are now advancing money for the payment of the Indiana State interest, that their liberal conduct in stepping forward to aid him in this matter is warmly appreciated by good men of all parties in Indiana. The Indianapolis *Journal* says:

"The conduct of Messrs. Winslow, Lanier & Co., of New York, in advancing the money to pay the interest on Indiana stocks, is worthy of all praise. When compared with the conduct of the State officers, who have taken an oath to do their duty by the State, and who, living upon State salaries, have done all in their power to discredit her and forfeit her good name, it becomes the subject of high admiration. This is not the first time this eminent firm have shown liberality and a generous disposition toward our State. When the rebellion first broke out, and before a war loan could be effected, they tendered the use of a large amount of money to the State authorities to equip our troops. And subsequently, before the war bonds could be converted, they advanced large sums at various times for the purchase of arms, blankets and equipments. Their assistance in these respects were always timely; and now when they step forward to save the State's credit by advancing so large a sum, they display a magnanimity toward us and a just confidence in the integrity of the State, which, by contrast, exhibits the action of our State officers, who are especially charged with maintaining the financial character of the State, in a light at once shameful and disgusting. The public should understand these facts, that justice may be done to Winslow, Lanier & Co., as well as to our public servants who have proved recreant to the important trusts confided to them."

Railroad Earnings--Monthly.

The earnings of the Galena and Chicago Union Railroad for November, 1863, were $219,885 70
Do., 1862 159,530 35

Increase $60,355 35

Corrected earnings for October, $284,808.

The earnings of the Marietta and Cincinnati railroad for November, 1863, were $76,763 85
Do., 1862 55,257 12

Increase $21,506 73

The following is a comparative statement of the earnings of the Chicago and Milwaukee Railway for November:

	1862.	1863.
Passengers	$20,705 86	$30,485 89
Freight	12,386 69	15,845 36
Miscellaneous	1,597 69	2,469 74
Total	$34,690 24	$48,800 99
Increase		$14,110 75

The earnings of the Cleveland and Pittsburg Railroad for November, 1863, were:

From Freight	$115,000 00
" Passengers	54,000 00
" Mails	1,798 00
" Express, etc.	6,854 00
Total	$177,652 00
November, 1862	148,576 29
Increase	$29,075 71

The earnings of the New York Central Railroad for November, 1863, were $1,043,514 64
Do., 1862 968,228 21

Increase $75,286 43

The business of the Illinois Central Railroad in November was:

LAND DEPARTMENT.

Acres construction lands sold	14,890.49	for	$166,997 47
Acres interest fund lands sold	2,677.56	"	24,337 53
Acres free land sold	4,548.16	"	52,284 26
Total sales during the month of Nov., 1863	22,116.21	"	$243,619 26
To which add town lot sales			1,851 15
Total of all			$245,470 41
Acres sold since Jan'y 1, 1863	194,590.67	for	$2,109,886 59
Acres sold previously, net sales	1,198,326.00	"	15,139,473 89
Total	1,392,916.67	"	$17,249,310 48
Construction bonds cancelled previous to November 30, 1863			$2,620,000 00
Cash collected in November			139,783 04

TRAFFIC DEPARTMENT.

Receipts from passengers	$131,039 78
" freight	267,000 90
" mails	6,358 34
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in November, 1863	$414,399 02
" " 1862	372,592 50
Receipts from Jan. to Nov. 31, 1863	$4,085,548 79
Do. do. do. 1862	3,086,363 74
Increase	$999,185 05

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of November ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From freights	$309,267 23	$237,972 51
" passengers	138,808 76	107,186 12
" express matter.	2,500 00	2,630 55
" mails	7,825 00	7,825 00
" rent of railway.	7,083 34	7,083 34
" miscellaneous	885 47	1,686 20
Total	$466,369 80	$364,333 72
Increase		$102,036 08
Earnings from Jan. 1 to November 30	$4,647,693 50	$3,374,426 02
Increase for 11 months		$1,273,267 48

Increase for November, 25.25 per cent.; increase to November 30, 37.75 per cent.

The earnings of the Chicago and Northwestern Railroad for November, 1863, were as follows:

Passengers	$52,438 58
Freight	97,445 76
Mail	2,033 33
Express	1,411 67
Miscellaneous	58 33
Total	$153,387 67
November, 1862	108,955 90
Increase	$44,431 77

The earnings of the Milwaukee and Prairie du Chien Railroad for Nov., 1863, were $138,342 40
Do., 1862 122,271 61

Increase $16,070 79
Total from Jan. 1, 1863 $1,134,344 41
Same period last year 1,101,898 56

Increase $32,445 85

The earnings of the Housatonic Railroad for November, 1863, were $32,039 68
Do., 1862 25,085 09

Increase $6,954 59

The earnings of the Hudson River Railroad for November, 1863, were $295,750 13
" 1862 270,082 62

Increase $25,667 51

The earnings of the Michigan Central Railroad for November, 1863, were $339,793 00
Do., 1862 307,474 00

Increase $32,319 00

The earnings of the Michigan Southern and Northern Indiana Railroad for November, 1863, were $326,650 00
Do., 1862 305,284 00

Increase $21,366 00

The Chicago and Rock Island Railroad earned in November, 1863 $191,789 00
Do., 1862 137,408 00

Increase $54,381 00

The earnings of the Erie Railway for November, 1863, were $1,026,065 23
Do., 1862 902,905 51

Increase $123,159 72

The earnings of the European and North American Railway for November, 1862 and 1863, have been as follows:

	1863.	1862.
Passengers	$4,868 51	$3,990 22
Freight	6,868 81	4,974 16
Mails & sundries	393 00	1,021 37
Total	$12,129 82	$9,985 75
Increase, 1863		$2,144 07

The following is a statement of the earnings of the Indianapolis and Cincinnati Railroad for Nov., 1863, were $64,736 19
Do., 1862 59,696 21

Increase $5,039 98

The earnings of the Hannibal and St. Joseph Railroad Co. for Oct., 1863, were $151,549 07
Do., 1862 79,443 32

Increase $72,105 75

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Dec. 18, 1863, was as follows:

Passengers	$18,957 94
Freight and live stock	33,173 49
Mails and sundries	2,192 28
Total	$54,323 71
Corresponding week of 1862	54,962 70
Decrease	$638 99

The earnings of the Grand Trunk Railway for the week ending December 12, 1863, were:

Passengers	$27,827 49
Freight and live stock	6,560 00
Mails and sundries	70,356 63
Total	$104,744 12
Corresponding week, 1862	103,901 14
Increase	$842 98

The earnings of the Chicago and Alton Railroad for the 2d week of December, 1863, were:

	1863.	1862.
Passengers	$14,420 12	$10,846 46
Freight	82,271 46	24,876 17
Sundries	1,592 92	1,166 97
Total	$48,284 50	$36,889 60
Increase	11,394 90	

The earnings of the Galena and Chicago Union Railroad for the 2d week of Dec., 1863, were:

Freight	$40,802 20
Passengers	9,923 94
Mails	1,300 00
Total	$52,026 14
Same week, 1862	33,134 62
Increase	$18,891 52

The approximate earnings of the Marietta and Cincinnati Railroad, in the 2d week of December, 1863, were:

	1863.	1862.
Passengers	$4,303 40	$3,012 76
Freight	11,676 70	7,803 34
Mail, express & telegraph	907 00	922 82
Total	$16,887 10	$11,738 42
This month to date	$33,082 25	$23,321 68

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in Dec., 1863, have been:

From Freights	$20,847 58
" Passengers	7,426 56
" Mails and rents	993 50
Total	$29,267 64
Same week, 1862	16,249 18
Increase	$13,018 46
Total from January 1, 1863	$1,163,612 05
" " 1862	1,118,147 74
Increase	$45,464 31

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week in December, 1863, have been:

From Freight	$15,650 05
" Passengers	8,547 51
" Mails and Rents	993 50
Total	$25,191 06
Same week, 1862	15,389 80
Increase	$9,801 26
Total from Jan. 1, 1863	$1,188,803 11
Same period, 1862	1,133,537 54
Increase	$55,265 57

The earnings of the Chicago and Northwestern Railway for the 2d week in December, 1863, were $30,486 47
Do., 1862 20,209 70

Increase $10,276 77

The earnings of the Chicago and Rock Island Railroad for the 2d week of December, 1863, were $45,020 00
Do., 1862 29,346 00

Increase $15,674 00

The earnings of the Michigan Central Railroad for the 2d week of Dec., 1863, were $70,454 00
Same period, 1862 56,430 00

Increase $14,024 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of Dec., 1863, were $74,379 00
Do., 1862 58,579 00

Increase $15,800 00

The earnings of the Cleveland and Toledo Railroad for the 2d week of November, 1863, were $42,872 00
Same week, 1862 40,958 00

Increase $1,914 00

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	----	----
" " " (new pref.)	554,000	6	----	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	----	----
Camden & Atlantic (preferred)	620,800	7	----	22
Catawissa (preferred)	1,150,000	7	----	32
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarantied)	343,500	----	----	----
Chesbire (preferred)	2,017,825	7	----	5½
Chicago & Alton (preferred)	2,464,336	7	----	93
Chicago & Northwestern (pref.)	2,400,000	7	----	60
Cochecho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	----	----
" " " (preferred)	833,000	6	----	49½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,982,180	7	----	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	----	----	53
Erie (preferred)	8,535,700	7	7	102⅜
Hannibal & St. Joseph (preferred)	5,309,528	7	----	40
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	830,000	7	----	----
Kennebec & Portland (preferred)	247,000	6	----	----
" " (new pref.)	125,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	----	70½
" " (2d preferred)	3,424,169	7	----	50
Michigan S. & N. Indiana (guar.)	2,893,600	8	----	132
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	109
" " " (2d pref.)	1,014,000	7	7	88½
Milwaukee & St. Paul (preferred)	2,255,000	7	----	----
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	110
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guaranteed)	630,000	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	----	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	----	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	----	83¾
Pittsfield & North Adams (guar.)	450,000	6	6	----
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	----	----
" " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	----	76
Toledo & Wabash (preferred)	926,200	7	----	70
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guaranteed)	1,500,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,667,343	6	J. & J.	1886	101
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	----
Bonds guar. by Virginia	200,000	6	----	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	103
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Pennsylvania:					
1st Mortgage	7?2,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	106½
Unsecured bonds	2,773,726	6	J. & J.	'63–'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	463,500	6	A. & O.	1876	104½
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	99
2d Mortgage	3,980,670	6	J. & J.	1882	87
Improvement	568,500	6	M. & N.	1876	88
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	63½
Preferred Interest b'ds.	227,539	6	" "	1878	25
Union, (Pa.):					
1st Mortgage	2,500,000	6	M. & N.	1883	27
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	100

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
Canal and Navigation Stocks:	$	$	p c	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	36
Delaware and Hudson	100	7,500,000	7	170½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	2,500,000	6	59½
" " (scrip)	50	1,803,000	6	49½
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	68
" (preferred)	100	1,175,000	10	135
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	17½
" " (preferred)	50	2,722,607	—	33
Susquehanna and Tide Water	50	2,048,260	—	15½
Union (preferred)	50	2,750,000	—	4?
West Branch and Susquehanna	100	1,000,000	6	110½
Wyoming Valley	100	500,000	6	75
Steamship and Transit:				
Central American Transit	----	----	----	34
Nicaragua Transit	----	----	----	2½
Pacific Mail Steamship	100	4,000,000	----	212
Union Steamship (Boston)	----	----	----	157
Express:				
Adams'	100	2,000,000	----	----
American	500	1,000,000	----	----
National	100	250,000	----	----
Overland Mail	100	500,000	----	----
United States	100	800,000	----	----
Wells, Fargo & Co.	100	1,000,000	----	----
Telegraph:				
American	100	1,600,000	----	----
Atlantic	----	----	----	----
Insurance Stocks:				
Ætna Fire	50	200,000	----	----
Columbian (Marine)	100	500,000	----	----
Mercantile Mutual	100	600,000	----	----
New England Mutual (Life)	----	----	----	----
Washington (Fire)	50	400,000	----	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	----	----
New York Life Insurance & Trust	100	1,000,000	----	----
United States Trust	100	1,000,000	----	----
Land and Improvement:				
Boston Water Power	----	----	----	45½
Boston and Roxbury Mill	----	----	----	59½
Canton (Baltimore)	100	5,000,000	----	33¾
Cary Improvement	5	300,000	----	9¼
East Boston	----	----	----	13
Essex (Boston)	100	1,000,000	----	85
Waverly (Boston)	----	----	----	2½
Gas-Light:				
Baltimore	100	----	8	----
Boston	500	1,000,000	----	842½
Brooklyn	25	2,000,000	----	----
Cincinnati	----	----	----	----
City (Brooklyn)	----	----	----	----
Citizens' (Brooklyn)	20	----	----	128
Hartford	----	----	----	----
Jersey City and Hoboken	----	----	----	----
Manhattan, N. Y. (stock)	50	4,000,000	----	272
" " (scrip)	37½	----	----	239
Maryland (Baltimore)	25	----	----	----
Metropolitan, N. Y.	100	----	----	134
New Haven	----	----	----	----
New York	50	750,000	----	----
Philadelphia	----	----	----	----
Pittsburg	----	----	----	----
St. Louis	----	----	----	----
Southwark (Philadelphia)	----	----	----	----
Williamsburg	50	----	----	----
Unclassified:				
American Coal	25	1,500,000	----	94
American West India	100	1,000,000	----	----
Baltimore Coal	100	----	----	----
Baltimore and Cuba Smelting	100	----	----	145
Central Transportation	----	----	----	----
Cherry Run Petroleum	----	----	----	9
Cumberland Coal (preferred)	100	5,000,000	----	44
George's Creek Coal and Iron	100	1,000,000	----	72
Gold Mining of Colorado	----	----	----	----
Hazleton Coal	50	----	----	68
Hudson River Bridge	100	----	----	----
Mariposa (gold)	100	10,000,000	----	34½
Metropolitan Coal	100	----	----	----
New Almaden (quicksilver)	----	----	----	----
New Jersey Zinc	100	1,200,000	----	----
Pennsylvania Coal	50	3,200,000	----	156
Quicksilver	----	----	----	60½
Santa Clara (quicksilver)	----	----	----	8½
Santa Rita [silver, copper, and lead]	----	----	----	----
Sonora Expl. & Mining (silv. & cop.)	----	----	----	----
West India Cotton	100	100,000	----	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price p.sh.
Acton (copper)	----	2½	200,000	----	4½
Adventure (copper)	----	----	----	----	----
Albany and Boston (copper)	----	11½	20,000	----	12
American and Mexican Silver	----	----	----	----	----
Algomah (copper)	----	----	20,000	----	2
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	----	20,000	----	5
Balt. and N. Carolina (copper)	----	5	----	----	20
Bay State (copper)	----	----	20,000	----	17½
Bedford (copper)	----	----	20,000	----	1½
Black River (copper)	----	----	20,000	----	55c
Bohemian (copper)	----	7½	20,000	----	9½
Bucks County (lead)	----	----	----	----	1½
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	90c.	20,000	----	2½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----	----	----
Central (copper)	----	5	20,000	----	55½
Chandlers (copper)	----	5	20,000	----	3½
Columbian (copper)	----	4½	20,000	----	8½
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	11
Copper Falls (copper)	----	25½	20,000	----	25½
Dacotah (copper)	----	----	20,000	----	4½
Dana (copper)	----	----	20,000	----	4½
Doylestown (copper)	----	----	----	----	----
Dudley (copper)	----	----	20,000	----	4½
Eagle River (copper)	----	----	20,000	----	5½
Everett (copper)	----	----	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	----	----	----	7½
Flint Steel River (copper)	----	----	20,000	----	10
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	60,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	8	20,000	----	47
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	90c.
Grand Portage (copper)	----	----	20,000	----	----
Great Western (copper)	----	----	20,000	----	4
Guilford (copper)	----	5	20,000	----	40c.
Hamilton (copper)	----	----	20,000	----	4½
Hancock (copper)	----	4½	20,000	----	11½
Hanover (copper)	----	----	20,000	----	4
Highland (copper)	----	----	20,000	----	6
Hilton (copper)	----	----	----	----	----
Humboldt (copper)	----	----	20,000	----	7
Huron (copper)	4	12½c	20,000	20	31
Indiana (copper)	----	----	----	----	----
Isle Royale (copper)	----	16½	20,000	----	26
Jefferson (copper)	----	----	----	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	----	20,000	----	9
Madison (copper)	----	----	20,000	----	5½
Mandan (copper)	----	----	20,000	----	3½
Manhattan (copper)	----	----	20,000	----	4½
Mass (copper)	----	----	20,000	----	----
Mesnard (copper)	----	3½	20,000	----	13
Minnesota (copper)	----	3½	20,000	----	65
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	80
Native (copper)	----	----	20,000	----	2½
Naumkeag (copper)	----	----	20,000	----	5½
New England (copper)	----	----	20,000	----	3½
North Cliff (copper)	----	2½	20,000	----	6½
North State (copper)	----	5	20,000	----	9½
North Western (copper)	----	----	20,000	----	9½
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	----	----	----
Ogima (copper)	----	----	20,000	----	----
Ontonagon (copper)	----	----	20,000	----	3½
Ottawa (copper)	----	----	102,000	----	----
Pennsylvania (copper)	25	2½	20,000	----	42c.
Petherick (copper)	----	1½	20,000	----	7
Pewabic (copper)	----	3½	20,000	----	11
Phœnix (copper)	----	10	20,000	----	62
Pittsburg and Boston (copper)	----	5½	20,000	----	20½
Placentia Bay (lead)	----	5	200,000	----	84
Pontiac (copper)	----	2½	20,000	----	----
Prince of Wales (copper)	----	----	----	----	7
Providence (copper)	----	----	----	----	----
Quartz Hill (gold)	----	----	----	----	----
Quincy (copper)	----	10	200,000	----	11
Rockland (copper)	----	5	20,000	----	95½
Saginaw (saline and mineral)	----	----	----	----	16½
St. Mary's (copper)	----	----	----	----	----
Shawangunk (lead)	----	5	110,000	----	10
Sheldon (copper)	----	----	----	----	----
Silver Hill	----	5	----	----	----
Silver Valley	----	5	----	----	----
South Side (copper)	----	1½	20,000	----	10
Springfield (copper)	----	5	20,000	----	5½
Star (copper)	----	----	20,000	----	2½
Superior (copper)	----	4	20,000	----	8½
Toltec (copper)	19	19	20,000	----	9
Tremont (copper)	----	----	20,000	----	3½
Union (lead)	----	----	----	----	4½
Vermont (copper)	5	----	----	----	80c.
Waterloo (copper)	----	----	20,000	----	----
Wickham (copper)	----	----	20,000	----	1
Wickopee (copper)	----	5	100,000	----	1
Winthrop (copper)	----	----	20,000	----	4½
Wyandotte (copper)	----	----	----	----	6

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.	....	
30 Nov. '62	1.52	—			—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	48
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	65
30 Nov. '62	8.21	—			—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	124½
30 Nov. '62	0.99	—			—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.30	—			—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—			—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.43	—	123	28	—	Lynn and Boston	193,310	86,200	60,000	55,547	61,936	501	—	....	....
30 Nov. '62	3.51	—			—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—			—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	62½
30 Nov. '62	9.33	—	290	42	—	Middlesex (Boston)	461,730	356,000	—	59,457	124,718	41,398	4	....	106½
30 Nov. '62	2.87	—			—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—			—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—			—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	30½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—			—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—			—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—			—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	....	....	—	Worcester	60,000	....	....	....	....	....	....	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	100	69	....
30 Sep. '62	24.01	—	....	....	69	25 Brooklyn Central & Jamaica	794,912	492,160	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.00	....	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	....	....	—	Brooklyn City & Ridgewood	51,328	53,500	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	—	Buffalo Street	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	—	Central City (Syracuse)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	—	Centr'l P'k,N.&E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	....	....	....	....	....
30 Sep. '62	17.25	—	....	....	....	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	90
30 Sep. '62	—	6.00	....	....	....	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	....	....	....	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	....	....	....	....	....	Fourteenth Street (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	4.52	—	....	....	....	Grand St. & Newtown (W'g)	....	....	....	....	....	....	8	....	....
30 Sep. '62	4.63	—	....	....	....	Harlem Br.,Moris'a & Ford'm	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	....	Main & Ohio St. (Buffalo)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	....	Niagara Street (Buffalo)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.00	16.00	....	42	....	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	....	....	....	....	N.Riv.& Wall st. Ferry(N.Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	11.00	....	....	....	Port Morris & Westchester	1,200	1,200	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	....	Rochester City & Brighton	....	1,700	....	....	....	....	....	....	....
30 Sep. '62	16.00	—	....	....	....	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	88
30 Sep. '62	....	....	....	....	....	Seventh Avenue (N. Y.)	....	....	....	....	....	....	....	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	....
30 Sep. '62	—	....	....	....	....	Tenth Av & 32d st. (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	....	....	....	....	Troy and Lansingburg	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	—	—	—	—	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V.Brunt st.& ErieBas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—	....	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.80	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	25	....	57
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	30
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	60
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	66½
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	27
31 Oct. '62	8.78	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	45½
31 Oct. '62	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	....	....	....	....	Lombard & South st. (Phila.)	....	....	....	....	....	....	....	....	16
31 Oct. '62	11.17	—	....	....	....	North Philadelphia	300,000	200,000	100,000	—	....	....	....	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,000	2½	....	....
31 Oct. '62	7.04	—	—	19	—	Pittsb.,Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	20½
31 Oct. '62	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	21
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	84½
31 Oct. '62	5.63	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	15	....	11
31 Oct. '62	8.35	—	....	17	5	Spruce & Pine (Phil.&Gr'dF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	13½
31 Oct. '62	7.65	1.51	170	39	6	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	47½
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	84½
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	18
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	.....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	.....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	.....
31 Dec. '62	3.63	—	....	....	....	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	....	....	....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	.....
30 Nov. '62	3.33	—	....	....	....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	.....
30 Nov. '62	4.48	—	....	....	....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	.....
30 Nov. '62	10.20	—	....	....	—	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Cantr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	109
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	95
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	150,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	60,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " .....coupon		6	" "	1867	....
Loan of Dec. 31, 1848.....registered	8,908,342	6	" "	1868	105
" " " .....coupon		6	" "	1868	106
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	125
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	98
" " " .....coupon		6	" "	1874	100
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " .....coupon		6	" "	1871	98
Oregon War Debt of June, 1861.....coupon	1,026,600	6	" "	1881	105
" " " " " .....coupon		6	Yearly.	1881	105
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	104½
" " " .....coupon		6	" "	1881	110
Loan of July 17, 1861.....registered	59,042,800	6	" "	1881	....
" " " .....coupon		6	" "	1881	....
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	100
" " " (5-20s).....coupon	350,000,000	6	" "	1882	101½
Treasury Notes of Feb. & Aug. 1861.coupon	52,931,000	7.3	Feb. & Aug.	1864	106½
" " Apr. & Oct. 1861.coupon	86,989,500	7.3	April & Oct.	1864	108½
Treasury Notes of 1863 (legal tender),coupon	50,000,000	5	" "	1865	....
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	....
Certificates of Deposit	23,059,295	4	On red'mp'n	10 d's'	....
" " "	70,814,639	5	" "	notice	....
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	102½
" " " .....(currency)		6	" "	1 year	99½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est paid for many yrs	1868	....
" — " " (B'k of State). "	610,000	6		1868	....
" — " " (" "). "	34,000	5		1868	....
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	125
" — " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,004	7	" "	1872	....
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	....
" — " " " ..... "		6	" "	'81-'82	107½
" — " " " ..... "	1,000,000	6	" "	1883	....
Florida—State bonds.....coupon	143,000	7			....
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	....
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock.....inscribed	1,970,987	6	Jan. & July.	1870	102
" — " " bonds..... "	1,322,085	6	" "	1877	103½
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock.....coupon	2,187,000	6	" "	'63-'80	104
" —War bonds..... "	2,000,000	6	" "	1879	102
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	101
" — " " (dollar) ..... "	1 939,397	6	" "	1870	103
Indiana—State stock.....registered	5,825,500	6	Jan. & July.	1886	81
" — " " ..... "	2,058,178	2½	" "	1886	55
" —State Int. Imp bonds (not adjusted)	391,000			d'm'd.	....
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1881	96
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	87½
" — " " special stock "	1,216,737	5	" "	.....	....
" — " Deferred stock..... "	1,243,000	5	" "	.....	....
" — " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1868	....
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	....
" — " bonds to School Fund ..... "	122,295	10	Annually.	d'm'd.	....
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	....
" — " " " .. "	54,000	7	May & Nov.	1878	....
" — " " (domestic)..... "	65,000	6	July.	1883	....
Kentucky—State bonds.....coupon	4,800,000	6	Jan. & July.	'65-'75	....
" — " " ..... "		5	" "	'81-'91	....
" — " " ..... "		6	" "	'95-'96	....
" — " " (bank)..... "	600,000	6	" "	1891	....
" — " " ..... "	67,500	6	" "	'91-'96	104
" — " " (war loan) .. "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6		d'm'd.	60
" — " " (R. R. etc.)... "	3,902,000	6		'67-'99	....
" — " " (banks)..... "	5,398,533	6		.....	....
" — " " (war loan)... "	670,000	6		.....	....
Maine—State bonds.....coupon	.....	6	Mar. & Sept.	'63-'77	103
" — " " (war loan) ..... "	1,000,000	6	Jan. & July	'81-'83	105
Maryland—State bonds (st'lg).....coupon	816,000	5		1865	....
" — " " (st'lg conv.)... "	200,376	5		1865	....
" — " " (st'lg)..... "	5,585,555	5		'89-'90	105
" — " " (st'lg conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	....
" — " " (") ..... "	100,000	4½		1888	....
" — " " (") ..... "	767,660	5	Chiefly	'42-'58	....
" — " " (") ..... "	399,408	5	quarterly.	1880	....
" — " " (") ..... "	148,711	5		'89-'90	....
" — " " (") ..... "	133,089	6		pleas.	....
" — " " (") ..... "	3,000,000	6		1870	115
" — " " (") ..... "	85,000	6		1885	....
" — " " (") ..... "	603,333	6		'89-'90	112
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	....
" — " " (T. & G. R. R.)... "	503,380	6	" "	'88 '90	....
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	108½
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	....
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	....
" — " " (Cons. Stat'se.) "	150,000	6	" "	1870	....
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	110½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	....
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" — " " (" ") "	94,000	5	Jan. & July.	1874	....
" — " scrip.....	200,000	6	" "	'64-'66	....
" — " "	247,000	6	June & Dec.	'68-'72	....
" — " "	63,000	5	" "	'68-'72	....

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	....
" — " " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	108½
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	108
" —Back Bay Loan ..... "	168,000	5	" "	1890	....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	....
" —War Loan.....(" ") "	597,000	7	" "	1896	104
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	....
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	106
" — " " (Indian war). "	100,000	7	" "	1871	....
" — " " (Railroads)... "	2,275,000	7	" "	1893	....
Mississippi—State bonds (Banks).....coupon	2,000,000	6		'41-'71	....
Missouri—Bank stock Loan of 1857.....	63,000	5½	Jan. & July.	1883	....
" — " " " "	199,000	6	" "	1863	....
" — " " " "	100,000	6	April & Oct	1863	....
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	....
" —Renewal Loan of 1853.....	200,000	6	" "	1883	....
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	66
" — " " S.W. Branch.. "	4,500,000	6	" "	'87-'89	....
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	87
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	....
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	....
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	....
" — " " Platte Co. .... "	700,000	6	" "	1889	....
" —Revenue bonds	431,000	9	June & Dec.	'64-'66	....
" —State Defense warrants	750,000			.....	....
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	107½
" " —Notes	200,000	6		.....	....
New Jersey—State stock .....registered	96,000	6	Jan. & July.	Var.	....
" " — " " (" ").	531,820	6	" "	'65-'71	....
" " — " " (" ").	200,000	6	" "	1871	....
New York—General Fd: Astor Debt.....	581,500	5	Jan. & July.	pleas.	....
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	....
" " — " " " " ..	900,000	5	" "	1875	....
" " — " " " " ..	442,961	5	May & Nov.	1908	107
" " — " " " " ..	1,189,781	6	Jan. & July	pleas.	....
" " — " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	....
" " — " " " " ..	11,050	5½	.....	d'm'd.	....
" " — " " " " ..	14,230	6	.....	d'm'd.	....
" " — " " Railroad Loans....	421,000	6	Jan. & July.	'65-'67	....
" " — " " " "	287,700	4½	J., A., J., & O.	1864	....
" " — " " " "	85,000	5	Feb. & Aug.	1876	....
" " — " " " "	28,000	5½	J., A., J., & O.	1865	....
" " — " " " "	100,000	6	" "	1867	....
" " —Canal Fund Loans.....	3,922,274	5	" "	'63-'74	105½
" " — " " "	16,889,025	6	" "	'64-'76	115
" " — " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	53½
Ohio—State bonds (foreign debt) ....coupon	1,408,905	6	Jan. & July.	1860	....
" — " " (" ") .... "	1,015,000	6	" "	1865	95
" — " " (" ") .... "	379,866	6	" "	1868	....
" — " " (" ") .... "	2,183,532	6	" "	1870	103½
" — " " (" ") .... "	1,600,000	6	" "	1875	104
" — " " (" ") .... "	4,095,309	6	" "	1881	108
" — " " (" ") .... "	2,400,000	6	" "	1886	108
" — " " (domestic debt).....	275,385	6	" "	1863	103
" — " " (war loan).....coupon	299,704	6	" "	1866	....
" — " " (" ").... "	1280,969	6	" "	1868	....
" —Irredeemb'e debt (school funds, etc)...	2,920,403	6	Yearly.	.....	....
Oregon—State scrip	55,372			.....	....
Pennsylvania—State Stock Loans.....	181,200	4½	April & Oct.	due.	....
" — " " "	10,780,095	5	Jan. & July.	due.	99½
" — " " "	3,886,070	5	Feb. & Aug.	due.	....
" — " " "	3,690,614	5	Mar. & Sept.	due.	103½
" — " " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,890	5	" "	1864	....
" — " " "	675,029	5	Feb. & Aug.	1864	....
" — " " "	1,046,629	5	June & Dec.	1864	....
" — " " "	1,558,678	5	Jan. & July.	1865	....
" — " " "	2,277,755	5	" "	1868	....
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	105
" — " " " ..... "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	....
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	380,937	5	.....	.....	....
" —Relief Notes in circulation...	97,360			.....	....
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	....
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	104½
South Carolina—State bonds (stg).....coupon	434,444	5	.....	1868	....
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	....
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	....
Tennessee—State bonds (banks).....coupon	1,126,000	6	.....	1892	59
" — " " (intern. impr.) "	2,063,806	5	.....	Var.	....
" — " " (railroads)..... "	12,799,000	6	.....	Var.	....
" — " " (capitol) ..... "	608,000	5	.....	1890	60
" — " " (Hermitage) . "	48,000	6	.....	1890	....
Texas—Had no debt in 1861	.....			.....	....
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	....
" —State bonds (war loan) .....coupon	58,000	6	.....	'62-'68	....
" — " " (" ")	751,000	6	Jan. & July.	1870	104½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	....
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	49
" —State bonds (railroad) .....coupon	12,6 4,500	6	" "	'86-'03	....
" — " " (sterling)..... "	1,865,000	5	" "	1892	....
West Virginia—No information	.....			.....	....
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	....
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	....
" — " " (domestic) ... "	100,000	6	" "	1877	....
" — " " (" ... "	1,100,000	6	" "	'78-'88	....

MUNICIPAL SECURITIES LIST.

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Albany, N. Y.:				
5 per cents, municipal	$50,000	M. & N.	1864	
5 " " "	100,000	J. & D	'70–'74	
6 " " "	225,000	J. & J.	'65–'69	
6 " " water	800,000	F. & A.	'70–'81	
6 " " Alb. N'rth. R R.	300,000	M. & N.	1879	
6 " " A. & W. S. R.R.	1,000,000	J. & J.	'65–'76	
Alleghany City, Pa.:				
7 per cents, municipal		J. & J.	var.	
6 " " railroad		J. & J.	"	
Augusta, Me.:				
6 per cents, municipal	21,545	var.	'64–'69	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Baltimore, Md.:				
5 per cents, Int. Improv.	4,963,215	Qrtrly.	'38–'70	
6 " " Miscellaneous	400,920			
6 " " Court House	169,754			
6 " " Water	3,500,000			
6 " " New Jail	250,000			
6 " " B. & O. R. R.	5,000,000		1890	
6 " " P. & C. R. R.	1,000,000		1886	
6 " " Park	553,995		1890	
6 " " Float. & D'fens.	225,000		var.	
6 " " Bounty	92,900			
6 " " N.W.Va. guar.	1,500,000	J. & J.	1873	
6 " " Y. & C. "	500,000	" "	1877	
6 " " W.Md.RR. "	200,000	" "	1890	
Bangor, Me.:				
6 per cents, municipal	169,700	var.	'65–'82	
6 " " K. & P. R. R.	740,000	A. & O.	'63–'74	
Bath, Me.:				
6 per cents, municipal	145,242	var.	'64–'73	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Boston, Mass.:				
4½ per cents, municipal	595,205	var.	'78–'84	
5 " " "	1,807,618	"	'63–'70	
5 " " "	2,593,000	"	'71–'80	
5 " " "	364,000	"	'81–'85	
6 " " "	641,000	"	'63–'71	
5 " " water (notes)	400,000	"	'78–'79	
4½ " " " (sterling)	1,949,711	"	'72–'75	
5 " " " (dollar)	758,000	"	'63–'71	
Brooklyn, N. Y.:				
6 per cents, municipal	804,200	J. & J.	'64–'74	
6 " " "	245,000	" "	'75–'85	
6 " " "	404,000	" "	'88–'95	
6 " " "	25,000	M. & N.	'66–'68	
6 " " Williamsburg	429,070	J. & J.	'63–'81	
6 " " water	1,700,000	" "	'68–'81	
6 " " "	749,000	" "	1886	
6 " " "	819,000	" "	1891	
6 " " "	1,432,000	" "	1896	
6 " " "	850,000	" "	1899	
6 " " War Loan	115,000	" "	1865	
Buffalo, N. Y.:				
6 per cents, municipal	216,000	var.	'63–'79	
7 " " "	299,000	"	'65–'82	
Calais, Me.:				
6 per cents, municipal		J. & D.	1876	
Cambridge, Mass.:				
5 per cents, municipal	160,000	var.	'65–'82	
5½ " " " of '50–'51	16,000	"	'65–'71	
5½ " " " of '54–'57	56,000	"	'64–'77	
6 " " " of '58–'62	52,882	"	'64–'69	
6 " " bridge	20,000	F. & A.	1872	
6 " " water	50,000	J. & J.	1891	
Camden, N. J.:				
6 per cents, municipal	38,100	J. & J.	'65–'74	
6 " " "	27,300	" "	'78–'81	
Charlestown, Mass.:				
5 per cents, municipal	50,000	J. & J.	'67–'73	
5½ " " "	52,000	var.	'65–'67	
6 " " "	78,000	"	'68–'77	
5 " " Volunteer Aid	174,000	A. & O.	'77–'83	
5 " " water	202,000	" "	'82–'83	
Chelsea, Mass.:				
5½ per cents, municipal	105,000	A. & O.	'70–'72	
5½ " " "	74,000	" "	'79–'88	
6 " " "	117,000	var.	'63–'77	
Chicago, Ill.:				
10 per cents, municipal (old)	4,000	J. & J.	'63–'68	
7 " " (")	60,000	" "	'66–'74	
7 " " (new)	511,000	A. & O.	1881	
6 " " (old)	150,000	J. & J.	'63–'74	
6 " " (new)	200,000	" "	'75–'76	
7 " " sewerage	900,000	" "	'79–'87	
6 " " "	100,000	" "	1888	
6 " " water	1,133,000	" "	1885	
Cincinnati, Ohio:				
6 per cents, municipal		A. & O.	1895	
6 " " water				
7 " " railroads				
Cleveland, Ohio:				
7 per cents, municipal		J. & J.	var.	
8 " " Ohio city		" "	"	
7 " " water		" "	1879	
7 " " sewerage		" "	1890	
Detroit, Mich.:				
6 per cents, hydraulics	50,000	A. & O.	1865	
7 " " sewers	38,545	var.	'69–'71	
7 " " redemptions	167,338	"	'70–'79	
7 " " H. of Correct'n	50,000	J. & D.	1879	
8 " " redemptions	20,000	var.	'70–'71	
7 " " water	650,000	J. & J.	'70–'71	
Dubuque, Iowa:				
8 per cents, municipal	319,547	var.	'63–'72	
7 " " D. & Pac. R. R.	200,000	J. & J.	1875	
7 " " D. & W. R. R.	250,000	" "	1877	
Fall River, Mass.:				
5 per cents, municipal	$165,500	var.	'61–'71	
5 " " " (1862–'3)	56,500	"	1872	
Gardiner, Me.:				
6 per cents, municipal		var.	var.	
6 " " K. & P. R. R.	150,000	M. & N.	1870	
Hannibal, Mo.:				
10 per cents, municipal	40,000	var.	var.	
10 " " Pike Co. R. R.	59,000	Feb.	'63–'79	
10 " " " (N.Y.)	141,000	"	'74–'81	
Hartford, Ct.:				
6 per cents, municipal	123,500	var.	'64–'80	
6 " " park	130,000	F. & A.	1882	
6 " " railroad	500,000	J. & J.	1876	
6 " " water	250,000	J. & D.	1883	
6 " " "	125,000	J. & J.	1885	
Jersey City, N. J.:				
6 per cents, municipal	58,925	var.	'63–'74	
6 " " coupon	65,000	"	'62–'81	
7 " " "	118,000	"	'63–'75	
6 " " water	650,000	J. & J.	1877	
Keokuk, Iowa:				
8 per cts., railroad	600,000			
10 " " (sp'l tax)	150,000			
Lawrence, Mass.:				
5 per cents, municipal	13,000	var.	'63–'75	
5½ " " "	180,000	"	'63–'82	
6 " " "	151,550	"	'63–'79	
Louisville, Ky.:				
6 per cents, municipal		var.	var.	
7 " " "		"	"	
6 " " water		M. & N.	1887	
7 " " railroads				
Lynn, Mass.:				
5 per cents, municipal	46,000		1882	
5½ " " "	20,000		1874	
5½ " " "	60,000		1879	
5½ " " "	18,800		'64–'69	
6 " " "	76,300		'63–'74	
Manchester, N. H.:				
6 per cents, munic'l (notes)	7,100	sem.-an.	'72–'78	
6 " " (coupon)	93,500	" "	'66–'78	
6 " " (")	67,500	" "	'80–'88	
Marysville, Cal.:				
10 per cents, municipal		J. & J.	var.	
8 " "		" "	"	
Milwaukee, Wisc.:				
10 per cents, municipal	22,000	var.	due.	
7 " " "	77,500	"	"	
4 " " re-adjust'd	812,000	J. & D.	1894	
Nashua, N. H.:				
6 per cents, municipal	103,185	var.	'64–'80	
Newark, N. J.:				
6 per cents, municipal	216,000	sem.-an.	'70–'83	
7 " " Volunteer Aid	100,000	" "	1873	
New Bedford, Mass.:				
5 per cents, municipal	425,150	A. & O.	'63–'84	
New London, Ct.:				
6 per cents, municipal	150,000	J. & J.	'67–'87	
Newport, Ky.:				
7 per cents, municipal	20,000	F. & A.	1872	
6 " " bridge	37,000	J. & J.	1883	
8 " " "	15,000	" "	1883	
10 " " municipal	19,500	M. & N.	1888	
Newport, R. I.:				
5 per cents, municipal	150,000	A. & O.	'73–'84	
Newburyport, Mass.:				
5 per cents, municipal	205,000	var.	var.	
6 " " "		"	"	
7 " " "		"	"	
New Haven, Ct.:				
6 per cents, municipal	200,000	J. & J.	'70–'81	
New York, N. Y.:				
5 per cents, water	3,000,000	Quarterly, viz. F., M., A., & N.	1870	
5 " " "	2,147,000		1880	
5 " " Croton water	900,000		1890	
6 " " "	100,000		1890	
5 " " Wat. Stk '49 & '54	284,700		1895	
6 " " '54 & '57	1,878,000		1875	
5 " " Build'g Stk No. 3	75,000		1870	
5 " " " No. 4	115,000		1873	
5 " " Fire Indemnity	402,768	F. & A.	1886	
5 " " Central Park	399,300		1898	
6 " " "	3,066,071		1887	
6 " " "	275,000		1898	
6 " " Improv.	2,083,200		1887	
6 " " "	1,666,000		1876	
6 " " W. Wash. Mark't	600,000		1873	
6 " " Croton water	1,899,000		1883	
6 " " Floating Debt	2,748,000		1873	
5 " " Publ. Bldg No. 3	200,000		'62–'66	
6 " " Docks & Slips	500,000		'67–'76	
5 " " Publ. Education	154,600		1873	
6 " " Tompkins M'k't	119,000	F. & A.	'62–'69	
7 " " Harlem Bridge	60,000	var.	'63–'68	
6 " " Co. Court House	1,000,000	M. & N.	'75–'84	
5 " " Vol. Sold. Aid No. 7	500,000	" "	1871	
Oswego, N. Y.:				
7 per cents, Iron Bridge	24,500	annual.	'64–'70	
Peoria, Ill.:				
7 per cents, school	33,000		'78–'80	
7 " " railroad	215,000		'73–'74	
6 " " "	75,000		'71–'72	
Philadelphia, Pa.:				
6 per cents, consolidated	$689,907	J. & J.	'64–'73	
5 " " "	69,255	" "	'74–'82	
6 " " "	1,152,247	" "	'64–'73	
6 " " "	2,902,308	" "	'74–'83	
6 " " "	9,606,307	" "	'84–'90	
6 " " "	4,237,856	" "	'91–'99	
5 " " Phila. City	852,700	" "	'64–'74	
6 " " " "	489,600	" "	'75–'79	
6 " " " "	1,743,200	" "	'80–'91	
5 " " " " Poor	217,295		'64–'68	
5 " " Southwark	99,150		'64–'81	
6 " " "	110,806		'64–'77	
6 " " Richmond	34,146		'82–'93	
6 " " Spring Garden	17,000		1865	
6 " " " "	726,200		'65–'85	
6 " " Kensington	204,200		'65–'81	
6 " " District of Penn	60,333		'65–'76	
5 " " Moyamensing	6,000		'68–'71	
6 " " Frankford	48,459		'70–'73	
6 " " North Liberties	30,784		'70–'80	
6 " " West Phila.	71,313		'72–'78	
6 " " Germantown	1,000		1875	
6 " " Phila. County	360,117		'70–'75	
Pittsburg, Pa:				
6 per cents, municipal	1,009,700	J. & J.	var.	
4 " " railroad	1,800,000	" "	1913	
Portland, Me.:				
6 per cents, municipal	907,496	var.	'63–'83	
6 " " A. & St. L. R. R.	1,500,000	"	'66–'70	
6 " " " "	500,000	A. & O.	1866	
Portsmouth, N. H.:				
5 per cents, municipal	39,700	M. & S.	'64–'72	
5½ " " "	14,800	" "	'64–'69	
5½ " " "	13,000	" "	'64–'71	
5 " " Volunteer Aid	58,000	A. & O.	'67–'82	
Portsmouth, Ohio:				
7 per cents, municipal	30,000	J. & D.	1871	
7 " " railroad	90,000	" "	1866	
Poughkeepsie, N. Y.:				
6 per cents, municipal	47,677	var.	'64–'86	
6 " " water	14,000	"	'69–'78	
6 " " bounty	48,120	A. & O.		
Providence, R. I.:				
6 per cents, municipal	600,000	M. & S.	1885	
6 " " railroad	500,000	J. & J.	1876	
5 " " war	300,000	" "	1893	
Reading, Pa.:				
6 per cents, municipal	52,000	var.	var.	
Racine, Wisc.:				
10 per cents, plank road, etc.	48,000	var.	var.	
8 " " harbor	25,000			
7 " " railroad	300,000			
Rochester, N. Y.:				
7 per cents, Alms house	20,000	J. & J.	1864	
7 " " Floating	66,000	A. & O.	'74–'82	
6 " " City Hall	60,000	J. & J.	'64–'73	
7 " " Bridge & impr.	135,000	var.	'63–'82	
6 " " "	50,000	"	'76–'82	
6 " " St'm Fire Eng's	20,000	"	'81–'82	
6 " " R. & Gen. V. R.R.	260,000	J. & J.	'64–'76	
Sacramento City, Cal.:				
10 per cents, municipal			'64–'78	
St. Louis, Mo.:				
6 per cents, Pacific R. R.	457,000	var.	'71–'73	
6 " " O. & M. R. R.	429,900	J. & J.	'72–'74	
6 " " Iron Mt'n R.R.	285,000	" "	'74–'77	
6 " " municipal	1,464,000	" var.	'65–'83	
6 " " real estate	623,000	"	'64–'90	
6 " " sewerage	425,000	"	'70–'88	
6 " " impr. (old lim.)	254,000	"	'71–'87	
6 " " water	484,000	"	'71–'85	
6 " " harbors	239,000	"	'63–'86	
6 " " wharfs	163,000	"	'67–'81	
6 " " district sewers	15,000	"		
San Francisco, Calif.:				
10 per cents, municipal	1,354,300	M. & N.	1871	
10 " " fire	178,500	J. & J.	1886	
10 " " school	45,500	" "	1870	
7 " " "	3,000	" "	1866	
6 " " municipal	323,000	" "	1875	
6 " " city & county	1,734,500	" "	1888	
Springfield, Ill.:				
10 per cents, municipal	51,467		'64–'82	
8 " " "	59,000		'68–'81	
Springfield, Ohio:				
7 p. cts., Spgfd & Mfld R.R.	2,000	M. & N.	1866	
Taunton, Mass.:				
6 per cents, town bonds	75,000	J. & J.	var.	
6 " " town notes	10,000	" "	"	
Troy, N. Y.:				
7 per cents, municipal	140,000		'73–'79	
6 " " Schen. & T. R.R.	19,000		'63–'67	
6 " " Troy Un'n R.R.	115,000			
5½ " " Schen. & T. R.R.	107,000		'68–'72	
5 " " water	71,000		'62–'80	
Utica, N. Y.:				
6 per cents, municipal		var.	var.	
Watertown, Wisc.:				
8 per cents, M. Iw. & W. R.R.	80,000	J. & J.	1878	
8 " " W. & Mad. R.R.	200,000	" "	1877	
8 " " C., St. P. & F. du L.	200,000	" "	1876	
Wheeling, W. Va.:				
6 per cents, municipal		M. & S.	1873	
Worcester, Mass.:				
5 per cents, municipal	194,500	J. & D.	'64–'84	
Zanesville, Ohio:				
6 per cents, municipal		J. & J.	var.	

The Secret of the Inefficiency of our Steam Navy.--Working by Expansion.--Mattingly vs. Washington Steamboat Company.

A law case has just been concluded in the Supreme Court of the District of Columbia, which in its disclosures is not only extremely important to scientific men, and constructors of steam engines, but to that class of persons who are curious about the working of the political machine; in other words the administration of the Government. It appears by the evidence that the plaintiff sought to recover of the defendants a balance due him on a contract for the use of a cut-off applied in their steamers. The claim was resisted on the ground that the improvement was without value, as the working of steam on the principle of expansion which the cut-off effects in the cylinder of an engine, is worthless.

To sustain this defence, Mr. Isherwood, the Chief Engineer of the United States Navy, was called as a witness. This gentlemen is well-known in this city. In the time of Mr. Tyler, he was the correspondent of the *True Sun*, a daily paper in this city, and being well informed of the movements of the administration in advance of his associates at Washington, was able to make his letters desirable. From that time his advance as an engineer was continuous from the lower to the upper grades, while in the meantime he published some large folios on the subject of steam vessels, which gained him a certain kind of celebrity. Considerable originality and versatility of character, with good address, have served him through various administrations, until now, when he has become the entire master of the constructive policy in the Navy Department; and all the war steamers with a few exceptions, have been fitted with engines under his direction. In these he has repudiated the received principle of working these expansively by means of the cut-off.

At this trial, fortunately for the plaintiff, and more fortunately for the country, Mr. E. N. Dickerson, an eminent lawyer, son of the late Mr. Dickerson of New Jersey, who has also made the study of the steam engine a speciality, appeared for the plaintiff, and cross-examined Mr. Isherwood with an ability not often witnessed in our courts of justice.

For the first time in such a forum in this country has the subject of the expansion of steam been treated in a clear and popular manner; and the relations of science to Government made apparent as an element of success in its administration. In order that our readers may understand what we mean, we give extracts from the speech of Mr. Dickerson, regretting that it is not in our power to republish the entire argument of this very able man.

HISTORY OF WATT'S DISCOVERY.

This contract, on which this suit is brought, is just such an one as James Watt used to make, which led to the famous litigations of Bolton and Watt, in the Court of Common Pleas in England. James Watt had made that great improvement on the steam engine which rendered his name immortal. He was not the inventor of a steam engine, for a steam engine was used before James Watt ever saw one; and I will tell you how it operated. It had a cylinder and piston, just as it now has, but the cylinder was not covered overhead, as now. The steam was let into the cylinder at its lower end, and under the piston, which by its pressure was forced up against the pressure of the atmosphere, and thus one stroke was made. But, in order to make a second stroke, the steam now confined in the cylinder had to be condensed, or turned into water, and that was done by throwing cold water into the cylinder itself, and thus cooling it and the steam it contained. This was a very tedious and costly process; for at each stroke the cylinder, thus cooled, had to be reheated to a temperature at which it would permit steam to remain in it before another stroke could be made; and all this heat was lost at each stroke. No very useful steam engine could be thus made. At this point of time James Watt, the Shakspeare of mechanics appeared; a man whose equal as an engineer has not stood on this earth since, nor do I see any prospect that another will come; a man on whose intellect the Almighty had impressed that intuitive knowledge of His great physical truths, as He had impressed upon the intellect of Shakspeare an intuitive knowledge of His great moral truths. He was an humble man in station; but, illumined by the light of genius, he rose into grandeur which will never fade. He looked upon a steam engine, and at a glance saw its faults. Said he, "Take away this cold water from this cylinder; don't turn your steam into water in the cylinder; put your condenser on the outside; make a box somewhere, and carry the steam from the cylinder to that box, and there throw cold water on it and condense it, and then you won't have to reheat your cylinder at each stroke; you won't have to get rid of this water in the cylinder, for the steam will flow out by itself into the condenser and be there condensed."

There was the first great improvement on a steam engine, and it was the intellect of James Watt which made it. It was James Watt who fought the battles of civil liberty in the early part of this century. It was James Watt—not Lord Wellington—that conquered Napoleon. He it was who, by creating that physical power, enabled England to produce out of its internal resources those means by which she sustained herself against the gigantic strength of the great Emperor and carried on a war that resulted in his overthrow. Had James Watt never lived, the French Emperor would have wiped out from its place in the history of the world and out of the catalogue of nations that power and people who now domineer over land and over sea. James Watt was the great pillar on which they stood; and he it was who fought the great battle that maintained them in their present position, and he did it chiefly by that simple idea. He used to make contracts. He would go to a man who had a steam engine running on the old plan, and say, "I will put an engine here which will run as well and save largely in fuel. All the compensation I ask will be what one-half of the saving in fuel will amount to, if there shall be any saving. If not, I get nothing." Those were the "ifs" upon which the great suits of Bolton and Watts were founded. These suits became famous in the history of the world, and they form the dividing line between the past judicial determinations of England and the present.

PATENT VIOLATORS.

But Watt made those contracts I have mentioned; and when the defendants, as in this case, found that his share of profit was great—though theirs was great also—like dishonest men they refused to pay; and he, like this plaintiff, was driven into the courts for redress. Thus, you see, this is but an old story told again.

It has been said that in the affairs of the world history but re-enacts itself, and it is certainly true in regard to this matter. The moral character of the human species never changes. We may change our customs and our laws, erect our monuments of civil progress in every department of the human arts; but the human heart remains constant to its original pattern, and the fall of Adam leaves its impress indelibly fixed upon all his descendants through all time. And all these men in England who turned against James Watt, the great benefactor of his day and generation, and refused to pay him what they had solemnly contracted to pay, were just such men as to-day turn against the benefactors of their time, and refuse to pay what they contracted to pay, when they find that they might have bought their advantages much cheaper if they had not been ignorant. Of all things on earth, gentlemen, which men hate and refuse to pay for, intellect most excites their animosity. They will raise no objection to paying for coal, which they can see and shovel in and burn, the cost of which they can find out; but to pay for intellect—for that which apparently costs its owner nothing—they won't submit to that. They would have all men five feet ten inches high, and when one man rises above the average all the rest cluster around to pull him down. It is the old savage instinct; we are all more or less given to it; and I suppose we cannot help it. It will never die out in the human heart, and courts are created to control such passions when they come into play to the injury of society and the destruction of those principles and laws upon which society alone can stand.

THE PRINCIPLE OF EXPANSION EXPLAINED.

Let me now explain to you, gentlemen, what is meant by the "expansive power of steam," or "working steam expansively," which is the principal subject in issue here, and of vital consequence to the country. I will suppose a little cylinder one inch in diameter and of indefinite length, and a piston fitting in it steam tight, but without friction; and I will further suppose a cubic inch of water to be poured into the bottom of that cylinder, and the piston to be then let down on that water; and I will suppose that on top of that piston there is a platform placed carrying a ton weight of bricks. Now we have the machine ready for the experiment which is to determine the absolute power resulting from the conversion of water into steam. Now hold a lamp under that cylinder till it evaporates that cubic inch of water into steam, and it will lift that ton of bricks just one foot high. These are convenient units to remember. A cubic inch of water turned into steam will lift a ton weight a foot high—no more, no less. That is not precisely accurate, but it is so within a few pounds, and it is near enough for all practical purposes. When the weight is lifted a foot high it goes no further, and a valve must be opened in the bottom of the cylinder to permit another operation, by letting out the steam which has done its work. That machine is simply a full stroke or non-expansive engine, making one stroke; and for each stroke made by such an engine all the possible power to be got is the equivalent of a ton lifted a foot high for every cubic inch of water, evaporated—no more and no less. That is a law inherent in matter. It is the God given quality of water and heat. We cannot alter it. All we can do is to obey it. That is all you can get out of a steam engine without a cut off. But let us go a little further with our experiment. In place of opening the exhaust valve when the ton is lifted a foot high, take one brick off that platform. The load now is not quite so heavy as it was before, and the elastic steam compressed by that ton weight will expand a little under the diminished load, and will raise the bricks a little further. It gives you out a little more power. Then knock another brick off, and keep knocking them off, one by one, and up goes the piston, still carrying up those bricks which are left, until, when you have knocked them all off except the last fifteen pounds of bricks, they will have been raised about one thousand seven hundred inches high; and if you still further diminish that fifteen pounds, by knocking other bricks off, the steam will keep lifting the remainder higher and higher, and we do not know how high it will lift some weight. Now you will observe, gentlemen, that all the power which has come out of that steam after I began to knock the bricks off is a power which is, so to speak, a clear profit, since it cost no fuel or steam except that which had already raised the ton weight a foot high, and which was unable to raise it any higher unless by this diminution of resistance. James Watt discovered this principle—a law of steam—and measured its value remarkably well; and he also invented the best form of cutoff for carrying out this principle which has been made,

except that called the Sickles' cutoff, notwithstanding the hundreds of forms of cutoffs which have been invented and patented since. That form is now in use on the Cornish engines, and whenever in England to-day they wish to give an example of the great efficacy of steam the Cornish engine of James Watt—which depends entirely upon this cutoff for its value—is cited as the most striking illustration.

But you would wish to know how this principle of diminishing the load of resistance, as in the case of the bricks knocked off the platform, can be applied to machinery in general, and I will explain that. It is done by the aid of the momentum of the matter which the engine is moving—it may be a fly wheel, or the steamboat itself, or the train of cars, all of which, when once set in motion, will not suddenly stop, even though all power were suddenly suspended from driving them, and which, therefore, will continue to go on under the diminished pressure of the expanded steam. Thus you see that when the steam is cut off from the cylinder that which is in it continues to push on the piston with diminished force, but still with some force; and, as the piston cannot stop, it absorbs and through the wheels which it drives gives out again to useful effects whatever pressure is thus spent upon it; just as your watch will run all day although the spring which drives it grows weaker and weaker at each instant as it is relaxed.

The gain which can be obtained from this expansion is measured by the extent to which you carry it, or, in other words, how short you cut off the steam in the cylinder, and the amount of saving of fuel or increased power due to the different rates of expansion, or the different points of cut off, has been ascertained with mathematical precision by Mariotte and Regnault, and the law or rule which governs this rate is called the "Mariotte law." I will give you a few figures settled by that law, and then pass to more general considerations. As I have said, a cubic inch of water made into steam without expansion will lift a ton—a foot high, or whatever is equivalent to that. If that same cubic inch, after having done that work, is expanded into three cubic inches it will by that expansion lift another ton a foot high without calling on the furnace for any more fuel; if it is expanded five times it will lift one ton and six-tenths a foot high in addition to its original lift of a ton; and ten expansions will do three times and a third as much work as no expansion, using the same amount of fire and steam.

PRACTICAL ILLUSTRATIONS.

Now these are well settled facts in the world—such as rate of speed of a falling body—and are not disputed anywhere, except by our enlightened Secretary of the Navy and his enlightened engineer in chief. The navies of the world all use these principles by the aid of a cutoff; all merchant steamers in the world do the like; and steamers go fast and produce great results in proportion to the extent to which they use steam expansively. Mr. Forbes' steamer Foh Kien, of which I was the constructing engineer, and which we proved here before you, expands steam six or seven times, and she went nearly fifteen thousand miles in fifty-one days and a half, using about twenty-seven tons of coal a day, and carrying a full load of machinery in the hold; and she is a two thousand ton ship—much larger than those vessels in the navy, now building or built, which couldn't go that far in seventy days, nor with twice the total coal she used. And Mr. Roberts' steamer America, of two thousand tons, as we proved before you, when loaded with coal for a voyage to the Pacific, averaged at sea nearly twelve knots an hour, and ran thirteen measured miles in fifty-one minutes, with an amount of coal which Isherwood swore here could not possibly have made her go nine knots an hour on his theory, and which would hardly keep his twelve hundred ton sloops-of-war out of their own way. And so certain is all this, that when the defendants put Mr. Reede, of Baltimore—an engineer of large experience and intelligence—upon the stand, he was compelled to admit the truth, although you all know how reluctantly he yielded to my questions, (because he is building Isherwood's engines for the government, and fears the vengeance of the Navy Department.) I asked him:—

Mr. Reeder, isn't it perfectly certain that if you take out of the United States ships now building their small cylinders, and leaving everything else just as it is, put in large cylinders and an independent cutoff, you will vastly increase their power with the same coal—double it or treble it, according to the size of the cylinder?

He said:—

Yes, it is certainly true.

And it is true; and to deny it exhibits an ignorance or wickedness beyond my imagination to conceive.

EXPLANATION OF THE TERM CLEARANCE.

So much, gentlemen, for that part of the case. I will now show you that there were facts connected with this alteration of the Columbia—the steamboat to which the cutoff in this case was applied, and for the saving of fuel produced thereby this suit is brought—which render it perfectly certain that a great amount of fuel was saved; and this, too, entirely independent of the use of steam expansively—a saving about which they have called a witness on the stand—this Mr. Charles Reeder, of Baltimore—for the purpose of reducing it to ten per cent of the fuel burned; and that advantage resulted from the fact that the cutoff valve was close up to the cylinder, while the old cutoff was remote from the cylinder, with a large vacent space, called "clearance" to be filled with steam and lost at each stroke. Now, gentlemen, this advantage, you will observe, is entirely beyond that which results from working steam expansively. I will give you an illustration familiar to you all, by which you will see that advantage. If you have a barrel of sugar to sell which weighs a hundred pounds, and you sell it out in single pounds you will not get a hundred pound parcels precisely out of that barrel. If you have a roll of cloth on your counter, measuring a hundred yards, and you sell it out in yards, you will not sell one hundred yards of cloth out of it. And why? Simply because with each pound of sugar you weigh, or each yard of cloth you cut, you give good weight or measure, and each time sell a little over; and the sum total of these little excesses will always use up a considerable amount in the barrel of sugar or the roll of cloth. Therefore persons who sell at retail have to add to the price to make up for the loss. That is exactly the case of the steam engine. The piston travels ten feet in the cylinder; but it does not travel so as to fill up the entire space which the steam occupies. There is still beyond that ten feet a space; so that when you take steam out of the boiler at every stroke of the engine, you take out more than the ten feet to fill up the "clearance." There is an excess which you measure out at every stroke, and that excess diminishes the original supply in proportion to the amount of that clearance; just as you lose cloth or sugar in proportion to the amount your clerk overruns the yard-stick or how much sugar he throws into the scale more than needed to balance the weight. That clearance is an absolute and fixed quantity in a given engine, and how much it will cost is entirely calculable and can be ascertained by measurement exactly; and that absolute quantity is entirely independent of whether you work steam expansively or not, although it becomes a larger per centage of loss when running with than without expansion.

ISHERWOOD'S CONTRADICTIONS AND MOTIVES.

Now, gentlemen, before I came here Mr. Isherwood had sworn that item clean and clear out of this case, and had said it was "infinitessimally small"—"as eighteen is to infinity." But it was not necessary to do that in order to show that there was no practical benefit in expansion; because there is no connection between these two things at all—none whatever. The loss by clearance is a loss that occurs in a steam engine whether you work it with or without expansion; and you can save it just as well upon one engine as upon another. You can shorten the excess measured by the yardstick, or the excess of sugar that weighs down the scale; and that, I say, is independent of the quality of the sugar or the cloth. This man, therefore, was under no necessity to swear as he did. What then, did he want? Why did he come here? He came here regardless of the rights of these parties, for the purpose of swearing for the verdict of a jury of his countrymen, and the judgment of an intelligent court, which would tend to prove that the navy engines were built properly. That is what he came here for—to attempt to prove that the laws of Watt and Mariotte, and of all the great men who have preceded us in this great march of civilization, are mere fallacies; that the engineering of the world is entirely wrong; that this discovery, made within the last year or two, as Isherwood says, by himself, was entirely right. And if he could get that judgment from this jury the newspapers of the country would be filled with telegram after telegram and paragraph after paragraph to the effect that this great man whom my learned friends heralded here under such flying colors, and whom they dropped so soon when I had stripped him naked and produced only "Snug, the Joiner"—that this great man had succeeded in establishing in a court of justice, after the most searching investigation, how he was all right, notwithstanding the notorious fact that his new ships cannot catch a blockade runner; and he would then insist that their failures were not his fault but the fault of the workmen, and of the material used, and all that kind of trash, such as we have heard him swear to on this stand. Because, I observe, gentlemen, that the country has begun to be alarmed, and the newspapers are teeming with these accounts of our naval failures; and it is necessary for these people who have produced these shameful results to find some means to help them out of this mire; and so he came here to lead you, and to lead his honor into this train that he has following him, and to have the benefit of your support. Therefore it was necessary, in order to have a verdict, to strike out of this engine a saving which had no more connection with the use of steam expansively than the excess of your pound weight has to do with the quantity of the sugar you weigh. For we are entitled by a verdict for whatever saving was effected by putting on the cutoff, even if it were true that no part of it arose out of the use of expanded steam; and we had proved that a saving of ten per cent at least was due to the closing up of this immense "clearance" by moving the cutoff upon the cylinder.

When, therefore, I read this man's testimony, and found that he had set out to swear this case through at all hazards, I at once comprehended his object, and saw how important it was to the Navy Department, just now when so much public anxiety is felt at the constant failures of our navy, to have just such a verdict as this one would be if they could get it. But I was not a little surprised at the audacity of this particular piece of swearing, as I had in my hands a couple of books published by this Isherwood—one of them under the authority of this very Navy Department—in which he states the exact value of this loss by clearance, and reduces it to precise figures for different rates of expansion, according to the well known rules which govern this case; showing that in some cases where the clearance is much less than in this engine the loss it occasions is eighteen per cent of the total fuel. But I will read from his book (Engineering Precedents, vol. ii. p. 74):—

"Collecting the above, we have in the different cases following for the loss of economic effect from the steam due to the space comprised in the *clearance and port* of the cylinder, and expressed in per centum of the effect that the steam would have produced had there been no such space to have been filled with it:—Without expansion, 6.98 per cent; with an expansion of twice, 8.24 per cent; with an expansion of four times, 11.70 per cent, and with an expansion of eight times, 18.13 per cent."

This I read to him; and one would have thought it must have arrested him in his mad career to self-destruction; but it produced no such effect. He tossed it off as easily as if it were but a feather's weight. "Oh yes," said he: "that was my theory before I tried the Lake Erie experiment. It was true in theory, but not in practice."

OLD CUTOFF'S AND SICKLES' COMPARED WIRE-DRAWING AND FRICTION.

But there was still another cause of saving in the case of the Columbia, for which the charge made, by applying the Sickles' cutoff, was entitled to credit, and which was also independent of the principles of expansion, and that arose from the fact that the old cutoff valve on the boat was simply a damper turning in the steam pipe—just as a stove pipe damper is turned to shut off draft—and which, from its nature, must leak enormously; whereas the Sickles' cutoff valve was a single puppet valve—that is a tapering or conical stopper set into a corresponding hole, which it fits, and upon which the steam to be stopped presses, thus making it tighter and tighter as the pressure is greater and greater. Now it is plain enough that this cause produced a saving, and so Mr. Reeder admitted, and said that the old damper valve could not be made steam tight, as, indeed, you must see yourselves, without his aid. But Isherwood had to swear that fact out, too, for he was bound to get your verdict; and he swore that there was no difference whatever in the tightness of valves, and that with equal workmanship the damper was as tight as the plug. Now, as Isherwood is no mechanic, and never struck a blow as such in his life, he might have been ignorant of this simple truth, which Mr. Reeder, a good mechanic, testified to; and therefore I looked again to his book to see whether he had not written drown this fact about valves there—for every man who ever saw a steam engine work knows this obvious fact—and behold, as in the case of the "clearance," he has fully stated the whole matter, and tells us that this single valve is the only one which can be made tight. I read from page 58 of his precedents:

"Freedom from leakage, however, is from physical causes, and the forms habitually given to valves *an impossibility;* and of the large number of indicated diagrams that I have examined, from many engines of various types and proportions, I have never seen one which did not evidence a *very considerable leakage.*"

He then proceeds to describe the various valves in use; and, as if to prepare for his own destruction in this case, and thus concludes:—"The single puppet valve" (*i. e.*, the valve on the Columbia), "which is one flat, thin disk, *can be ground tight;* but it is now scarcely ever employed." Thus proving that when he swore these valves were all alike he knew better, and had published his knowledge to the world. This same subject will become important hereafter, and I pass it over without further comment.

And there was still one other cause why fuel was saved on the Columbia by the Sickles cutoff, which was, that by its use the valve cutting off the steam was closed very rapidly after it began to shut, whereas the old cutoff valve closed comparatively very slowly. Again, Mr. Reeder their witness, admitted this to be a cause of saving; and again, Isherwood was called to discredit their own witness, and to deny that self-evident proposition; and again, he was ready for the emergency. The loss by slow closing of the valve results from what is called "wire-drawing" the steam—a phrase which suggests that when the steam has been forced through a hole too small to pass the quantity required, it must lose some of its strength in forcing itself through—just as a wire is reduced in strength by being forced through a smaller hole. But Isherwood swore solid that there was no loss of power due to moving steam from the boilers to the engine; and when I put to him the case of a steam pipe a mile long and an inch in diameter, through which the steam had to travel from the boiler to the engine, as compared with a pipe of the usual length and size, he unblushingly swore that no loss of power would result, and that the steam at the end of the pipe would drive the engine just as well as in the ordinary way; for said he "steam has no friction," whereas if it were water—which I compared it to—he admitted there would be a loss due to the friction of water. Again I had but to turn to his book to prove him to be false, and not ignorant, and again he was overwhelmed, but not abashed. I read from page twenty of this large volume.

"According to the well settled laws of thermodynamics, steam, in overcoming any force of any kind, must suffer condensation. For instance, in rising in vacuo in a vertical column against gravity, exclusive of overcoming any resistance except that of its own weight, it will condense. It will condense in *transporting itself from the boiler to the cylinder*, and from the cylinder to the condenser, and in following the piston down the cylinder, supposing the load to be carried by an external power. In fact it cannot produce movement in its own particles of any kind *without expenditure of mechanical force*, and consequently transmutation of heat and resulting condensation."

And it follows, of course, that the greater are the difficulties to be overcome, the longer the distance over which the steam must "*transport itself*," the greater will be the loss of "*mechanical power*," and the less will remain to be used for some other purpose at the end. It is not true, however, as he ignorantly supposes, that the steam is condensed in thus losing its force; it only loses its pressure or tension, but it remains steam all the same unless cooled by external radiation. It does not become water.

JOULE'S EQUIVALENT.

Now I will explain a simple matter to you, as it is just now much talked of in the world, and but little understood. It had been supposed, long ago, by profound thinkers, that there was somewhere in the universe a measure or standard by which all the causes and effects seen in physical phenomena might be brought to some common unit, just as all the things we buy and use are brought to the standard of a pound weight or a pint measure. Dr. Mayer and Rumford investigated the question with great effect, and they ascertained very closely the true ratio which exists between motion and heat; but it was left for Mr. Joule, a careful and laborious experimenter, to fix with precision the standard and to give his name to the fact thus ascertained. The phrase, "Joule's equivalent," now signifies that Mr. Joule discovered that the mechanical power required to lift seven hundred and seventy-two pounds a foot high was the *equivalent* of the heat required to raise the temperature of one pound of water one degree of Fahrenheit; and that is all it means.

From this discovery of Joule many erroneous conclusions have been drawn, among which is the assumption that because heat and power are found to be equivalent to each other in a certain ratio, therefore that one is converted or transmuted into the other. This is not true any more than it is true that when a roll of greenbacks disappears ont of your pocket and a barrel of flour appears in your kitchen, the greenbacks are transmuted into flour. They are the equivalent of flour and you buy flour with them, but you can't "transmute" them into flour.

Isherwood, however, considered that as this subject was a little "confused and mixed up," like his book, he might use it as a cloak to cover his new juggle; and so he asserted that, in consequence of Joule's equivalent, the steam in an engine was condensed into water and lost, and that therefore there was no benefit in expansion. In his first book there was no room for this theory, for already he had used up all the benefit of expansion by other devices of his active imagination, and although he knew of Joule when he wrote that book he did not assign to him any of his losses; for if he had he would have more than used up all the benefits and left poor Watt in the minority entirely. But when I spoiled his first work he produced Joule to fill up the ranks, just as a fresh regiment is brought forward, after a crushing discharge of artillery, to carry on the fight.

And here opens a chapter of barefaced fraud which has no precedent in the history of the world in this department of swindling.

The remainder of Mr. Dickerson's speech consists of an examination of Mr. Isherwood's theories, and false application of principles, a criticism on his experiments on Lake Erie really scorching, and a statement in various ways of the evil influences which have prevailed in the Navy Department to produce a nearly worthless class of steamers, with engines which will not work, with speed of the lowest rates, and with boilers of such size and weight (to do without expansion) that they leave no room for the trews, guns and ammunition.

Every Engineer in the country should study this admirable production.

Railway Movements.

We learn from Chicago, that the railway system in its vicinity are in a state of great development. The leading lines are much stimulated by the commencement of the Pacific road, and it is believed that before the close of the next summer, the trains will be running to Council Bluff, opposite the initial point of the main trunk Pacific line.

A railroad to Denver City is daily becoming more and more a necessity. Two years is the limit we set for its completion. It is scarcely possible to delay it much longer. The line from Dubuque is also stretching away towards Sioux City, on the Missouri. It is to be opened to Cedar Rapids in January.

In Illinois a road is about to be commenced running from Cairo north, through the western tier of counties, and intersecting the St. Louis road at Belleville, in St. Clair County. Work has been recommenced on the Pike County road. This is an important link, about eighty-five miles long, connecting the Hannibal and St. Joseph road with the Great Western, extending across the country from the Mississippi to the Illinois. It is expected to be in running order next season. The Burlington and Quincy extension, thirty miles, is well under way. When completed it will give that company an independent track from the junction into the city. The Illinois Central has recently purchased the line of Upper Mississippi steamboats, and will, the coming season, run a line in connection with the road from Dunleith to St. Paul. There is also to be a line from Prairie du Chien, in connection with the Milwaukee and Prairie du Chien road. In Minnesota the great road from St. Paul to the head of Lake Superior, at Superior City, is engrossing much attention. The City Council of St. Paul have voted $250,000 in aid of the enterprise. The Winona and St. Peter's road is progressing rapidly. It is contemplated to have the first section, between Winona and St. Charles, in operation by the first of January. The road from Green Bay to Marquette, on Lake Superior, is approaching completion, though it is probable that not much will be done this winter.

The farm mortgagors are settling up their engagements. Half a million has been liquidated with the Milwaukie and Prairie du Chien Company.

In all parts of the west laborers on these works are paid $2.50 per day.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,285	74,056	67,589	62,167	59,523	61,429	74,034	83,324	84,322	91,398	850,845
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,289	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	------	------	------
Chicago and Rock Island													
1859	60,068	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,596	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,865	209,391	208,559	191,789	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,450
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,764
1861	48,325	48,051	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,256,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,351	165,178	180,063	1,716,843
1863	166,087	152,495	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	85,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	859,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	688,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	955,371	1,026,065	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,043	190,456	129,019	188,370	203,575	159,530	143,592	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	267,529	284,808	219,886	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,083	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,008	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	248,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	218,971	259,643	321,059	243,163	225,196	2,684,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,070	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	414,399	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,990	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,490	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,200	71,587	69,352	155,417	205,054	138,342	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	161,170	173,870	218,465	166,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	167,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,883
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,374
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,958	322,369	307,475	258,833	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,792	------	------
New York Central:													
1859	380,340	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	720,736	523,047	7,164,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,030	952,980	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,490	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,222	99,435	107,093	99,155	125,715	1,223,010
1863	129,776	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	357,495	339,911	368,956	321,208	249,931	3,316,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	284,466	276,209	291,763	278,219	2,905,830
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,537
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,902	815,902	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,367	418,739	383,314	348,003	404,898	467,321	508,146	466,370	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,423	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,846	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,379	130,700	151,062	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	883,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	804,600	6	" "	or	1890	70
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	97
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	397
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	107
" " " 1850	700,000	6	Jan. & July.	"	1880	107
" " " 1855	1,128,500	6	Jan. & July.	"	1875	108
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefountaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	690,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	782,000	6	"	New York.	1864	106½
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $800,000	790,600	6	"	"	1870	103
" " $375,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	100
Consolid. Mort. Loan $5,000,000			"	"		102½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	101
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	91½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1895	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	45
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1888	123
" " " inconvertible	3,044,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	166,000	7	" "	" "	1864	
" " " 2d Mort	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	95
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	183,384	7			1866	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	109
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	93
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	95
2d Mortgage	2,000,000	6	" "	" "	1890	74
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	102
4th Mort. (M. L.) or 3d Extension	1,069,025	6	" "	" "	1886	84½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,160	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	104
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,038					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	142,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62–'63	111
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	108
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73–'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	82
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	112
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	118
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	"	New York.	1875	119
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "		----	110
Income	20,500	---			---	---
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1851	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			----	---
1st Mortgage	260,000	7			----	---
2d Mortgage (convertible)	1,000,000	7			----	---
3d Mortgage	600,000	7			----	---
Guaranteed by Covington	200,000	6			----	---
Cincinnati (exchanged)	100,000	6			----	---
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†			----	---
City of Keokuk, (special tax)	150,000	10†			----	---
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8			----	---
City of Keoknk	200,000	8			----	---
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	105
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†			----	---
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	" "	----	44½
3d Mortgage (whole road)	1,700,000	†			----	---
Unsecured Bonds	1,785,000	†			----	---
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64–'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1890	107
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	----	---
Louisville and Frankfort:						
Louisville Loan	160,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	223,000	---	" "	" "	'63–'78	----
Louisville and Nashville:						
State [Tenn.], 1rt Lien	550,500	6	Jan. & July.	New York.	'88–'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6			----	---
Mortgage	24,000	7			----	---
Mortgage	10,000	6			----	---
Marietta and Cincinnati:						
1st Mortgage Bonds	185,669	7	Feb. & Aug.	New York.	1891	99
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			----	---
1st Mortgage	1,600,000	7			1880	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6			----	---

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6			----	---
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	119½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	121
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	98
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	108
2d General Mortgage	2,656,500	7	" "	" "	1877	104½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8			----	---
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.	----	107
2d Mortgage	200,000	8	" "	" "	----	---
*Milwaukee and Horicon:						
1st Mortgage	420,000	8			----	10
2d Mortgage	600,000	8			----	---
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7			----	---
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			----	---
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.	----	---
2d Mortgage (S. F.)	400,000	8		" "	----	---
Oskaloosa Division	500,000	7		" "	----	---
1st Land Grant	2,000,000	7		" "	----	60
2d Land Grant	700,000	---		" "	----	---
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1886	----
Mississippi State Loan	202,799	6			----	---
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6			----	---
Tennessee State Loan	674,860	6			----	---
Alabama State Loan	389,410	6			----	---
Income	1,508,070	8	Jan. & July.	New York.	'61–'67	----
Mississippi State Loan	878,035	6			1868	----
	200,970	6			----	---
Montgomery and West Point:						
Alabama State Loan	122,622	---			----	---
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	---
Muscogee:						
1st Mortgage	249,000	7			----	---
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			----	---
Chat. and Clev. Subsc. (endors.)	231,000	---			----	---
*New Albany and Salem:						
Crawfordsville	175,000	7			----	---
1st Mortgage	500,000	10			----	---
1st Mortgage	2,235,000	6			----	---
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1863	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	668,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6			----	---
New Orleans City Subscription	1,500,000	5			----	---
1st Mortgage (S. F.)	586,000	8			1889	---
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	105
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	101
Real Estate Bonds	233,775	6	" "	" "	1883	101
Bonds of June, 1864	2,000,000	7	June & Dec.	" "	1864	102½
New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	781,000	7	Feb. & Aug.	" "	1876	126
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	111
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	115
3d Mortgage	6,000,000	7	" "	" "	1883	111
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	107½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	109½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	---
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	109
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	109½
3d Mortgage	980,300	7	Jan. & July.	"	1867	101
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6				----
North-Eastern (S. C.):						
1st Mortgage	700,000	---				----
2d Mortgage	224,500	---				----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	104½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	121½
2d Mortgage	3,077,000	7†	" "	" "	1861	22½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96
Chattel Mortgage	360,000	10	" "	"	1887	120½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1876	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,930,000	6	Jan. & July.	Philadelphia.	1880	110½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	1,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Conpon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1857	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	105½
" 1861, "	273,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	120½
" 1856, "	1,470,000	7	" "	"	1886	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	120
Improvement	58,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	83½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,758	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	767,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	62½
2d Mortgage	937,500	7	" "	"	1863	19
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1873	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	6	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1866	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'76	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	104
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	81
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1866	108
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	88
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	90½
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	17
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "	Richm'd & New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	108½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,886	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	535,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	226,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	....
1 May, '61	469.8	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,289	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	445,000	10,725	811,949	—	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
1 Feb. '60	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,453	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,087,500	211,574	4,443,584	122.4	229,088	301,402	128,918	—	....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	264,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	28,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	117½
31 Dec. '62	75.2	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H.	4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518.810	1,036,437	454,096	12	128
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,178	353,664	158,927	—	93
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,253	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	2,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,399	*	—	1,250,000	126,000	—	1,507,385	86.7	.....	418,086	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,341	404,615	212,676	19	73
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	240,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	882,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,361	1,225,001	457,794	—	53
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	115
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	28	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,235,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	47
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,089	228.4	1,030,884	1,529,141	513,100	6	116½
10 Nov. '62	38.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,241	1,777,541	834,605	6	107½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	▸ 742,097	377,476	—	65½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,680	708.8	2,661,192	5,446,827	1,870,723	4	117½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	—	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	.....	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,693	568,020	—	62
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	813	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,889	3,458,108	110.0	.....	448,858	230,834	9	87
31 Dec. '62	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,324	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,512	—	1,538,763	132 0	.....	285,974	104,951	—	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	36½
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74 0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,460	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	2,992,427	300,000	222,601	3,179,883	111.0	.....	228,580	122,951	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	246,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745.703	*	—	548,216	414,000	60,452	1,022,606	11.2	.....	.....	.....	—	....
— — '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	38
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,160	2,930,000	337,532	4,875,998	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $28,0	00.	.....	20.0	.....	.....	.....	—	85
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	130,000	.....	746,068	29.0	215,031	78,985	26,794	2	50
30 Jun. '62	55.1	—	....	— }				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	.....	1,655,859	55.1		179,251	62,421	2	66
30 Jun. '63	185.0	63.0	18.2	—	43	27	378	Louisville and Nashville	9,128,767	*	—	5,892,199	2,997,500	76,716	9,797,911	268.0	595 256	1,777,983	1,062,165	—	....
.. .. '59	13.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	13.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,818	566,000	339,297	5,855,320	80.0	180,204	481,922	222,640	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,576,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	566 434	—	....
1 Aug '60	52.7	—	....	186.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,960	108,434	1,710,819	52.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	367,784	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,330	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	178,014	180,497	300,000	75,000	.....	—	—	.....	.....	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	—	283,197	170,276	6	110
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,113,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	91
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	112
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.5	940,558	1,920,641	927,341	—	42
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	186,191	6	106
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,380,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	126
30 Nov. '62	47.0	7.0	32.5	—	26	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,482,989	61.8	435,121	702,222	365,362	6	134½
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	139
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,058	24	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,554	6	105½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,784	—	94½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,700	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	30	646	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	116
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,326	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,615	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,349	234,900	140,902	597,386	—	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,289	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,068	4,187,740	102.1	388,585	580,150	342,631	6	110
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,969	43,142	23,077	8	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,387	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	128
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	49½
30 Nov. '62	69.3	8.0	5.5	—	11	18	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,000	77.3	112,242	216,065	115,241	—	85
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,782	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	145
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,646	45.7	184,248	200,744	92,979	5½	83
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped	by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,893	.....	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,439	—	14,834,955	329.8	1,448,556	2,946,560	1,674,200	8	120½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,658,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	83
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,732	595,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,015	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,460,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	429	*Hannibal and St. Joseph*	11,369,702	1,022,901	—	1,782,836	10,571,000	.....	.....	206.8	.....	438,544	268,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,360,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,906,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,600	—	.....
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	50
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	51½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	62
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	120
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	99
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	163,748	200,000	66,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,428	74,385	7	115½
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	563,000	—	.....	82.7	.....	34,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	70
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	118,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,236	*	3,971,080	5,009,200	8,620,181	.....	.....	124 2	.....	3,040,148	1,728,648	10	165
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	12
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,680,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	58.0	—	—	45.5	11	16	91	Morris and Essex	1,629,202	*	57,000	1,157,300	340,000	—	1,756,710	58.0	147,000	276,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	612,349	1,111,087	652,134	10	.....
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	166,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	—
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	20,500	5½	—
31 Dec '62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 May, '62	.....	.....	.....	.....	...	...	.....	South Branch	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	34.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,823	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending..	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075						
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Re	ns. & S	arat.	—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,588	2,320,940	48.9	140,555	224,413	123,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	by Tioga.		44,100	—	—
30 Sep. '62	5.4	—	5.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	8	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,267	807,217	14.5	803,720	127,343	10,887	—	45
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,570	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,769	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,538	506,576	149,000	1,977,950	949,000	—	2,926,950	68.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,384	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	—	—	60
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,468,019	369,985	121,565	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	—	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,292	*	—	19,973,200	19,531,500	480,665	40,285,365	633.0	4,582,389	7,863,973	2,993,542	—	107½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,383,931	—	3,758,466	9,368,750	298,424	15,424,640	148.0	1,152,545	2,637,529	1,269,954	—	124½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,452	15,213	2,928,474	100.5	226,611	293,457	109,137	24	41
30 Sep. '62	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,092,891	5,646,077	791,965	24,209,600	13,779,648	284,411	42,859,850	654.9	5,692,223	10,897,631	4,954,999	7	134½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,386,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,473	1,154,003	456,698	—	90
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,850	89,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	726,524	—	4,671,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,755	—	0.25
30 Sep. '62	36.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,955	116,626	—	396,340	296,500	16,375	815,161	38.1	75,623	140,634	77,560	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	—	276,276	68,845	6½	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,375	368,306	—	1,499,100	1,923,000	64,292	3,486,392	189.6	809,922	458,512	230,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	—	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,086	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,491,960	538,033	88,286	10	156
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,448	—	63,102	193,687	70,919	327,708	13.0	60,277	37,010	—	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,865,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,709	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,987	—	608,911	808,500	271,097	1,686,508	50.0	247,896	271,158	134,958	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	782,601	—	—	30,000	650,000	—	752,601	.....	oper. by	the 4	Comp'a.	—	—
30 Sep. '62	34.9	—	2.6	61.4	4	6	39	Utica and Black River	862,089	*	—	811,500	—	—	862,089	34.9	61,344	71,899	6,387	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,505	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	152	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,955	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	102.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,221	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	—
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,961	—	103
31 Mar. '63	60.8	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,156,800	1,334,000	—	3,968,193	198.3	.....	577,404	464,415	10	120
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,637	20	163
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,182	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,851	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	.....	.....	96.7	484,297	1,561,628	915,923	33½	155
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,336,693	*	—	3,332,712	4,324,695	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	106½
31 May '63	109.2	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,510,558	188.6	663,371	1,361,537	747,582	—	116½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,695	*	—	369,678	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,202	.....	f. w. Lit.	Miami.	229,883	15	—
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,444	6,509,826	144.0	414,779	663,705	451,540	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,175	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	18.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	723,853	152,694	.....	45.0	.....	128,170	33,412	—	—
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,600	*	—	300,000	475,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	.....	24.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,480	—	—
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,287	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,849	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,065	11,164,820	226.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	13,363,314	745,475	*	6,246,950	9,870,000	4,345,042	20,549,420	192.3	.....	829,932	119,032	—	14
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '63	168.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,568	595,400	282,179	2,097,090	2,488,825	7,800	5,401,088	205.9	418,325	599,580	176,290	—	—
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,605,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	493,975	500,000	100,000	.....	55.6	70,000	110,200	58,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper.	by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,165	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	50
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	.....	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	8	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,385	210,617	3	85
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115.752	3,749,752	146.0	549,045	276,880	.....	—	11
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,381,456	74.5	.....	205,500	166,427	3	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,385	*	—	5,598,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	758,468	6	198
31 Oct. '62	85.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	178,393	98,604	—	56
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,825	133,496	—	—
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	83,822	10	—
31 Oct. '62	36.9	13.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,682,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	71
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570 961	1,166,030	289,153	2,026,144	50.5	150,984	196,0•4	164,136	—	20
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,613	*	—	710,000	1,747,333	206,000	2,662,533	80.0	242,400	307,389	169,056	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	387,250	822,927	460,516	8	100
31 Oct. '62	28.3	5.5	8.0	—	10	....	61	Little Schuylkill	1,371,868	*	—	2,256,100	980,000	72,600	3,288,700	33 8	62,155	126,316	68,801	—	52
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,915	174,435	14	62
30 Nov. '62	55.6	13.2	5.5	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	268 334	397,196	218,920	—	25½
31 Dec. '62	356.6	55.8	318.0	—	258	157	3,871	Pennsylvania	19,304,847	3,582,304	—	12,274,100	9,52 .40.	—	28,324,213	341.4	.....	10,304,291	4,873,215	8	70
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	432,900	—	1,852,696	44.0	229,938	262,333	129,742	6	58½
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,458	6,092,•00	157.789	12,124,857	18 3.0	218,574	413,472	80,909	—	30½
30 Nov. '62	147.4	5.5	137.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	2,068,166	3,911,830	2,036,775	—	57
31 Oct. '62	31.9	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	213,039	575 791	5,5 6	880 [illegible]	1.9	8,218	1,416	20,881	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—				Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,919 924	744,425	351,129	5,620,500	2,579,000	—	9,508,408	200.5	582,615	2,250,862	1,080,995	9	67
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,302	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	8
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,795	—	83½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & Reading		5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	800,000	791,597	5,659	1,297,256	----	57,928	159,534	99,060	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,828	797,913	29.6	81,934	134,783	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	25	Westchester and Philadelphia	1,337,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	10½
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	297,700	415,309	199,155	6	85
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	417,917	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	891,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----------	109.6	----	283,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----------	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	----	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	980,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	700	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859.....	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,436	—	----
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,854	1,902,000	390,407	----------	130.3	160,142	297,806	149,167	—	----
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,089	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,625,096	873,597	—	----
1859.....	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------					—	----
1859.....	100.0	—	30.6	55.8	----	----	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------					—	----
1859.....	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859.....	----	—	----	—	----	----	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859.....	30.0	—	0.6	8.0	----	----	----	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'rdo	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '56	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----------	----------	90.7	99,639	208,867	----------	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	198	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	188,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713,418	191,466	—	75c.
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----------	4	151
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	49.0	8.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322 150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	8
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,083,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,961,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	51
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,380	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,068,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,489,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,285,000	571,968	10,233,271	214.9	480.193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,828,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	55
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,088,328	5,692,471	142.0	364,331	344,769	83,839	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox River	Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,796	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
30 Jun. '63	1,096	187.0	----	78.0	204	130	2,899	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,855	—	----
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,880	1,649,510	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July,'61	90.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	18,100	126,000	1,709,232	60.0	----------	182,555	86,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.6	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
1 Dec. '62	48.7	—	—	—	11	22	120	Panama	5,000,000	*	615,568	5,000,000	3,375,000	—	10,763,728	48.7	----------	1,743,294	1,013,444	15	102

New York Stock Exchange.

Actual Sale Prices for the week ending December 23.

	Th.17.	F.18	Sat.19.	M.21.	Tu.22	W.23.
American Coal Co.	93		94			
Buffalo, N. Y. & E., 1M.	104					
California 7s			125		125	
Canton Co.	34½	35	34	34	33½	33½
Central Am. Transit						
Chicago & Alton		84	84	83		
" " pref.	93	93	93		93	93
" " 1 M.						
" " Inc. b'ds	90			90		
Chicago, Burl. & Q.			116		116	115
" " " 8 p.c.	123					
Chic. & Northwest'n	47½	49	48½	48	47	47
" " pref.			60			
" " 1st M.	92½		93½		93	
" " 2d M.	76½	76½	76½	76½	75	74
" " S. F.						105
" " A. B.						
" " I. B.						
Chicago & Rock Isl.	117½	118½	117½	117	115	116½
" " 1st M. '70					166	163
Clev., Col. and Cin.						
Clev. and Pittsburg	109	108½	108½	107½	106½	106½
" " 1 M.						
" " 2 M.						
" " 3 M.						
" " 4 M.		84½			85	
Clev. and Toledo	120	119	118	117½	116½	
" " S. F. 7 p.c.						
Cumberland Coal, pref.	47½	45½	45	44½	44½	44
Del. & Hudson Canal	169		170	169½	170½	
Del., Lack. & West.						
" " 1M. 8 p.c. '71-5						
" " 2M. 8 p.c. '81						
Erie	108½	108½	108½	107½	107½	107½
" pref.	102½	103	103½	102½		102½
" 1 M. 7 p.c. '67						
" 2 M. 7 p.c. '79						
" 3 M. 7 p.c. '83		111		111	111	
" 4 M. 7 p.c. '80					107½	
" 5 M. 7 p.c. '88						
Galena and Chicago	108½	109	108½	107½	107½	107½
" 1M. 7p.c. '68			113			
" 2M. 7p.c. '75						
" 1M. Ex. '82						
Hann. & St. Jo. pref.						40
" " bonds						82
Hudson River	126½	128½	127	126½	124½	124½
" scrip						
" 1M. 7p.c. '69						
" 2M. S.F.						
" 3M. 7p.c. '75						
" conv. bonds						
Illinois Central scrip	120	119½	119	117½	116½	117½
" full stock			115			
" Can. bd. sc.						
" bonds	118	118½			118	119
Marietta & Cin 1st pref.	70		70	70		70½
" " 2d "						
Mariposa Mining Co.	34½	35	38	36	40	42
Michigan Central	128	128	128½	121x	120½	120½
" S.F. 8p.c. '82		122½	122½		121	
" conv. 8p.c. '69						
M. S. and N. I.	84	86	85½	83½	82½	83
" " guar'd					131½	132
" " 1M. S.F.		109	108	108		
" " 2 M.			104½	104½	104½	
Mil. and P. du Chien	58½	58	56	58	54½	55
" " 1st pref.						
" " 2d pref.						88½
" " 1st M.				107		
Minnesota Mining Co.			65			
Miss. & Mo.	37	39	40	38	38	
" L.G. bonds			60	60		
Missouri 6s	66½	66½	66½	66½	66	66
" ins. to H. & St. J. R.		87			87	
N. J. Central 1st M.						
" " 2d M.						
New York Central	134	134	134½	133½	132½	132½
" " 7s, 1864						
" " 7s, S.F. '76				115		
" " 7s, conv. '76						
" " 6s, S.F. '83						105
N. York & Harlem	92	92	91½	90	88½	90
" " pref.						
" " 1M. 7p.c. '78			109			
" " 2M. 7p.c. '64	100½					
" " 3M. 7p.c. '67			101			
Norwich & Worcester						93
Ohio & Miss. cer.	36					
Pacific Mail S.S. Co.	216	213	215	214	212½	212
Panama						
Penn's Coal Co.					156	
Phila. and Reading	122	115½x	115½	114	112½	113½
Pitts. Ft. W. & Chicago	86½	85½	84	83½	83½	83½
" " 1M.			108		108	108
" " 2M.		103½		103		104
" " 3M.			83½			
Quicksilver Mining Co.	63½	63½	62½	61	60½	60½
St. L., Alton & T. H.	64	62½	62		60	62
" " pref.			78	76		
" " 1M.						
" " 2M. pref.		91				91
" " Inc. b'ds		83	83			81
Tennessee 6s, 1890	59½	59	59½	59½	59	
Toledo & Wabash		52	50½		50	50
" " Pref.			70	70		
" " 1M.						
" " 1M. ex.	102					
" " 2M.						
" " Int. b'ds						
Virginia 6s			49			

New York Stock Exchange.

Actual Sale Prices for the week ending December 23.

	Th.17.	F.18	Sat.19.	M.21.	Tu.22.	W.23.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.					100	
U. S. 5s, 1865, coup.	124½		125	125	125	
U. S. 6s, 1881, reg.			105	104½	105	104½
U. S. 6s, 1881, cou.	109			110		
U. S. 6s, '81, O. W. L. y.						
U. S. 6s, 1881, " 1 y.	105					
U. S. 6s, 1867, reg.						
U. S. 6s, 1867, coup.						
U. S. 6s, 1868, reg.						
U. S. 6s, 1868, coup.						
U. S. 6s, 1 year certif.					102½	
U. S. 6s, " new	98½	98½		98½	98½	98½
U. S. 6s, 5-20s, coupon	101½	101½	101½		101½	101½
U. S 6s, " reg.						
7.30 Notes, Feb. & Aug.						
" " Ap'l & Oct.		106½		106½		
American Gold	150½	151½	151½	152½	152½	152½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending December 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.
Beaver Meadow	86			85		
Cattawissa			11	11		
" preferred	31½	31½	32½	32½	32½	32
Camden & Amboy	165	165			165	
" " 6s, '67						
" " 6s, '70					103	
" " 6s, '75						102½
" " 6s, '83				103		
" " 6s, '89					106	
Ches. & Del. Canal 6s '86	101					
Del. Div. Canal						
Elmira & W'mesport						
" " pref.					108½	
" " 7s						
" " 10s						
Harrisburg		71				
Lehigh Navigation						59½
" " 6s						
" " scrip		49½	49½		49½	
Lehigh Valley R. R.					100	
" " scrip						
" " 6s						
Little Schuylkill R. R.	52½	52½		52½	52½	52
" " 7s						
Long Island	39½	40½	39½	40		41
" " 6s						
Minehill	61	61½				62
Morris Canal						
" " pref.						
" " 6s '76	104½					
North Pennsylvania	24½	24½	26	25½	25½	25½
" " 6s						
" " 10s		120½				
Pennsylvania R. R.		70	70½		70	
" 1st m.		110½				
" 2d m.		106½				
Penn. State, 5s		99½	99½	99½		99½
" " 5s, coupon						
" " 6s, " '107						107
Philadelphia City, 6s	100	100½			100	100½
" " new		104½				104
Philad., Germ. & Nor.						
Phila. & Reading	59½	61	57½	57½	57	55½
" " 6s, '86	120					
" " 6s, '70						
Philadelphia & Erie	30	30	30	30½	30½	30½
" " 6s			102½			102½
Philad. & Sunbury, 7s						
Schuylkill Navigation				17½		
" " pref.	33½	33½	33½	33½	32½	33½
" " 6s '82						87
" " 6s '76			88			
" " 6s '72						
Sunbury and Erie, 7s						
Susq. Canal				15½		15½
" " 6s '78		64			63½	
" " scrip					63	
Union Canal, pref.						
" " 6s '83					27	27
West Br. Canal 6s '78						
Wyoming Valley Canal					75	
Arch street, (Horse)	30½	30	30	30		30
Chestnut & Wal. "	57					
Green & Coates, "		45½				
Race and Vine, "		19½			19	20½
2d and 3d streets, "		84½	84½		84½	
Spruce & Pine, "	14		14	14	13½	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending December 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875				108½		
" " 1886						
" " 1870					105	105
" " 1890				108	108	
Balt. and Ohio	94½	95	95	95	95	95
" " b'ds, '62						
" " " '67						
" " " '75						
" " " '80						
" " " '85	106½				107	
Northern Central						
" " b'ds, '85					104½	
" " " '95						

Boston Stock Exchange.

Actual Sale Prices for the week ending December 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Boston and Lowell	106½					
Boston and Maine					126	126
Boston and Providence						
Boston and Worcest						
Cheshire, pref.	51		51½	51½	51½	
Concord			62			
Connecticut River			105½			
Eastern, Mass.	99		96½x		94½	
Eastern, N. H.						
Fitchburg	118½			121		116
Manchester & Lawr'ce	115½					
Michigan Central	127½					
Northern, N. H.			70			
Old Colony and Fall R.			108x			110
Ph., Wil. & Baltimore	66½	66½	67	67	67	67
Portl'd, Saco & Ports.						
Vermont & Canada	150					151
Vermont & Mass.	39½	39½	39½			38
Western			144		145	
Broadway (Horse)						
Cambridge "	124½					
Metropolitan "	63	65		63	63	62½
Middlesex "	107½		106½			
Central Mining Co.						56½
Franklin "	49	47	48	47½	47	
Isle Royale "					26	
National "		30				
Minnesota "	63	63				
Pewabic "				63½	62½	62
Pittsburg "	85	83		84		84
Quincy "		95	94½	94½	95½	95½
Rockland "	16			16		16½

London Stock Exchange.

The following were the closing prices for American Securities on the 7th December:

Maryland 6s	72	to	74
United States 6s, 1881	63	"	68
Do. 5s, 1874	60	"	65
Virginia State 5s	43	"	48
Do. 6 per cent.	33	"	35
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., Pennsylvania do. do.	77	"	79
Erie shares, $100 (all paid)	63	"	68
Do., 7s, preference	60	"	65
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1859	68	"	70
Do., 7s, 3d mort., 1883	63	"	66
Do., 7s, 4th mort.	63	"	66
Do., 7s, 5th mort.	63	"	66
Illinois Central 6s, 1875	81	"	83
Illinois Central 7s, 1875	71	"	73
Do. do. $100 shares, $90 paid, dis.	25	"	20
Do. do. $100 shares, all paid	68	"	72
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1886	70	"	75
Do. do. do. $100 shares			
New York Central 6s, S. F., 1883	65	"	70
Do. do. 7s, 1864	55	"	60
Do. do. 7s, S. F., 1876	78	"	82
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	80	"	85
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	105	"	107
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	87	"	88
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	35	"	40

American Railroad Journal.

Saturday, December 26, 1863.

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Stock Exchange and Money Market.

The operations in the Money Market are closing up for the year. It is the custom in "the street," at least with those who make their money or lose it there, to wind up as far as possible at this season their monied transactions. Before the war broke out there was always a perceptible closeness in the Money Market about the time of the holidays, as if people wished to be sure of what they made, and enjoy the contemplation of their actual balances, at least till after New Year. How it will be at the close of this year of excitements, 1863, we cannot tell, yet it is to be noticed the Money Market has been tightening for some weeks past, and the rate of interest has been steady at 7 per cent.

Borrowers of less than well-known responsibility have found it difficult to realize even at this rate, and there is a class of the needy who have ever to submit to whatever terms the lenders may impose upon them.

The year as a whole, in spite of the tremendous conflict going on, has been in all respects an improvement on the preceding one. Whatever doubts men had then as to the final results, there is none now. Those who feared that the resources of the country were nearly exhausted have discovered their mistake; those who believed the Union was to be shattered into fragments, begin to think that it is still to be one and indivisible. Those who thought our works of internal improvement were to be unproductive, perceive they were never more flourishing. Those who supposed our foreign commerce was to become extinct, find that notwithstanding it is now mainly carried on under other flags than our own, for which we may thank the inefficiency of a single department, have discovered that the world finds no better mart than ours in war as well as in peace, and that though gold and silver have retired from individual pockets, the Government gets all it wants to the extent of ninety millions and more per annum, and has a balance on hand to-day of more than twelve millions.

Those too, who imagined that foreign capital had deserted our cities, find it as active as ever in search of profits, and recovering from its early panic, is pouring in largely upon us to share in our present prosperity.

A most gratifying circumstance it is also, that, however, during the preceding year the two great parties in the North were divided on the subject of the war, and how it should be ended, there is but little difference now. The almost unanimous vote in the House of Representatives, (with but a solitary negative,) in favor of prosecuting the war vigorously until the rebellion is crushed, is a most remarkable circumstance, not like any other in our history, not even during the war of 1812–'15, when there was a sturdy and factious opposition to it up to the last moment.

We may therefore say with truth, that the close of the year at hand, is better than its beginning, and we may look forward to the public with greater confidence than ever.

Particularly may we do so, when we see the confederacy narrowing down to the scanty area whence it first raised its crest. Not a single State remains entire in its possession. The flag of the Union waves over the greatest and best part of the old territory, and we have every reason to hope that the loyal men who have remained there at the risk of their lives, waiting for their opportunity, will soon be sufficiently concentrated in their action, as to rise on their own soil against their betrayers and "do justice" on them, themselves.

From these remarks, it will be perceived we are not of that class of journalists who feel any particular anxiety as to the future of our beloved country. From long and habitual study of its resources, we are perfectly satisfied that we are to come out of this contest, as no other people so situated ever came out before.

The Government has paid out twelve hundred millions of dollars thus far. Who has got it? No foreign nation, but the American people themselves; quick as thought to advance their own interests, never tired of industrious exertion, ingenious, painstaking, inventive, enterprising and bold. Have these twelve hundred millions impoverished such a people? On the contrary is it for a moment doubtful that these in many ways as well applied capital, will speedily reproduce itself cent per cent. How is it that within a generation, so much solid wealth has been acquired in this country, and who doubts that if its early capital had been larger it would have been still more productive. When in a few short years a city like Chicago, can rise out of a marsh not worth a hundred dollars an acre, to become a great and populous city, our seventh in rank, with hundreds of thousands of tons of shipping plying to its port, and when this is not a solitary example of progress, but only a type of it in various other forms, such as we may see even within a radius of thirty miles around our own City Hall, who can doubt the enormous strides we are yet to make in this continued march to imperial strength, wealth and power. The best watered, the most fertile, the richest in soil and minerals in the whole world, with an area that is not figuratively, but practically continental, our country must soon stand at the head of all civilized nations, and this war though it has cost us precious blood and vast treasures, will consolidate its moral power, elevate its industrial pursuits, and give tone and value to its recovered institutions. This war has done wonders in developing the noblest of motives, elevating and purifying the standard of public opinion, in confirming our faith in principles, and stimulating our exertions to preserve our priceless inheritance.

Having as we believe overcome all the greatest difficulties in our way, success in the field and financial skill in the Treasury will solve the remaining ones. These appear to be before us in two forms only as at present apparent. The one is the return to specie payments, and the other the payment and extinction of the national debt.

Just as soon as the National Banking system reaches the point when it may furnish an amount of circulation equal to that afloat of a Governmental character, it is perfectly clear to our minds, the latter can be withdrawn to give place to the former, and this is doubtless the policy of Mr. Chase. All the Government has to do, is to pay its interest in gold up to that time. The National Banks will be as able to pay specie as well as any other banks have ever been in this country, and no more likely to be called on to be bullion banks, than their predecessors. It is ascertained beyond a doubt that there is far more gold in the country now than there ever was before.

And as to the payment of the national debt, the moment the war is over, the annual charge for interest will be entirely within the income of the Treasury from customs alone, likely to be doubled by our increased commercial activity. Even then with a reduction in direct taxation and internal revenue, not only the civil list and the army and navy may be kept upon a peace standard, but a large surplus to be carried to a sinking fund, sufficient to pay off the national debt within twenty or thirty years at farthest, at which time our population and developed resources will be twice what they are now. We must not look back on the operations of our Government as they were when suited to a population of eight or ten millions, but what they will be when it will be as at the end of this century not far off, and which many of our readers will see, one hundred millions.

When we therefore chronicle from week to week the disturbances of the money market, they appear small in comparison with the resources and stability of the future. All we want is coolness, persistance and faith, and the mountains which seem to have bounded our horizon will be removed at a word.

The stock Exchange closes like the money market, with great calmness. We may say of railway shares that they have maintained themselves fully both in character, earnings and popularity.

Our London dates to the 9th inst give us the information that the position of the Bank of France continued to give great uneasiness, and the fact is the Bank of England on the 7th inst. was actually asking 9 per cent in first class paper. This is positively stated in the Morning *Herald* of the above date. The whole system of discounts is shaken at this moment throughout Europe, as all the leading Governments are seeking for money. Even Spain is about to borrow one hundred millions of dollars through the agency of the Rothchilds, and France having a large deficit to provide for, is coming on the market with a loan of 300,000,000 fcs. to be offered at 66!

The drain of bullion to the East continues, and the London *Times* of the 30th of November says that India has taken from England within the last thirty years one thousand millions of dollars. For the year ending April last, eighty millions had gone in the same direction. We may therefore see how much more solid and satisfactory is our own position even with this war on our hands, then even the first class monarchies of the old world, with whom peace is as expensive as war, which exist on the toil and earnings of their populations whose interests and comfort are always held in subordination to those of their dynastic Governments.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of three dollars per share, free of United States tax payable New York stockholders of the Union Bank, on the 2d of January next.

The Housatonic Railroad Company have declared a dividend of four dollars per share on the preferred stock, free of government tax, payable on the 26th inst., in New York at Messrs Ketchum, Sons & Co., 40 Exchahge Place; in Boston at the office of J. E. Thayer & Brother; in Bridgeport at the office of the company.

The interest due Dec. 31, on the preferred certificates issued by the Trustees of creditors and stockholders of the Ohio and Mississippi Railroad Company Eastern Division, will be paid on and after Jan. 2 at 88 Wall st.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Rome and Watertown, 100; Goshen Branch bonds, 106; Atlantic and Great Western (Ohio division,) 1st mort., 96½; North Carolina 6s, 53½; Indiana War Loan, 96; Illinois coupon 6s, 1870, 103; City 6s, 1876, 107; do., 1867, 102; Central Coal Co., 65; Wyoming Valley Coal Co., 90½; Quartz Hill G. M. Co., 11; American Exchange Bank, 107; Merchants Exchange Bank,

100; Metropolitan, 115; Park, 137; Merchants, 104; Ocean, 94; Bank of America, 125.

Philadelphia.—Allegheny Co. 6s, 95; Pittsburg coupon 6s, Municipal, 92; Ph., Wil. and Balt. R. R. 6s, 130; Elmira and Williamsport R. R. 5s, 77½; Huntington and Broad Top 1st mort., 100; Pittsburg comp. 5s, 70; North Penn. scrip, 89; 5th and 6th streets, horse, R. R., 60; do., 7s, 109; Girard College R. R., 27; Big Mountain, 5½; Green Mountain, 5¾; Penn. Mining, 7; Lehigh Zinc, 50; Broad Top Imp., 6; Amigdaloyd, 25; Delaware Mut. Ins., 75; N. Am. Ins., 23⅛; Girard Bank, 45½; Mechanics Bank, 27¼; Manufacturers' and Mechanics' Bank, 28; Union Bank, 42; Commercial Bank, 53½; Corn Exchange Bank, 37; Merchants' and Mechanics' Bank, Pittsburg, 53½; Miners Bank, Pottsville, 45. The latest quotations are: City 6s, 100@100½; do., new, 103@104; State 5s, 99@99¾; Reading, 56½@56⅝; do., 6s, 1870, 105½@106½; do., 1886, 120¼@120¾; Camden and Amboy, 164½@165; Pennsylvania R. R., 69@70¼; do., 1st mort., 110½@110¾; do., 2d mort., 106¾@107¼; Little Schuylkill R. R., 51½@52; Morris Canal, 68@70; do., pref., 135@137; Susquehanna Canal, 15¼@15½; do., 6s, 63½@64½; Sch. Nav., 17@17¾; do., pref., 33@33⅜; do., 6s, 1882, 86½@87; Union Canal bonds, 26@27; Delaware Div. Canal, 36@40; do., bonds, 103; Elmira and Williamsport, 36@37; do., pref., 53@54; do., 7s, 1873, 108@109; Beaver Meadow, 84@85; Harrisburg, 70; Long Island R. R., 40½@41; Lehigh Coal and Navigation, 59¼@59½; do., scrip, 49@49½; North Pennsylvania, 25⅜@26; do., 6s, 96@97; do., 10s, 120@120¼; Philadelphia and Erie, 39⅛@30¼; do., 6s, 102¼@102¾; Minehill, 61½@62; Catawissa, 10½@11; do., pref., 31⅞@32; Lehigh Valley, 99@100½; do., bonds, 106@107; Fifth and Sixth streets, (horse,) 59¾@60; Second and Third, 84½@85; Race and Vine, 19⅜@19⅝; West Philadelphia, 70@72; Spruce and Pine, 13½@14; Green and Coates, 45@45¼; Chestnut and Walnut, 56@57; Arch, 29@30; Thirteenth and Fifteenth, 34½; Seventeenth and Nineteenth, 11@12½; Girard College, 27@27½; Tenth and Eleventh, 47¾; Norristown, 56¾@57¾; Lombard and South, 16; Ridge Avenue, 21.

Boston.—Eastern R. R. 6s, 1874, 104; Vermont and Mass. R. R. 6s, 101; Vermont Central, 1st mort., 80; do., 2d mort., 17; Northern (Ogdensburg) 1st mort., 101½; do., 2d mort., 22½; Rutland and Burlington 1st mort., 62¼; do., 2d mort., 19; do., 3d mort., 3; Ct. and Pas. Rivers R. R. 6s. 1876, 100¾; Cheshire R. R. 6s, 1881, 100½; Old Colony and Fall River R. R. 5s, 1867, 99¾; New York and Boston Air Line, 16; do., 6s, 64; Massachusetts State 5s, 1893, 108½; do., 6s, 1876, 116¼; Vermont 6s, 1874, 104¾; do., 1876, 105; Maine 6s, 1883, 105; Rhode Island 6s, 1893, 105¼; Boston City 5s, 1882, 110; do., 1867, 113½; do., 1865, 125; Portland 6s, 1871, 106⅛; Bangor 6s, 1870, 103; Portsmouth 5s, 1883, 97½; Hartford 6s, (R. R. Loan,) 104; Bath Me., 6s, 1891, 103¼; Chelsea, (horse,) R. R., 48; Boston Water Power Co., 45⅜; Cary Imp. Co., 9⅜; East Boston Co., 18; Boston and Roxbury Mill, 59½; Union Steamship Co., 157; Essex Co., 90; Boston Gas, 842½; Cambridge Gas, 107¾; Chelsea Gas, 97¾; Blackstone Bank, 106; Merchants, 99; Tremont, 114½; Lee, 60; Broadway, (South Boston,) 97½; Brighton, 75¼; Eliot, 97; Howard, 100; State, 70½; Revere, 105¼; Mt. Vernon, 98; Newton, 93; Granite, 115¼; Washington, 104¼; Mercantile Marine Ins. Co., 114; Acton Mining Co., 4⅛; Albany and Boston, 12; Algomah, 2; Bay State, 17¼; Bedford, 1½; Black River, 55c.; Brome, 1¾; Boston, 5¼; Canada, 2¾; Copper Falls, 25½; Columbian, 8½; Dana, 4½; Dudley, 4⅛; Durham, 45c.; Eagle River, 5¾; Great Western, 4; Huron, 31; Hanover, 4; Hancock, 11⅞; Manhattan, 4½; Mandan, 3½; Mesnard, 13; Native, 2⅝; Naumkeag, 5; Northwestern, 9¼; Ottawa, 42c.; Penn, 7; Pontiac, 7; Phœnix, 26½; St. Mary's, 10; Superior, 9; Star, 8⅞; Tremont, 4¼; Toltec, 8⅜; Winthrop, 6; Wickham, 1; Waterloo, 1.

Baltimore.—N. W. Va. R. R. stock, 8; Maryland 6s, 1890, 114; City Passenger R. R., 18; Santa Clara Mining Co., 8¾; Bank of Commerce, 23½; Union Bank, 74; Peoples' Bank, 9¾; Marine Bank, 30. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 94¾@95; do., 6s, 1867, 104; do., 1875, 108@110; do., 1880, 107; do., 1885, 106½107; Northern Central, 43@44; do., bonds, 1885, 104½@105¼; N. W. Va., 8@10; do., 1st mort., 106@110; do., 2d mort., 104½@106; do., 3d mort., 26; do., do., guar., 101; Central Ohio 2d mort., 106@110; do., 3d mort., 75; do., 4th mort., 45@50; do., income 1857–'60, 30; Western Md. bonds, 82¾@83½; do., guar., 106; Maryland 6s, coupon, 1870, 113@116; do., Ins., 112; do., 1890, 114; Baltimore 6s, 1870, 104¾@105; do., 1873, 106; do., 1875, 106@108½; do., 1886, 107; do., 1890, 108; do., coupon, 108@108½; do., 5s, 1838–'70, 96@97; City Passenger R. R., 17½@18½.

The Rome, Watertown and Ogdensburgh Railroad Company have declared a semi-annual dividend of five per cent, payable on the 15th of January, 1864.

The Boston and Worcester Railroad has declared a semi annual dividend of five per cent, free of Government tax, payable January 1.

The Eastern Railroad, and the Eastern Railroad of New Hampshire, will pay each a dividend of 3 per cent, free of Government and State tax, on Jan. 1.

The Franklin Coal Company of Lykens Valley have declared a dividend of $3 per share, payable Dec. 28.

The Marietta and Cincinnati Railroad Company have declared a cash dividend from the net earnings of the current half year of 3 per cent, payable on the 10th of February next, on the first preference shares. Also, a stock dividend of 3 per cent on the second preference shares. The cash dividend will be paid to the stockholders in New York at the Farmers' Loan and Trust Company, and those registered at Chillicothe at the office of the Company. Due notice will be given when the stock certificates accruing to the second preferred shares are ready for delivery.

At a meeting of the directors of the Galena and Chicago Union Railroad Company on the 16th inst. the following resolution was adopted:

"*Resolved*, That a dividend of three per cent upon the Capital Stock of this Company be, and the same is hereby declared, payable at the office of the Company in Chicago, on the 10th day of January next, to holders of said stock at the close of business on the 31st day of December next, in exchange on New York at par. The three per cent tax to the United States will be paid by the Company."

The Fitchburg Railroad Company have declared a semi-annual dividend of four per cent payable Jan. 1.

The Western Railroad Corporation have declared a semi-annual dividend of five per cent payable Jan. 1.

The annual interest of the bonds of Clinton county, Ohio, will be paid on 1st January by C. Fife & Co., Wilmington, Ohio.

The Lynn and Boston Horse Railroad Company have declared a dividend of four per cent payable, free of Government tax, on the 2d of January.

The interest maturing Jan. 1, on the public debt of Illinois will be paid at the American Exchange Bank this city from the 4th to the 19th of said month. After that date only at the office of the Treasurer at Springfield, Ills. The holders of Illinois and Michigan Canal bonds, where coupons are exhausted are requested to present the bonds.

The coupons due on the 1st of January on the first mortgage bonds of the Sacramento Valley Railroad will be paid after that date in gold, less the government tax, by Schuchart & Gebhard.

The interest on the bonds of the city of Marysville, Yuba county, California, due January 1, 1864, and the interest on the bonds of the county of Yuba, California, due at the same time, will be paid on presentation at the American Exchange Bank, in this city, after the above date, the former in currency and the latter in gold.

The coupons due Jan. 1 on the bonds of the Central Pacific Railroad Company will be paid when due in gold coin, less Government tax, at the office of Messrs. Eugene Kelly & Co., No. 36 Wall street.

George T. M. Davis, No. 47 Exchange place, will pay the January coupons on and after the 1st prox., of the Sacramento, Placer, and Nevada 10 per cent first mortgage railroad bonds, less the Government tax, on presentation at his office.

The holders of the second mortgage bonds of Cumberland Coal and Iron Co., now past due, are notified that the amount due thereon, with accrued interest, will be paid, upon presentation of the bonds at the office of Ab'm Bell's Son, 25 Park-row, in this city.

The Mercantile Mutual Insurance Company have declared a semi-annual dividend of three and a half per cent, payable on the 2d January.

The Columbian (Marine) Insurance Company, a semi-annual interest dividend of three and one-half per cent, on the cash capital, payable January 2.

By telegraph to Ross, Dempster & Co., dated San Francisco, Dec. 19, mining stocks were quoted:

Ophir, $16 per foot; Gould & Curry, $48; Savage, $27 50; Yellow Jacket, $9 40; Overman, $4 20; Sierra Nevada, 85 cents; Crown Point, $9 50; Grass Valley, 85 cents.

Market active, with an upward tendency. The injunction asked for by Grass Valley Company against Potosi denied.

Mr. Carroll Hyde, for a number of years with Mr. Jacob Little, has taken an office at No. 64 Beaver street, for the purpose of transacting a stock and bond brokerage.

Messrs. W. H. Platt and M. L. B. Martin have organized a house at 54 Wall street, under the name of Platt & Martin, for the transaction of a stock brokerage business.

Metropolitan Horse Railroad Company.

The receipts of this company for the year ending December 1, 1863, were $388,616 51; and the expenses, $320,077 86—leaving net earnings, $68,539 15; to which add surplus Dec. 31, 1862, $33,124 57—making a total of $101,663 72. Dividend paid $67,462 50. Surplus for payment of dividend $34,201 22. Capital stock paid in $749,300. Cost of road $621,602 52; less to depreciation, $53,500—net cost of road, $568,102 52. Cost of equipment $519,374 09; less to depreciation, $31,116 44—net cost of equipment, $488,357 65. Average cost of horses, $102 90. Average cost of cars, $712 62. Length of track about 31 miles. Number of miles run during the year, 1,483,443. Total number of passengers carried 8,153,110. It is proposed to fund the debt of the company caused by the purchase of the Dorcester Railway. The following gentleman have been elected directors for the ensuing year: Lemuel Shaw, John Flint, D. H. Bayley, W. B. May, Wm. Kendey, E. H. Derby and John R. Blake.

Camden and Atlantic Railroad.

At a meeting of the Board of Directors of the Camden and Atlantic Railroad Company held on the 19th inst. Mr. Robert Frazer was unanimously elected President. Mr. Brodhead, who has been President for a number of years, retires. Mr. Horace Whiteman was elected Secretary and Treasurer, and fills the position vacated by Mr. Frazer's advancement.

L. P. MORTON & CO.,
BANKERS,
35 WALL ST.,
BILLS of EXCHANGE
AT SIGHT, OR SIXTY DAYS ON THE
ALLIANCE BANK
Of LONDON and LIVERPOOL, limited;
(AUTHORIZED CAPITAL, THREE MILLION POUNDS STERLING.)
GOVERNMENT SECURITIES, STOCKS AND BONDS
Bought and Sold on Commission.

WANTED.—A Civil Engineer, of good address and business capacity, to be employed in soliciting orders for railroad stock. A liberal salary will be paid, and only those having the very highest qualifications and references need apply to box 1337 Post office, New York. 2t52

PATENT EXCELSIOR
WEATHER STRIP
FOR EXCLUDING WIND, COLD AND DUST
FROM BUILDINGS OF EVERY DESCRIPTION.
E. S. & J. TORREY,
1m52 **Sole Agents, 72 Maiden Lane.**

ALBERT H. NICOLAY
AUCTIONEER
AND
STOCK-BROKER
No. 52 WILLIAM ST. N.Y.
STOCKS & BONDS, GOVERNMENT SECURITIES &c
BOUGHT & SOLD AT THE STOCK BOARD

for cash or on time, exclusively on commission and upon as favorable terms as any Stock house in New York.

☞ Stocks and Bonds, also Insurance Scrip, bought and sold at private sale. Interest allowed on deposits and Dividends collected.

☞ Regular auction sales of stocks and bonds every Monday and Thursday (which have been the regular established days for many years), at 12½ o'clock, at the STOCK SALES ROOM, No. 52 William st., or at the EXCHANGE SALES ROOM, No. 111 Broadway, whichever may be desired.

☞ Orders by mail promptly attended to.

90 Ton Second Hand Locomotive.

For 4 ft. 8½ in. Gauge. Wheels, 5 ft. Inside Connections. Cylinders 15 × 20. Price $6,000.
For sale by
WILLIAMS & PAGE,
3m50 **67 Water st., BOSTON.**

FOR SALE.

500 TONS	38 lbs.	CRAWSHAY'S RAIL	in store.	
500	do.	50 lbs.	do.	now due.
300	do.	56 lbs.	do.	now due.
3,000	do.	50 and 56 lbs.	RAIL to arrive.	

GEO. T. M. DAVIS,
Dec. 10, 1863. 2m **47 Exchange Place.**

UNION
STEAM AND WATER
HEATING COMPANY,
FOR WARMING AND VENTILATING
PUBLIC BUILDINGS, PRIVATE RESIDENCES, GRAPERIES, GREENHOUSES, ETC,
UNDER GOLD'S IMPROVED PATENTS.

PRINCIPAL OFFICE, { **634 BROADWAY, NEW YORK.**
T. F. BRINSMADE, Agent.

Schuchardt & Gebhard,
BANKERS,
21 NASSAU ST.,
NEW YORK.

BILLS OF EXCHANGE
At sight or 60 days on all the principal cities of Europe.
LETTERS OF CREDIT for travellers in Europe, and also COMMERCIAL CREDITS.

SAFEST AND CHEAPEST SYSTEM OF INSURANCE.

Scrip Dividend for 1861 .....60 per cent.
Scrip Dividend for 1862 .....60 per cent.

Washington Insurance Co.,
172 Broadway, cor. Maiden Lane.

Assets Feb. 1, 1863 .....$528,521 51
Contingent Liabilities 5,000 00
Cash Capital and Surplus.....$523,521 51

INSURES Buildings, Merchandise, Furniture, Rents, Leases Cargoes and other Insurable property, against loss or damage by Fire, and **INLAND MARINE RISKS, on the Lakes, Rivers and Canals.**
Three-fourths of the Profits divided annually to the Insured without their incurring any liability whatever.
GEORGE C. SATTERLEE, Pres't.
HENRY WESTON, Vice-Pres't.
WM. K. LOTHROP, Secretary.

The Mercantile Mutual
INSURANCE
COMPANY,
No. 35 WALL ST., NEW YORK.
INCORPORATED, APRIL, 1842.
ASSETS OVER $1,250,000.

MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.
Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.
Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.
The risk of war covered at the lowest current rates.
ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

PARTICIPATION.
ÆTNA
Fire Insurance Company
of New York,
CASH CAPITAL, $200,000. No. 170 Broadway. CHARTERED 1824.
INSURES Buildings, Merchandise, Household Furniture, Vessels in Port and their Cargoes, etc., against Loss or Damage by Fire, on the most favorable terms, also, **Inland Navigation & Transportation Risks.**
The Insured receive 75 per cent of the Net Profits annually, without incurring any Liability When preferred, a discount will be made in lieu of participation in Profits.
SCRIP DIVIDEND OF 1861 ....50 per cent.
SCRIP DIVIDEND OF 1862 ....50 per cent.
JACOB BROUWER, President.
LIVINGSTON SATTERLEE, Sec'y.

NEW ENGLAND
MUTUAL LIFE
INSURANCE CO.
CASH ACCUMULATION, $2,500,000.
Clear Surplus, $1,250,000.
WILLARD PHILLIPS, Pres. B. F. STEVENS, Sec.
DIRECTORS.

Charles P. Curtis,	**William B. Reynolds,**
Thomas A. Dexter,	**Geo. H. Folger,**
Marshall P. Wilder,	**Francis C. Lowell,**
Sewell Tappan,	**James S. Amory,**
Charles Hubbard,	**Homer Bartlett.**

The oldest and most reliable wholly Mutual Company in the United States, established in Boston 1843, and uniformly successful. **DIVIDENDS paid in cash. Send for documents—supplied gratis.**
JOHN HOPPER, Agent,
110 Broadway, cor. Pine st

OFFICE OF THE
COLUMBIAN (MARINE)
INSURANCE
COMPANY,
Corner of WALL and NASSAU Streets.
CASH CAPITAL....$1,000,000
Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.
LOSSES PAID IN GOLD
Upon RISKS on which the PREMIUM is paid in like Currency

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows.
1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.
2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.
3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.
Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.
B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

BRASS SWITCH LOCKS,
MARKED with Initials of Road, with chains and keys. **EXTRA LOCKS AND KEYS**—when ordering Locks and Keys to match others, enclose key in letter.
WILLIAMS & PAGE,
67 Water street,
BOSTON.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car. and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvass for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.

March 1863.

CALIFORNIA AND NEVADA

MINING STOCKS.

THE undersigned will buy and sell on commission, through their San Francisco House, all Stocks pertaining to the Pacific Coast. Orders promptly filled.
Quotations by telegraph furnished to parties desiring them.

ROSS, DEMPSTER & CO.,
6m44 **No. 24 Liberty st., New York.**

SMITH'S

Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost $1 57 per gallon.
Cost per hour, 5 cents.
Cost of wicks chimneys, per year, $4 80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.
In the year 1861, when the lamps were all oil burners, the cost of repairs were $10 20 per year.
You will please add the overflow to the actual cost per hour, which would make 6.25 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6¼c. per hour	$93 75
Repairs of lamps for one year	10 20
Wicks and chimneys	4 80
	$108 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, $2½ per thousand, makes the cost of light for each engine 1¼ cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

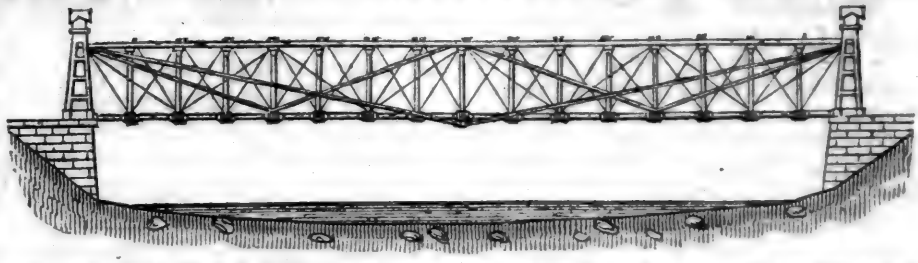
I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

300 days, 5 hours each day, 1,500 hours, 1¼c. per hour	$18 75
One-sixth waste of gas	3 12
Repairs of lamps for one year	5 00
	$26 87

Further information may be obtained at the office of the Company, **91 Nassau st.**, or by addressing

CHAS. W. WELSH,
Secretary.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, FINK'S PATENT IRON BRIDGE in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,392, Pittsburg, Pa.

DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,

No. 229 BROADWAY, NEW YORK,
AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, MD.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. GAS WORKS ERECTED on THE MOST APPROVED PLANS. New and Second-hand MACHINERY constantly on hand. IRON BOUGHT AND SOLD ON COMMISSION.

SOLE AGENTS FOR BATES' STEAM GAUGE.

MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS AND GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR AND WOOL FELTING.

HENRY J. DAVISON. WM. LEE STILES. P. P. DICKINSON.

Government Securities.

OFFICE OF

A. H. ALMY,
CONTINENTAL BANK BUILDING,
No. 7 NASSAU ST.

ORDERS for the various issues of GOVERNMENT SECURITIES will receive prompt attention.

A COMMISSION OF **ONE-EIGHTH OF ONE PER CENT.** on the

5-20 BONDS

Will be allowed to **Banks, Bankers and others.**

GIBSON & PALMER,

COMMISSION MERCHANTS,
AGENTS FOR SALE OF

RAILWAY IRON
AND
EQUIPMENTS,
PERU IRON
AND
AMERICAN STEEL,

54 William st., NEW YORK.

CHARLES D. GIBSON. RICHARD S. PALMER

BROWN'S ENGLISH

ROOFING PAINT.

THIS pure Black Paint is superior to all other Black Roofing Cements, Mastics and Patent Roofings now in use; and, for the last ten years, the genuine has been used in twenty-four States of the Union, and is now a fixed institution for the following purposes:—

THE PAINTING OF TIN, SHEET IRON, COPPER OR ZINC ROOFS, GALVANIZED IRON, BRIDGES,

LOCOMOTIVE

AND STEAMBOAT SMOKE PIPES,

And all IRON WORK requiring a PERFECTLY PURE GLOSSY BLACK, exposed to weather and fire.

It has been in general use in England for the last ten years, for the protection of Vessels' Bottoms from the water and the worm, for which it is particularly well adapted. For sale by the barrel or gallon.

SAMUEL REYNOLDS,
PROPRIETOR,
Depot, 879 Third Avenue, New York.
All Orders promptly attended to. Best City References given.

Central Transportation Co.

THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of

WOODRUFF'S, KNIGHT'S, MYERS'
AND OTHER PATENTS FOR
SEATS AND COUCHES IN
SLEEPING CARS,

would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their

SLEEPING CARS,

and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.

The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, **No. 1347 Brown-st., PHILADELPHIA**, will receive immediate attention.

Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above,

O. W. CHILDS, President.

KING'S NOTES ON STEAM. LESSONS AND Practical Notes on Steam. The Steam Engine, Propellers, etc., etc., for young Marine Engineers, Students, and others. By the late W. R. King, U. S. N. Revised by Chief Engineer J. W. King, U. S Navy. Fourth Edition, enlarged and improved.

"This is the second edition of a valuable work of the late W. R. King, U. S. N. It contains lessons and practical notes on Steam and the Steam Engine, Propellers, etc. It is calculated to be of great use to young marine engineers, students, and others. The text is illustrated and explained by numerous diagrams and representations of machinery. This new edition has been revised and enlarged by Chief Engineer J. W. King, U. S. N., brother to the deceased author of the work."—[Boston Daily Advertiser.

"This is one of the best, because eminently plain and practical treatises on the Steam Engine ever published."—[Philadelphia Press.

"Its republication at this time, when so many young men are entering the service as naval engineers, is most opportune. Each of them ought to have a copy."—[Philad. Ev. Bulletin.

In one volume octavo, with illustrations, price $2. Copies sent free by mail on receipt of price. Published by D. VAN NOSTRAND, 192 Broadway, New York.

MUNN & CO'S
PATENT OFFICE.
ESTABLISHED 1842.

DURING the past twenty years, Messrs. MUNN & Co., in connection with the publication of the WEEKLY ILLUSTRATED SCIENTIFIC AMERICAN, (the only paper devoted to the Mechanic Arts in the country,) have acted as Attorneys for procuring letters patent in the United States and all foreign countries.

They would state that they have acted, during this period, as agents for more than

TWENTY THOUSAND INVENTORS;

In fact, they have become identified with the whole brotherhood of inventors and patentees, at home and abroad. Thousands of inventors for whom they have taken patents have addressed to them most flattering testimonials; and the wealth that has inured to the inventors whose patents were secured through their office, and afterward illustrated in the SCIENTIFIC AMERICAN, would amount to many millions of dollars!

Messrs. MUNN & Co. are prepared to attend to patent business of all kinds, in the quickest time and on the most liberal terms.

For further information, send for a pamphlet which contains the Patent Laws of the United States, and much other valuable information of importance to inventors and all others who own patent property. Also pamphlets of information furnished regarding the Patent Laws of all foreign countries.

For further particulars address

MUNN & CO.,
No. 37 Park Row, New York,
Or corner F and 7th sts., opposite Patent Office, Washington, D. C. 3m35

Long's Valve Seat Planers.

TWO of these useful Machines with hand and power attachment for sale by

WILLIAMS & PAGE,
BOSTON.

PRICE $150 each. 3m47

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Exchange Place.

New York, 1st June, 1863.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard
500 " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 11, 1862 28 Beaver st.

RAILROAD IRON.

THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & CO.,
32 Cliff st.

COPAKE IRON MINES.

THIS Company is now prepared to deliver, in quantities of 2,000 to 20,000 tons monthly, the very superior **IRON ORE** produced at its Mines in the town of COPAKE, Columbia County, N. Y.

The **COPAKE ORE** is a Hematite of the best quality known in the country, and has been extensively used by Iron Manufacturers for many years.

Applications will be received at the office of the Company, **No. 7 Nassau st.**, over the Continental Bank, New York. Communications by Mail may be addressed to **CHARLES H. MILLS**, President. 6m42

REMINGTON VERNAM,
Late of firm of HOYT & CO.,
STOCK & BOND BROKER,
59 EXCHANGE PLACE,
Cor. Broad Street,
NEW YORK.

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.
STOCKS and BONDS,
GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

P. W. GALLAUDET,
NOTE BROKER,
No. 1 WALL ST., near Broadway.
Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

AGENCY FOR THE SALE OF
U. S. Five-Twenty Bonds.
PARKE & BOWDOIN,
No. 76 Wall st., cor. Pearl st.

HAVING been appointed Agents for the U. S. 5-20 Loan, we are prepared to receive subscriptions to the above bonds at par. Interest in gold, commencing on the day of deposit. Orders accompanied by draft on this city will receive our prompt attention.

Stocks and Bonds bought and sold on commission at the Brokers' Board.

Mercantile paper and loans negotiated.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
52 WALL STREET.
STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

DUNCAN, SHERMAN & CO,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

FEARING & DALTON,
54 WALL STREET.
STOCKS and BONDS BOUGHT and SOLD
ON COMMISSION.
U. S. { 1881 SIX PER CENT. COUPONS.
7 3-10 TREASURY NOTES.
CERTIFICATES of Indebtedness.
FIVE-TWENTY BONDS.
BUY AND SELL BUSINESS PAPER.

REUBEN W. HOWES. CHARLES A. MACY.
HOWES & MACY,
BANKERS.
NEW YORK, August 25, 1863.

The subscribers having retired from the offices of President and Cashier of the Park Bank (which positions they have held since its organization), have established themselves in the Banking business at No. 30 Wall street (in offices recently occupied by J. J. Cisco Esq., Assistant Treasurer U. S.)

We are now prepared to receive accounts, and deposits with us can be checked for the same as with any of the city banks.

Interest will be credited to our depositors on their daily balances on the 1st January and July, at the rate of three per cent. per annum.

Particular attention will be given to Collections on all accessible points in the United States and Canada, on the most favorable terms.

Orders for the purchase or sale of all kinds of Government and other securities will be attended to promptly.

HOWES & MACY,
30 Wall st.

RAILROAD SECURITIES
OF EVERY DESCRIPTION.
STATE, CITY AND COUNTY BONDS,
BOUGHT AND SOLD.
WM. A. GUEST, 31 Wall Street.

Livermore, Clews & Comp'y,
BANKERS,
34 WALL ST., N. Y.
DEALERS IN
GOVERNMENT SECURITIES & GOLD.
STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS.
Received on the most favorable terms.
Advances made on approved collaterals.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
NEW YORK.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF

JOHN C. CAPP & SON,
Stock and Note Brokers,
No. 23 SOUTH THIRD STREET,
Directly opposite the Mechanics' Bank.
PHILADELPHIA.
STOCKS & BONDS BOUGHT AND SOLD
ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
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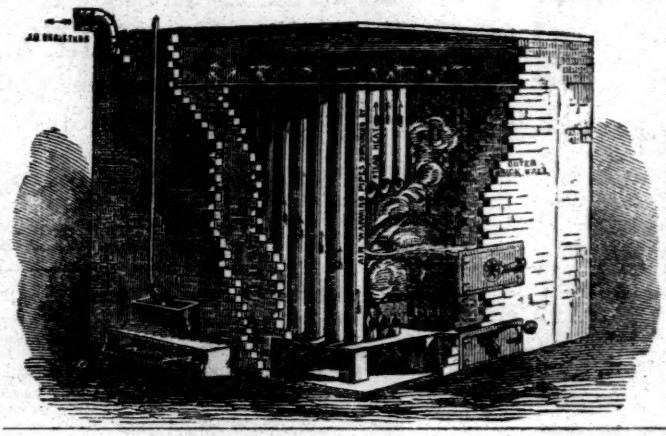
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Beware of imitations that are inferior in strength and in other respects.

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The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

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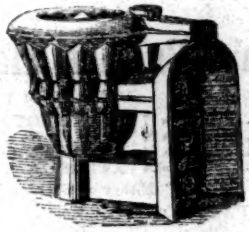
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Fire may be kept all winter with an astonishingly small supply of coal.

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SET IN BRICK, PORTABLE OR AS



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HEATERS,

FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR

Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,

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THE MOST POWERFUL HEATERS AND THE

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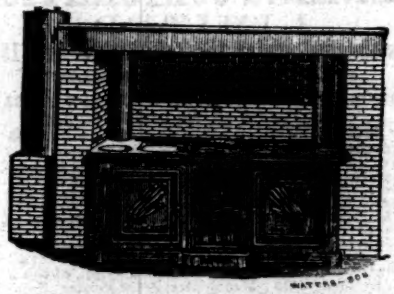
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Four sizes, adapted to families and hotels.

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